



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 773 Newsy Stuff

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

**November 8 2011**



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#### USA, WASHINGTON, OCTOBER 30 2011. FIRESIDE GEL FUEL RECALLED

The U.S. Consumer Product Safety Commission announced a voluntary recall of 23,400 bottles of Fireside Gel Fuel due to burn and fire hazards. The gel fuel produced by Evergreen Enterprises of Richmond, Va., can unexpectedly splatter and ignite, posing a fire risk, the commission said in a statement. The recalled bottles include pourable gel fuels in 30-ounce plastic bottles that were sold with or without citronella oil. "Fireside" and "Gel Fuel," as well as "Evergreen" and "Flag & Garden" are printed on the bottles. The gel fuel was sold from December 2010 through September 2011 for about \$10. Consumers were advised to stop using the gel fuel and return the bottles to the company for a full refund. Consumers can call 877-558-1511 for information.

[http://www.upi.com/Business\\_News/2011/10/29/Fireside-Gel-Fuel-recalled/UPI-84911319916416/?spt=hs&or=bn](http://www.upi.com/Business_News/2011/10/29/Fireside-Gel-Fuel-recalled/UPI-84911319916416/?spt=hs&or=bn)

#### USA, OH, COLUMBUS, OCTOBER 30 2011. STATE WANTS REFINERY SHUT DOWN FOR ODORS

*charlie boss*

The state is taking steps to temporarily close an East Side refinery again, just 20 days after officials made a similar request. The Ohio attorney general's office and the state Environmental Protection Agency filed a request yesterday with Franklin County Environmental Court Judge Harland H. Hale to shut down Heartland Petroleum for its "ongoing air-pollution violations." "For the protection of nearby workers and residents and to ensure compliance with Ohio laws and regulations, it is necessary that we seek a temporary shutdown of this facility while these recurring emissions problems are corrected," Attorney General Mike DeWine said in a statement. The plant, at 4001 E. 5th Ave., opened in February 2009 and recycles used motor oil. It continually has received complaints from neighbors for "rotten egg" and "burned rubber" odors. The state wants the refinery closed until it can make repairs to stop the odors. This month, Heartland officials voluntarily closed the refinery to correct a problematic pressure valve, but they said it was unrelated to a state court order seeking the plant's closure for odor problems. Heartland resumed operations on Oct. 19, but odors continue to be a nuisance, state officials said. The state had wanted Hale to order a shutdown after four incidents in which pollutants escaped from refinery valves in August and September. The EPA filed an affidavit with Hale stating that "roughly 200 incidents" were reported by sick Ohio Department of Job and Family Services employees who work across the street from Heartland.

<http://www.dispatch.com/content/stories/local/2011/10/29/state-wants-refinery-shut-down-for-odors.html>

#### CHINHA, HENGSHAN CO, HENGYANG CITY, CHANGJIANG TWP, OCTOBER 30 2011. 29 KILLED IN CHINA COAL MINE GAS EXPLOSION



*Rescuers wait in the Xialiuchong Coal Mine in Hengyang city, central China's Hunan province, on Sunday. A gas explosion at the coal mine in central China has killed 29 workers, Chinese authorities said.*

A gas explosion rocked a state-owned coal mine in central China's Hunan province, killing 29 workers in the latest in a slew of such accidents in the country. A total of 35 miners were working in the Xialiuchong Coal Mine in Hengyang city when the mishap happened around 6 pm last evening. Six of the miners had been rescued and admitted to hospital, according to authorities. The death toll reached 29 after rescuers located the body of a trapped worker, the official Xinhua news agency reported today. Family members and other relatives of the coal mine workers, who were anxiously waiting at the site during the rescue operation, burst into tears after

hearing the news of the death of 29 miners. Luo Lin, head of the State Administration of Work Safety, and Xu Shousheng, Governor of Hunan Province, were involved in directing the rescue operation till this morning. Xialiuchong Coal Mine, a 40-year-old mining enterprise located in Changjiang township in Hengshan county, is a legally-operating mine with more than 160 miners, according to Xinhua. This was the second mine accident in the last three days that resulted in casualties due to gas burst. Seven miners were killed and 11 others were missing after a gas outburst hit a coal mine in central China's Henan Province on October 27. A spokesman with the provincial work safety authorities said the gas rush had happened shortly after the midnight, when 18 workers were operating underground at the Julishan Coal Mine in Jiaozuo. Coal mine accidents continue to take place almost every week in energy-hungry China despite measures initiated by the government to increase the safety.

<http://www.thehindu.com/news/international/article2582342.ece>



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#### AUSTRALIA, N.S.W, SYDNEY, OCTOBER 30 2011. POLICE INVESTIGATE SHIP FOR MARINE POLLUTION

*natalie o'brien*



*The MV Island at Lord Howe Island.*

Police have been asked to investigate allegations that the MV Island Trader, which ran aground in the world-heritage listed Lord Howe Island lagoon, was also responsible for two separate marine pollution incidents two years ago. Complaints have been made that the fuel-supply ship leaked oil into the pristine waters of the lagoon in 2009 and one of the spills involved about 200 litres of oil. After receiving the complaints, the NSW Minister for Police, Michael Gallacher, has asked the police to investigate. There has never been an investigation into the incident despite marine environmental pollution offences attracting a maximum fine of \$10 million. A spokeswoman for NSW Maritime said a formal report was never received about the alleged oil spills. She said while informal reports were received, no evidence of any spill had been provided. Calls to the shipping office on Lord

Howe Island were not returned. The MV Island Trader, which has the monopoly on the route carrying food and fuel from Port Macquarie, hit a sandbank earlier this month and was stranded for seven days. The tender for shipping services was advertised earlier this year and negotiations are under way.

<http://www.smh.com.au/environment/police-investigate-ship-for-marine-pollution-20111029-1mp9b.html>

#### AUSTRALIA, N.S.W, SYDNEY, OCTOBER 31 2011. RADIOACTIVE WASTE HAUNTS RESIDENTS



*Struggling ... Katie McGrath at Nelson Parade, Hunters Hill, says the government must stop dithering.*

FOR the state government it has been a lingering headache since the 1970s but for people who lived on top of radioactive waste in an exclusive harbourside suburb of Sydney it is a matter of life and death. Katie McGrath, who spent her early life at the site of a former uranium smelter at Nelson Parade, Hunters Hill, is pleading for the O'Farrell government to clean up the site once and for all in the interest of public health. As a three year-old in 1975, Ms McGrath lost her mother, Iris, to a mysterious cancer. Nine months later her father, Fabian, also died from the disease. Both were in their 30s. Ms McGrath is now struggling to cope with the recent diagnosis of

another family member with a potentially radiation-related illness. At least six people who lived in Nelson Parade have died of stomach and other non-hereditary cancers. "Every state government for four decades has known about this and all of them have sat on their hands while people have died," Ms McGrath told The Sun-Herald. Despite decades of dithering and a parliamentary inquiry recommending the site be decontaminated and the radioactive top soil stored safely, the site remains affected. Over the years the government has bought contaminated blocks at 7, 9 and 11 Nelson Parade. In October last year The Sun-Herald revealed secret plans by the then Labor government to truck 5000 tonnes of toxic soil to a special waste facility at Kemps Creek in Sydney's west. The then premier, Kristina Keneally, abandoned the plan and the O'Farrell opposition went on the warpath in support of worried Kemps Creek residents. The scandal was credited with helping the Liberal Party win the seat of Mulgoa from Labor in March. But the government now has to find a solution that will not lead to public demonstrations such as the one held by Kemps Creek residents on Friday. The Finance Minister, Greg Pearce, was forced to admit last week that there was little option other than to move the waste to clay pits at Kemps Creek but Mr O'Farrell has asked for another report from government. "I encourage you to wait until the decision is made," he said last week. "My position remains the same: I don't want to see radioactive toxic waste at Kemps Creek." Meanwhile, Ms McGrath said her patience had run out. "Robyn Parker [the Environment Minister] needs to step up and do something in the interest of public safety, stop all the talk and all the fuss about what the outcry might be if it is moved and get it done. People have lost their families, lost their parents, lost their children for something that has been known about for so long. It was avoidable," she said. Despite some bureaucrats attempting to characterise the waste as only mildly more "radioactive than a banana", a 1987 report by the Australian Nuclear Science and Technology Organisation found 37 of 226 samples exceeded 100 becquerels a gram, the level considered hazardous and requiring special disposal. One sample was seven times that level. Ms McGrath said her parents probably went to their graves unaware that their family home had been built where the uranium smelter had operated



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between 1911 and 1916. About 500 tonnes of uranium ore were processed at the plant and radioactive tailings mixed into the soil. Ms McGrath told the parliamentary inquiry in 2008 how her parents would dig in the soil, creating a vegetable garden and retaining walls. Her family has sold the house and she said she felt sorry for residents who were stuck in Nelson Parade, unable to sell because of the risk. "I wouldn't put my kids anywhere near there," she said.

<http://www.smh.com.au/environment/radioactive-waste-haunts-residents-20111029-1mpb6.html>

### AUSTRALIA, N.S.W, ERARING, OCTOBER 31 2011. ERARING OIL SPILL FAILURE

damon cronshaw



*Peter Harvey, the Executive Manager Safety Environment and Sustainability, on scene with the Fire HAZMAT crew on Friday.*

Eraring power station's oil-containment system failed when an explosion caused an oil spill into Lake Macquarie, industry and political insiders say. The power plant conceded that oil spilled into the lake after an explosion breached barriers meant to contain oil. But numerous firefighting and industry sources said the problem was worsened because oil leaked into the lake through a drain that should have been sandbagged after the explosion. Lake Macquarie MP and mayor Greg Piper said the explosion and oil spill exposed "some flaws" in Eraring's containment system, but the incident "could have been a lot worse". "I'm told there was a drain that allowed oil to escape," Cr Piper said. "But you can't

model for every contingency." Eraring managing director Peter Jackson said some oil had leaked into stormwater drains and the lake after the explosion and subsequent use of millions of litres of water to fight the fire. He was not aware a drain had been missed, as firefighters sought to contain the spill. Mr Jackson said the utility would examine the design of its oil-containment system and look to improve it. "The transformer-generator was built close and adjacent to our outlet canal, that's the way it was done 30 years ago," Mr Jackson said. An oil slick covered areas of the shore at Myuna Bay, Whiteheads Lagoon and Rocky Point. Wind and the tide pushed oil across the lake at the weekend to Silverwater and Sunshine on the Morisset Peninsula, where residents reported brown oily sludge in the water. Fire and Rescue NSW and the Office of Environment and Heritage said it was a thin variety of oil, too fine to clean up. They said the pollution would dissipate and evaporate, despite concerns about it entering the food chain. The environment office will investigate the incident, which began after an explosion inside a transformer-generator at 2.30am last Friday. Mr Jackson said the fire was extinguished yesterday, despite concerns it could smoulder for a week. He said the progress could mean firefighters that vacate the site today

<http://www.theherald.com.au/news/local/news/environment/eraring-oil-spill-failure/2340704.aspx>

### UNITED ARAB EMIRATES, UMM AL QUWAIN, OCTOBER 31 2011. PLAN TO REFLOAT SUNKEN VESSEL OFF UMM AL QUWAIN >> EFFORTS HAVE GAINED URGENCY AS SHIP HAS MORE THAN 1,000 TONNES OF DIESEL, MINISTRY SAYS

aghaddir ali,

The Ministry of Environment and Water is looking to refloat White Whale, a vessel which sank off the coast of Umm Al Quwain last Friday. The vessel is carrying more than 1,000 tonnes of diesel, raising the threat of an environmental disaster in case of an oil leak. It was earlier reported that it had 450 tonnes of diesel on board. The vessel sank about 35km off the coast of Umm Al Quwain and about 25 km east of Sharjah's Port Khalid, according to an official of the UAE Coast Guard. The official said the operation to salvage the vessel would take some time. "Currently, we are trying our best to recover the vessel to avoid more diesel leak which may contaminate fish and cause an environmental catastrophe," said the official who is involved in the operation.

#### Salvage Operation

He said it took nine hours to plug the holes to stop diesel leakage, but officials fear that oil will again spill out because of the weather condition. "It was a hell of a job for divers to stop [the] leakage of diesel at the oil tanker 35-metre deep in the water, but they did it successfully," the officer said. He said the salvage operation would be carried out in three phases. "The first phase, including scanning and assessing the status of the vessel and its contents and closing leakage, has already been completed, while the second phase will involve carrying the remaining contents of the diesel tanks to safe floating stations," he said. The vessel will be lifted in the third phase. A helicopter is being used to monitor the condition of the affected area round the clock.



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Diesel first spread in an area over two square kilometres, but is now contained to one square kilometre. The official said the situation is so far under control and the Ministry of Environment and Water is awaiting a report of consultants who are studying how to refloat the vessel and safely transfer the diesel stored in its tanks. "It will be catastrophic if any of the diesel tanks burst as it would likely pollute the shoreline and cause contamination and endanger marine life," the official said. The owner of the vessel, the official said, would have to pay for the damages caused by the incident, according to the UAE laws.

<http://gulfnews.com/news/gulf/uae/environment/plan-to-refloat-sunken-vessel-off-umm-al-quwain-1.920527>

### USA. CA, LENDORA, OCTOBER 31 2011. TRUCK IGNITES AT GLENDORA GAS STATION, NO ONE HURT

aaron castrejon



A fire at the gas pumps at Sam's Club leaves the vehicle significantly damaged. A truck erupted in flames Saturday night at the Sam's Club gas station when fuel began spilling from the vehicle. Officers received a call around 7:30 p.m. after the driver began fueling their vehicle. According to Lt. Jaime Caldwell, the truck initially had two gas tanks, one of which had been removed. "She [the driver] inadvertently started putting gas into the hole where there was no gas tank," Caldwell said. Unbeknownst to the driver, gas began pouring onto the exhaust manifold and caught fire. The driver was unharmed and there was no damage to the structure or the gas pumps, but the truck was significantly damaged, according to Caldwell.

<http://glendora.patch.com/articles/truck-ignites-at-glendora-gas-station-no-one-hurt>

### TAIWAN, YILAN CO, OCTOBER 30 2011. BIG EXPLOSION AT MILITARY ARMS DEPOT INJURES EIGHT: HAZARDOUS MATERIALS: THE BLAST CAME AS PERSONNEL WERE DESTROYING FLASH GRENADES. THE CAUSE IS UNDER INVESTIGATION AND THE ARSENAL'S OPERATIONS ARE SUSPENDED



*Members of the Yilan County Fire Investigation Unit wait outside an area closed off by police after an explosion at an arsenal in Yilan County yesterday.*

An explosion erupted yesterday at a military arsenal in Yilan County, leaving seven employees and military personnel with life-threatening burns. The patients were first rushed to three local hospitals for treatment before being transferred to Tri-Service General Hospital's intensive care unit in Nei-hu, Taipei, and put on artificial respirators. Dai Niann-tzyy, a doctor at the Tri-Service General Hospital, said yesterday afternoon that six of the patients suffered burns covering 70 to 99 percent of their bodies. The seventh, a military officer, sustained complications from burns covering up to 50 percent of his body and an open fracture of his lower limbs. All seven of the blast's victims suffered inhalation burns, causing serious damage to their lungs. An eighth individual injured less severely in the explosion was being treated by the hospital's regular burns unit, Dai said. The blast occurred at 9:15am

as personnel at the arsenal in Yuanshan Township were destroying a batch of flash grenades, but the cause of the accident is still unknown, according to a Ministry of National Defense statement. In the wake of the explosion, Minister of National Defense Kao Hua-chu immediately instructed the arsenal to suspend all operations pending an investigation. The military has also set up a task force to investigate the blast. According to accounts from residents living nearby the military arsenal, at the time of the accident they first heard a loud explosion, followed by a few smaller blasts. "I was tending my vegetable garden when I suddenly heard a loud explosion and the ground shook a little," said a resident named Huang Shu-mei, who runs a convenience store nearby. "I looked up and looked toward the arsenal and saw a stream of black smoke, followed by yellowish smoke ... after that loud explosion, there were a few minor sounds of blasts," he added. Among the eight injured, five were military personnel and three were civilian employees. Tsao Chang-fa who sustained the most severe burns, has been an employee there for 30 years. President Ma Ying-jeou was quoted by Presidential Office spokesperson Fang Chiang Tai-chi



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later yesterday as having expressed his concern over the matter. Ma has also instructed the Ministry of National Defense to provide the injured with the best medical services and treatment available, Fang -Chiang added.

<http://www.taipeitimes.com/News/front/archives/2011/10/29/2003516937>

#### PAKISTAN, ISLAMABAD, OCTOBER 31 2011. TOXIC TANK SWALLOWS 4 FACTORY WORKERS

*mohammad asghar*

Four workers died and two others were seriously injured when they fell into a chemical waste tank of a cardboard factory in Sihala on Sunday. Co-workers said Nadeem Shahzad was first to slip into the toxic tank as he went to repair an electrical motor on the top of it. The remaining three vanished into the 12-foot high tank one after the other trying to rescue their colleague. All four were in their prime youth. Nadeem Shahzad was 25. Ayaz Gul, who rushed to rescue him on hearing his shrieks, was 23. Shahid Farooq, 24, and Asim Ali, 21, followed them into what turned out to be a well of death. Shocked to see their colleagues being swallowed one after the other, Yasir Ali, 21, and Mohammad Saqlain, 20, jumped into the tank. But other factory workers pulled the daredevils out quickly – burnt by the toxic waste in their futile rescue attempt. They were rushed to a private hospital but Rescue 1122 staff reporting to the emergency shifted them to the Benazir Bhutto Hospital because of their condition. “The atmosphere inside the factory was distressing and there was panic and fear among the workers over the tragedy,” said one of the witnesses. One of the rescuers said: “Though Saqlain and Yasir were unconscious, the former was repeatedly trying to call someone. His condition was critical but as he vomited, his breathing got restored.” It was sad day for the Rescue 1122 staff in more ways than one. “Nobody from the public gave us way to the scene of the tragedy, which lost us crucial time in giving first aid to the victims,” one said. “Had we reached the scene of the tragedy without losing time, the fate of the victims would have been different,” the rescuer said. Sub-Inspector Basharat Shah, who is leading the investigation into the tragedy, said after interviewing several factory workers at the DIU Paper Mill owned by Malik Faisal, where the tragedy occurred, he was sure that it was an accident. He said: “Though it was an accident the police would proceed according to the law if someone from the victims’ families contacted them.” The bodies were handed over to their families after postmortem.

<http://www.dawn.com/2011/10/31/toxic-tank-swallows-4-factory-workers.html>

#### BELGIUM, BRUSSELS, OCTOBER 31 2011. EU CHEMICALS AGENCY PUBLISHES FIRST LIST OF SUBSTANCES TO BE EVALUATED FOR RISKS

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*stephen gardner*

**Key Provision:** ECHA publishes a preliminary list of 91 substances for priority risk evaluation under REACH.

**What's Next:** ECHA aims to finalize the list by the end of February. Each substance will be allocated to an EU member state body for evaluation.

The European Chemicals Agency (ECHA) Oct. 21 published a [preliminary list](#) of 91 hazardous substances for priority risk evaluation under the European Union's REACH law. ECHA said the substances have been prioritized because they are suspected of being persistent, bioaccumulative, and toxic, or of having endocrine disrupting or carcinogenic properties. The substances are also likely to have “wide dispersive or consumer uses,” ECHA said. The substances were selected from dossiers submitted to ECHA by Nov. 30, 2010, the first registration deadline under REACH (Regulation No. 1907/2006 on the registration, evaluation, and authorization of chemicals). The November 2010 deadline applied to chemicals manufactured in, or imported into, the European Union in annual volumes of 1,000 metric tons or more, and to some hazardous substances at lower volumes. Each substance will be allocated for evaluation to an EU member state authority. ECHA said the objective is “clarification” of risks. Evaluations could result in requests for more information from registrants or, ultimately, measures to limit the use of certain substances. However, a substance evaluation may conclude that “the substance does not constitute a risk and no further data is needed,” ECHA said. Evaluation under REACH is a separate process from authorization, under which the most hazardous substances are added to a candidate list for potential bans, unless permission for a specific continued use is given. ECHA said it will discuss the preliminary list of 91 substances with the responsible institutions in EU member states and with the ECHA Member State Committee. ECHA said its aim is to finalize the evaluation list, known under REACH as the [Community Rolling Action Plan](#) (CoRAP), by the end of February 2012. Evaluations will be done by EU countries in the period 2012-2014, ECHA said.

<http://www.bna.com/eu-chemicals-agency-n12884904009/>



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### USA, TX, PORT ARTHUR, OCTOBER 31 2011. AMERICAN EAGLE TANKERS HAS AGREED TO PAY FOR NEW PICNIC AND SPORTS FACILITIES AS COMPENSATION FOR SPILLING CRUDE OIL IN A COLLISION LAST YEAR.



#### Battleground Site

Improvements to the Sabine Pass Battleground, site of an 1863 Civil War battle, include dredging around the boat launch and lagoon; protective covers for the historic earthen ammunition bunkers; shade shelters; a fish cleaning station and the installation of the USS Clifton's "walking beam" – a steam engine component salvaged from the ship after it was sunk during an attack by Confederate troops. "This settlement will be a great benefit to Port Arthur and help preserve part of our state's history," Texas Land Commissioner Jerry Patterson said in a statement. "That's a good deal by any account." Port Arthur City Manager Steve Fitzgibbons said the city previously settled its claim with American Eagle Tankers for police and fire department response and other expenses relating to the accident on Jan. 23, 2010.

<http://www.dredgingtoday.com/2011/10/31/usa-sabine-pass-battleground-improvement-project-includes-dredging/>

### USA, CO, VAIL PASS, OCTOBER 31 2011. I-70 WESTBOUND REOPENS AFTER CRASH, SPILL >> SEMI WAS CARRYING 4,900 GALLONS OF FLAMMABLE LIQUID DOWN VAIL PASS

edward stoner

• Watch the Video <http://www.kjct8.com/news/29632331/detail.html>

• Watch the Video <http://www.9news.com/news/article/227197/339/Hazmat-spill-closes-westbound-i-70>



*A semi truck sits at the top of the emergency truck ramp at above East Vail. The truck driver used the ramp after the truck's brakes failed and it reached speeds of 85 miles per hour heading down the pass. It was carrying 15 330-gallon containers of a flammable chemical, all of which ruptured in the crash.*

A semi truck carrying a flammable hazardous material spilled its load after using the runaway truck ramp on Vail Pass Sunday afternoon. The incident closed westbound Interstate 70 for about seven hours. The truck was hauling 4,950 gallons of a methanol-based mixture, and less than 100 gallons spilled into the Black Gore Creek, said Trooper Heather Cobler of the Colorado State Patrol. Vail's drinking water remains safe, said Eagle River Water and Sanitation District spokeswoman Diane Johnson. The driver reportedly lost his brakes at mile marker 187, about three miles past the summit of Vail Pass, and called "mayday" on his CB radio, according to the town of Vail. He was unable to take the truck ramp at mile marker 186 because of heavy traffic in the right lane, and continued down the pass at speeds approaching 85 miles per hour toward the lower truck ramp. "He then reported almost missing that ramp due to traffic and managed to pull into the ramp at the last minute," according to a town of Vail press release. The truck exited the interstate at mile marker 182, two miles east of East Vail,

and traveled up the ramp at about 12:50 p.m. It did not roll over, but tipped enough to lose its 15 330-gallon storage containers, all of which were ruptured in the crash, officials said. Several of the containers rolled back down onto the interstate. The Environmental Protection Agency and hazardous materials teams were on site assessing the spill and cleaning it up, Cobler said Sunday evening. The driver of the truck was uninjured, and no other vehicles were involved in the incident, she



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said. Motorists were redirected to Highway 91 and Highway 24. The westbound interstate reopened at about 8 p.m. Water district officials were notified of the accident quickly and shut off wells that collect water for the town's drinking system. "Water is totally safe and was never in question," she said. She added that it was unclear if any hazardous material made it to local waterways, but the water district is operating as if it did. Johnson said the Eagle River Water and Sanitation District's water intakes will remain shut off in the Gore Creek and Eagle River below the spill until any risk of collecting unsafe water has passed. In coming days, the district will test water above, at and below the spill to monitor its quality, she said.

<http://www.vaildaily.com/article/20111030/NEWS/111039993/0/FRONTPAGE>

#### NEW ZEALAND, WELLINGTON, OCTOBER 31 2011. TEENAGER'S FACE BURNT IN SULFURIC ACID EXPLOSION

antonio bradley

A teenage boy who suffered significant acid burns to his face was doing experiments in his Wellington suburban garage when a beaker of sulfuric acid exploded. The 13-year-old boy was with a friend in the Kilbirnie garage about noon on Saturday when they mixed an unknown chemical with the acid, Wellington City Council spokesman Richard MacLean said. "When the two things got mixed, it exploded a beaker and that's how it ended up on his face." The boy was rushed by ambulance in a serious condition to Hutt Hospital, which has a specialist burns unit, and had surgery on Saturday afternoon, a hospital spokeswoman said. He had improved to a stable condition yesterday. Five fire engines attended the scene, with firefighters donning protective suits to cleanup the chemicals. Mr MacLean said a council hazardous substance officer had also attended, and spoke to the boy's friend. "It sounds like his friend wasn't hurt. His friend said they were just pottering around, doing a few experiments." Police seized some of the chemicals, Mr MacLean said. "Our people will be working with police on it because the question has to be, just what chemicals were there?" Yesterday, a neighbour, who did not wish to be named, said loud explosions had been heard from the Crawford Rd property periodically over the past two years.

<http://www.stuff.co.nz/national/5879466/Teenagers-face-burnt-in-sulfuric-acid-explosion>

#### USA, MISS, OVERLAND, NOVEMBER 1 2011. AUTHORITIES INVESTIGATING NORTH COUNTY GAS STATION FIRE

 **Watch the Video:**

<http://www.kmov.com/news/local/Authorities-investigating-North-County-gas-station-fire-132906448.html>

<http://www.fox2now.com/news/ktvi-fire-destroys-gas-station-investigators-call-it-suspicious-20111031.0.7134952.story>

<http://www.ksdk.com/news/article/283636/3/Flames-erupt-destroy-Overland-BP-gas-station>

 **Photo's [15]:**

<http://www.kmov.com/news/local/Authorities-investigating-North-County-gas-station-fire-132906448.html?gallery=y&c=y>



Authorities are investigating after a fire ignited at a local gas station overnight in North St. Louis County. The fire broke out at the BP gas station located at the intersection of Lackland and Midland just after midnight. Authorities say the building was closed when the fire started and no one has been reported injured at this time. Authorities are reporting that the building was destroyed as a result of the fire. Arson investigators were called to the scene of the fire because a witness reported seeing someone throwing a fire bomb at the building. Authorities do not have any suspects in custody. Overland Police are currently investigating the fire at this time.

<http://www.kmov.com/news/local/Authorities-investigating-North-County-gas-station-fire-132906448.html>

#### USA, IA, PILOT MOUND, NOVEMBER 1 2011. SON RISKS LIFE TO REACH DAD IN TOXIC CLOUD

 **Watch the Video** <http://www.kcci.com/r/29629778/detail.html>

A Boone County man risked his own life to save his dad on Saturday morning, officials said. They have not released any names in the case, but said the two were spreading anhydrous ammonia on a farm field when the tanks started to leak. Officials said a cloud of toxic gas quickly enveloped the tractor. They said the man's son jumped onto the tractor and climbed inside, trying to drive the tractor out of the cloud. Richard Shaw, 74, died at the scene, his son, Michael Shaw, 54 was airlifted



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to a Des Moines hospital for medical attention, but was released Saturday afternoon, according to officials. A sheriff's deputy, two paramedics and another rescuer have been treated for exposure. Anhydrous ammonia can damage skin, eyes and lungs. The accident occurred on the east side of Pilot Mound in northwestern Boone County.

<http://www.kcci.com/r/29629778/detail.html>

## MALAYSIA, SABAH STATE, KOTA KINABALU, NOVEMBER 1 2011. AT LEAST 18 DEAD IN TRAIN AND OIL TANKER CRASH

david wend

 **Watch the Video** [Halloween Tragedy: Shell lorry crashes into train near KKIA](#)

 **Photo's [3]** <http://twitpic.com/78pckg>



At least 18 people are believed to have died, and possibly many more, after today's crash between a train and an oil tanker near Malaysia's Kota Kinabalu airport. Emergency services have now arrived at the scene. Video of the accident shows a huge fire, with plumes of black smoke. The circumstances of the accident, which occurred at the Jalan Kepayan-Jalan Lintas junction near Kota Kinabalu are unclear but witnesses reported that the passenger train was travelling fairly fast moments before the accident. Given that the accident happened at around 5.30pm in the evening, as offices were emptying for the evening, there are fears that the train might have been loaded with commuters.

<http://100gf.wordpress.com/2011/10/31/at-least-18-dead-in-kota-kinabalu-crash-between-train-and-oil-tanker/>

## CANADA, NUNAVUT, RESOLUTE BAY, NOVEMBER 1 2011. POLICE SUSPECT FOUL PLAY IN RESOLUTE BAY FUEL SPILL >> "IT LOOKS LIKE SOMEONE OPENED THE VALVES"

sarah rogers



*Community and Government Services minister Lorne Kusugak says Resolute Bay's supply of gasoline will be adequate until its next annual resupply. The community's fuel tank farm leaked up to 100,000 litres of fuel Oct. 28 after police say someone opened one of the tank's valves.*

The Oct. 28 leak at the Resolute Bay tank farm was likely a deliberate act, the Nunavut RCMP said Oct. 31. "It looks like someone opened the valves," said RCMP spokesman Sgt. Kevin Lewis Oct. 31. "But as it stands, we have no suspects and we're still investigating." [RCMP launched an investigation Oct. 28](#) after an estimated 100,000 litres of fuel spilled from the community's fuel tank. A full clean-up effort got underway Oct. 29, when workers from the petroleum products division of Nunavut's Community and Government Services department arrived in Resolute Bay to contain the spill. CGS minister Lorne Kusugak visited the site while in Resolute Bay Oct. 29 to attend a ceremony for the opening of the community's new arena. The spill has been contained in a rubber lined fuel berm, Kusugak said. "I was expecting to see a swimming pool of gasoline, but what you see is a pool of snow with a yellow stain," he told Nunatsiaq News. "The spill is not going beyond the fuel tank area." But Kusugak

said work on cleaning up the spilled fuel has just begun, and crews are still figuring out how to remove the fuel from the area. "They don't have an answer to that yet, but we're looking at what we need to do," he said. "Our department will be taking the lead." After a closer look, crews estimate that anywhere between 75,000 to 100,000 litres of fuel were leaked, Kusugak said, roughly 25 per cent of the community's fuel supply. Although it's a large amount, Kusugak said the community's fuel supplies should last until next year's sealift. "As of now, we're very confident that the fuel supply will be adequate to carry the community until the next sealift season," he said. "If they run low, it wouldn't be by that much." In a GN press release Oct. 28,



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Kusugak said his department will ensure Resolute Bay will get an adequate supply of fuel between now and next year's resupply.

[http://www.nunatsiaqonline.ca/stories/article/65674foul\\_play\\_suspected\\_in\\_resolute\\_bay\\_fuel\\_spill/](http://www.nunatsiaqonline.ca/stories/article/65674foul_play_suspected_in_resolute_bay_fuel_spill/)

#### NEW ZEALAND, CHRISTCHURCH, NOVEMBER 1 2011. FATAL COLLISION BETWEEN CAR AND PETROL TANKER



*Crash Scene: The car and tanker that collided at the intersection of Selwyn and Brougham streets in Addington this morning.*

A man has died after the car he was driving collided with a petrol tanker in Christchurch this morning. The car and tanker collided on the corner of Brougham and Selwyn streets in Addington about 5am. Police, fire and ambulance were called to the scene. The Fire Service cut the car driver, who is understood to be aged in his 40s, from his vehicle. St John spokesman Ian Henderson said an ambulance transported the man to Christchurch Hospital's emergency department with serious injuries, including head and torso injuries. It is believed he died at the hospital. The tanker driver escaped without injury. Police Sergeant Stephen McDaniel said the

driver had not yet been identified. "At the moment we are still trying to work out exactly who's at fault," he said. Brougham St between Selwyn and Strickland streets is cordoned off and a diversion is in place. The roads are not expected to reopen until late morning at the earliest. Police are investigating the crash.

<http://www.stuff.co.nz/nz-newspapers/west-coast/news-6662/5885754/Car-and-petrol-tanker-collide>

#### USA, TX, CORPUS CHRISTI, NOVEMBER 1 2011. CREWS ALLOW OIL TANK BATTERY TO BURN

[Watch the Video http://www.kiiitv.com/story/15918146/crews-allow-oil-tank-battery-to-burn](http://www.kiiitv.com/story/15918146/crews-allow-oil-tank-battery-to-burn)



The downtown skyline included a large plume of black smoke, Monday morning. Many people, including emergency crews wondered where it was all coming from. Eventually it was tracked to an oil tank battery on fire along Nueces Bay. The decision was made to let it all burn off and there was good reason for that. It was around 9:30 AM Monday, when the thick black smoke began to cloud the sky for miles around. It actually appeared to be coming from one of the refineries at the Port of Corpus Christi. But, it was actually an oil tank battery producing all of that smoke. It was located on the Portland side of Nueces Bay. Officials say a pump

caught fire after it had overheated. Luckily only 2 of the 8 oil storage tanks here contained oil. But that was enough to help fuel this fire which lasted for hours and fire crews on the scene decided to let it burn instead of trying to put it out. "No one is fighting the fire because if we put water on the facility it will all go over the berm and then it will go into the bay. We'll have a huge oil spill in the Nueces Bay and that's not what you want. So it's all being contained by the berm around it, said William Zagoski with the San Patricio Emergency Management team. If a spill reached the bay, it could have severely impacted the shrimp breeding grounds located there. The Texas General Land Office and Texas Commission on Environmental Quality came out to investigate and they could take regulatory action if they discover a preventable problem out there.

<http://www.kiiitv.com/story/15918146/crews-allow-oil-tank-battery-to-burn>

#### USA, ILL, CHICAGO, NOVEMBER 1 2011. ATTORNEY GENERAL, COUNTY FILE SUIT OVER TISKILWA DERAILMENT

Attorney General Lisa Madigan and Bureau County State's Attorney Patrick Herrmann today filed suit alleging environmental violations occurred in the aftermath of the October 7 derailment near Tiskilwa in which nine tank cars transporting ethanol caught fire, according to a press release from the AG's office. The lawsuit seeks to protect the area and nearby residents from the damage caused by the fire and the release of thousands of gallons of ethanol. At least three drinking water wells are located in the vicinity of the derailment site in addition to Plow Hollow Creek and Big Bureau Creek, which eventually flow into the Illinois River. The complaint asks the court to require a complete cleanup and asks the court to order Iowa Interstate Railroad, Ltd. to pay all costs associated with the cleanup. In addition to filing the three-count suit, Attorney General Madigan and State's Attorney Herrmann requested, and the court entered, an agreed order to ensure that while the lawsuit proceeds the Iowa Interstate Railroad works with the state to conduct a thorough investigation and cleanup to address any



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environmental damages the early-morning derailment caused. "With an ethanol spill of this magnitude, we must ensure that the proper steps are taken to clean up the area and protect the public's health and safety during that process," Madigan said. Of the 26 derailed cars, approximately 10 tank cars each contained 30,000 gallons of denatured ethanol. Nine of the overturned cars caught fire, which consumed much of the ethanol, but authorities believe an unknown quantity of ethanol seeped into the porous soil. The release of ethanol and its by-products can cause adverse health effects and harm to the environment as it leaches from the accident site. Today's court order requires Iowa Interstate Railroad to:

- Report the results of testing of all samples of air, soil, groundwater and surface water at and around the site, taken from October 7 to today, as well as all data related to modeling and hydrogeologic studies.
- Conduct a survey of private wells and community water supplies within a one-mile radius of the derailment site to determine if contamination occurred. The order requires that Iowa Interstate Railroad conduct this survey and sampling in coordination with the IEPA, the Illinois Department of Public Health (IDPH), and the Bureau County Public Health Department. If testing of the water samples shows that levels of some chemicals exceed the legally allowed standards, the order requires the railroad to provide bottled water to affected homes and buildings.
- Submit bi-weekly and monthly progress reports to the IEPA. The monthly report must include all soil, surface water and groundwater sample results obtained during the period.

Madigan and Herrmann jointly filed the documents today in Bureau County Circuit Court, asking the court to order Iowa Interstate Railroad to submit timely reports to the Illinois Environmental Protection Agency (IEPA) as the investigation of possible air, water and soil pollution continues. The IEPA referred the matter to Madigan's office earlier this month. The court has scheduled a status hearing on the case in Bureau County Circuit Court on February 3, 2012, at 11:15 a.m. Supervising Attorney Elizabeth Wallace and Assistant Attorney General Andrew Nicholas are handling the case for Madigan's Environmental Bureau.

<http://www.newstrib.com/articles/news/nci/default.asp?article=30473&aname=Attorney+general%2C+county+file+suit+over+Tiskilwa+derailment>

#### USA, LA, LAFAYETTE, NOVEMBER 1 2011. FORMER ASPHALT MANAGER OF PELICAN REFINERY PLEADS GUILTY IN LOUISIANA TO AIR POLLUTION CAUSING NEGLIGENT ENDANGERMENT

The former asphalt facilities manager of Pelican Refining Company LLC (PRC), pleaded guilty today to the crime of negligent endangerment under the Clean Air Act in federal court in Lafayette, La., announced Ignacia S. Moreno, Assistant Attorney General for the Environment and Natural Resources Division at the Department of Justice and Stephanie A. Finley, United States Attorney for the Western District of Louisiana. Mike LeBleu served as the asphalt facilities manager of the Pelican Refinery in Lake Charles, La., from May 9, 2005, through October 15, 2009. LeBleu was a member of upper management with regard to the asphalt plant and had overall responsibility for the plant's operations and personnel. According to court documents, LeBleu negligently caused the release of hydrogen sulfide (H<sub>2</sub>S), an extremely hazardous substance, into the air, which placed other persons in imminent danger of death and serious bodily injury. LeBleu faces a maximum of one year in prison and a fine of \$100,000. According to the joint factual statement filed with court, during August 2007, LeBleu facilitated the purchase of a load of 64-22 asphalt that had extremely high levels of H<sub>2</sub>S emissions, between 150 parts per million (ppm) and 1300 ppm. H<sub>2</sub>S emissions at these levels carry serious health risks, ranging from eye and lung damage to death at the highest levels. The H<sub>2</sub>S coming off the asphalt was so high that the barge carrying the load was previously denied entry into the Port of Houston. Because of the high H<sub>2</sub>S levels, LeBleu was able to negotiate a substantial discount. The Pelican Refinery would have to spend almost \$25,000 on treatments and chemicals in order to bring the H<sub>2</sub>S emissions down to safe levels for road construction, but even with the cost of treatment, the savings to the Pelican Refinery amounted to more than \$140,000. LeBleu admitted that he was fully aware of the risks associated with processing asphalt with such high H<sub>2</sub>S emissions. For example, at the time of treatment, he requested and received from the Asphalt Institute, a draft copy of "Best Management Practices for Asphalt Facility Control of H<sub>2</sub>S Exposure." Nevertheless, those best practices were not instituted or followed. On August 19, 2007, the asphalt arrived at the Pelican Refinery, and under LeBleu's direction, employees on the asphalt barges were instructed to load approximately 39,438 barrels of the high-H<sub>2</sub>S asphalt into a tank, known as Tank 80-02. Tank 80-02 was not permitted for H<sub>2</sub>S emissions, a violation of PRC's Title V permit. LeBleu understood that the asphalt was in a liquid phase and that H<sub>2</sub>S would be emitted into the vapor space of the tank. Because that tank was vented to the atmosphere, H<sub>2</sub>S would escape into the surrounding air, especially given the heated condition of the asphalt. LeBleu himself



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saw “blue smoke” being emitted from the elbow vents toward the top of the tank, indicating that fumes were being emitted into the atmosphere. The treatment of the high H<sub>2</sub>S asphalt was an ongoing process involving mixing and blending that lasted approximately one month, and was completed by the end of September 2007. During the treatment, regular samples of the H<sub>2</sub>S levels had to be taken. Some of this was done from a tap valve on the side of the tank. Other samples were taken from a hatch at the top of the tank's roof. LeBleu personally collected some of these samples, but he also was negligent when he ordered his subordinates to collect such samples. These employees had to climb on top of the tank, open a hatch, and insert a sampling device into the hatch. The employees were not provided with “fresh air” breathing equipment as required by industry best practices. Several of these employees noted that their personal H<sub>2</sub>S monitors indicated exposure to H<sub>2</sub>S. Other employees that went on top of Tank 80-02 as part of the sampling program reported smelling “rotten eggs” and being overcome with fumes. The smell of rotten eggs is a human indicator for the presence of H<sub>2</sub>S. In related cases, PRC pleaded guilty on October 12, 2011, to felony violations of the Clean Air Act and obstruction of justice for its mismanagement of the refinery. Sentencing is scheduled for December 15, 2011. Additionally, the company's vice-president and general manager, Byron Hamilton, pleaded guilty to Clean Air Act negligent endangerment charges on July 6, 2011. Sentencing has yet to be scheduled for Hamilton. Under the Crime Victims' Rights Act, crime victims are afforded certain statutory rights, including the opportunity to attend all public hearings and provide input to the prosecution. Any person adversely impacted is encouraged to visit [www.justice.gov/usao/law/vicwit/index.html](http://www.justice.gov/usao/law/vicwit/index.html) to learn more about the case and the Crime Victims' Rights Act or you may contact the Victim Witness Coordinator for the United States Attorney's Office for the Western District of Louisiana, Vicki Chance at 318-676-3600. The criminal investigation was conducted by the EPA Criminal Investigation Division in Baton Rouge and the Louisiana State Police, with assistance from the Louisiana Department of Environmental Quality. The case is being prosecuted by United States Attorney Stephanie Finley, Trial Attorney Christopher Hale and Senior Trial Attorney Richard A. Udell, both with the Environmental Crimes Section of the Environment and Natural Resources Division of the United States Department of Justice.

[http://7thspace.com/headlines/398430/usdoj\\_former\\_asphalt\\_manager\\_of\\_pelican\\_refinery\\_plads\\_guilty\\_in\\_louisiana\\_to\\_air\\_pollution\\_causing\\_negligent\\_endangerment.html](http://7thspace.com/headlines/398430/usdoj_former_asphalt_manager_of_pelican_refinery_plads_guilty_in_louisiana_to_air_pollution_causing_negligent_endangerment.html)

#### USA, R.I, NARRAGANSETT BAY, NOVEMBER 1 2011. BARGE SINKS DURING STORM IN NEWPORT >> ANCHORED SHIP CONTAINS 2,400 GALLONS OF DIESEL FUEL

shaun townie

 **Watch the Video** [Storm sinks local barge into Narragansett Bay](#)

 **Watch the Video** [Barge sinks during storm in Newport](#)



A ship stationed in Narragansett Bay will have to be pulled out from underwater. The barge, meant to help a contractor paint the Newport Pell Bridge, sank during this [weekend's Autumn Nor'easter](#). The contractor removed painting supplies, waste products and hazardous materials from the ship and secured it with four anchors, but officials said the anticipation effort proved no match for the rare October storm. According to a news release, Northeast Salvage is on site to begin efforts to raise the ship. Rhode Island Turnpike and Bridge Authority (RITBA) employees inspected the scene and reported that it appeared the ship did not come into contact with the bridge. The vessel has three double-walled tanks containing 2,400 gallons of diesel fuel, as well as a generator and three compressors. The release also stated that a minor oil sheen has been detected

near the sunken ship. Traffic on the Pell Bridge will not be interrupted during the resurfacing process.

[http://www.wpri.com/dpp/news/local\\_news/east\\_bay/newport-sunken-barge-to-be-raised-under-pell-bridge](http://www.wpri.com/dpp/news/local_news/east_bay/newport-sunken-barge-to-be-raised-under-pell-bridge)

#### CHINA, GUIZHOU PROVINCE, FUQUAN, MACHANGPING TWP, NOVEMBER 1 2011. EXPLOSION IN SOUTHWEST CHINA KILLS AT LEAST 4 PEOPLE, INJURES MORE THAN 100>> THREE VEHICLES CARRYING EXPLOSIVES

At least four people were killed Tuesday and more than 100 injured in an explosion in southwest China. The official Xinhua News Agency said the explosion happened near an expressway ramp in Fuquan city in Guizhou province and knocked down several homes. It did not immediately give any other details about the midday explosion. A man who answered the phone in



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the press office at the city's Communist Party branch said three vehicles carrying explosives caught fire at a garage and exploded. The man, who like many Chinese officials would not give his name, put the death toll at at least three, and said the blast destroyed the garage and a crop warehouse. "I can't really tell how many went missing because it is a total mess over there at the explosion scene. Over 100 people were hurt and sent to several hospitals," he said after returning from the scene. The official did not say why the vehicles were carrying explosives or what they were. He added that heavy equipment was being used to search through the wreckage. Accidents and explosions are common in China due to weak safety standards and lax building practices.

[http://www.washingtonpost.com/world/asia-pacific/explosion-in-southwest-china-kills-at-least-4-people-injures-more-than-100/2011/11/01/gIQA8p8UbM\\_story.html](http://www.washingtonpost.com/world/asia-pacific/explosion-in-southwest-china-kills-at-least-4-people-injures-more-than-100/2011/11/01/gIQA8p8UbM_story.html)

### AUSTRALIA, VICTORIA, TYABB, NOVEMBER 1 2011. REAL LIFE INTRUDES ON EMERGENCY PLAN AT TYABB

*louise clifton-evans*



*The overturned tanker in Tyabb.*

In a bizarre twist, a tanker overturned in Tyabb just days before a scheduled, full-scale emergency exercise featuring a tanker accident. CFA operations officer Arthur Haynes said the late-night drama happened just a few kilometres from the planned Somerville simulation. "It just goes to show that we are training in the right area," Mr Haynes said. Hastings police, WorkSafe Victoria and the Environmental Protection Authority are investigating why the petrol tanker carrying 39,000 litres of fuel overturned, spilling its flammable cargo at the intersection of Frankston-Flinders Rd and Westernport Highway on Saturday, October 22, at 11.45pm. The driver was taken to Frankston Hospital with minor lacerations to the head. There were 120 emergency service workers from CFA, police, ambulance WorkSafe and the EPA at the accident, compared with 70 for the training exercise. Hastings Highway Patrol Acting Sgt Rob Hardy said the spillage was highly explosive and potentially very

dangerous for emergency workers. "Overall we were all very lucky."

<http://mornington-peninsula-leader.whereilive.com.au/news/story/real-life-intrudes-on-emergency-plan/>

### NEW ZEALAND, WELLINGTON, NOVEMBER 1 2011. FUEL PUMPS A HEALTH RISK - STUDY

*matt campbell*



*Gloves Please: A new study suggests you might want to wear gloves the next time you fill up your car - and not just because you might get some stinky petrol or diesel on your hands.*

A new study suggests you might want to wear gloves the next time you fill up your car - and not just because you might get some stinky petrol or diesel on your hands. Research by US healthcare company Kimberly-Clark Professional has found that 71 per cent of fuel pump handles are "highest on the list of breeding grounds for illness-causing germs". The research was conducted in six major cities across the US, with scientists swabbing hundreds of surfaces that people interact with on a day-to-day basis to determine which were the most bacteria-ridden. The findings showed fuel-pump handles were considered a high health risk, followed by public mailboxes (68 per cent were found to be breeding grounds for germs), escalator rails (43 per cent) and the buttons on ATMs (41 per cent). Other surfaces that

ranked high on the germ-o-meter included parking meters (40 per cent), pedestrian crossing buttons (35 per cent) and vending machines. The report was headed by professor of microbiology Dr Charles Gerba of the University of Arizona, who says that ignorance over the number of things people touch on a day to day basis is one of the main factors in germs spreading. "People do not realize the amount of contamination they are exposed to going to work each day and doing everyday things like filling their gas tank or riding on an escalator," Dr Gerba was quoted as saying in a statement. "Washing and drying your hands frequently throughout the day can help prevent your risk of getting sick or spreading illness around the office," he said.

<http://www.stuff.co.nz/life-style/motoring/5887964/Fuel-pumps-a-health-risk-study>



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#### SCOTLAND, ABERDEEN, NOVEMBER 1 2011. NORTH SEA PLATFORM SHUT OVER 'EXPLOSION RISK'

 **Watch the Video** <http://news.stv.tv/scotland/north/276961-north-sea-platform-shut-down-over-explosion-risk/>



Talisman's Claymore platform is closed after HSE records four accidental releases of flammable gas in two months. A North Sea oil rig was shut down over fears not enough was being done to prevent an explosion. The Claymore platform, owned by Talisman UK, was closed after the Health and Safety Executive (HSE) issued a prohibition notice over serious safety concerns. The safety regulator accused the oil company of failing to take appropriate measures "to prevent fire and explosion" on four separate occasions. A Talisman spokesman said production resumed earlier this month after the company "fully complied" with the prohibition notice. The platform was shut because the company did not put the controls in place to stop the

"unintentional release" of flammable or explosive substances. The notice, issued in August during the annual maintenance shutdown, gives details of an emergency shutdown at the platform on May 1 after a release from a "produced water skimmer". This was followed by two separate gas releases on June 7, once during venting operations and then after gas compressor seal failed. The next day there was another gas release and on June 30 another accidental gas release. According to the HSE, the accidents reveal "inadequacies" in the processing and handling of flammable substances and in the company's control and supervision of maintenance activities. Talisman also failed to properly investigate and take measures to prevent similar accidents happening in the future, the prohibition notice states. Geoff Holmes, Talisman UK senior vice president, said: "Safety is always our number one priority. "Any hydrocarbon release is unacceptable and our performance has clearly not met our own standards or those demanded by the HSE." An HSE spokeswoman said: "No harm to personnel came from the hydrocarbon releases and the duty holder has now informed HSE that the prohibition notice served on Talisman's Claymore platform has been complied with and the platform has partially restarted. "HSE is working with Talisman to make further changes to its Health and Safety Management system."

<http://news.stv.tv/scotland/north/276961-north-sea-platform-shut-down-over-explosion-risk/>

#### USA, WI, MILWAUKEE, NOVEMBER 1 2011. NEW ETHANOL BLEND DAMAGES MARINE ENGINES, INDUSTRY ENGINEERS SAY

*rick barrett*

Makers of outboard marine engines say scores of their products could be ruined if consumers use a fuel mix that contains a higher level of ethanol. On Tuesday, an engineer from Fond du Lac-based Mercury Marine Corp. is scheduled to testify before a congressional committee that recent engine tests showed severe damage to Mercury products run on a 15% blend of ethanol that's coming to market soon. The tests showed that three outboards run on an E15 fuel blend were damaged to the point of engine failure, according to the National Marine Manufacturers Association. Makers of other smaller engines, used on equipment such as lawn mowers, snow throwers and all-terrain vehicles, also have said they believe that a higher ethanol blend in gasoline - scheduled for introduction as early as this fall - could result in catastrophic damage to those products. Overheating and engine performance issues are among the problems that face owners of outdoor power products if they're mistakenly fueled with E15. In the Mercury Marine tests, paid for by the Department of Energy, a 200-horsepower outboard engine broke down after less than 300 hours of continuous operation, at full throttle, on the biofuel blend. "The bearings on a piston disintegrated," said John McKnight, director of environmental and safety compliance for the National Marine Manufacturers Association. An identical engine powered by gasoline without ethanol was not damaged in the industry-standard test, according to McKnight. A 300-horsepower Mercury outboard, one of the company's most expensive engines, sustained valve damage after 280 hours of testing, while an identical engine running on gasoline without ethanol wasn't damaged. A small 9.9-horsepower engine running on ethanol completed the test but also was damaged. "It was running very poorly," McKnight said. "The results of the testing reinforce the recreational boating industry's significant concern that E15 is not a suitable fuel for marine engines. We expect that additional testing will reveal similar real concerns to fuel tanks and fuel systems."

#### 'Blaze Orange Warning'

Most gasoline now contains up to 10% ethanol, which is made from corn. The Environmental Protection Agency has approved a 15% blend for newer-model cars and trucks, but it has not extended the fuel waiver to vehicles manufactured before 2001. It



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also has not approved the 15% blend for small engines. "Even as an ethanol guy, my advice to Mercury would be to tell people not to use E15 in their outboard engines," said Ron Lamberty, senior vice president of the American Coalition for Ethanol. Not only shouldn't they use the 15% blend, it would be a violation of federal law if they did, according to Lamberty. "There's going to be a blaze orange warning label on the fuel pump," he said. The biofuels industry has pushed hard for higher ethanol blends in gasoline, saying it's a source of renewable fuel and provides additional income for corn growers. "We need lawmakers with a broader vision, and a policy discussion that goes beyond engine performance," said Josh Morby, executive director of the Wisconsin Bio Industry Alliance. The Mercury Marine test is not considered statistically significant, since it used only a handful of outboard engines. And the tested engines were not calibrated to run on E15, ethanol supporters say. Ideally, gasoline stations will have fuel dispensers where the consumer could choose an ethanol blend, advocates say, ranging from 10% to E85, which is 85% ethanol. It comes down to consumer choice, they say, and people should have the right to choose whatever fuel they want based on price and engine requirements.

#### Checking Labels

Choosing the wrong fuel by mistake is a big concern, according to small-engine makers. E15 could damage more than 200 million pieces of outdoor power equipment that were not designed to run on ethanol content higher than 10%, according to the Outdoor Power Equipment Institute, which represents Wisconsin engine manufacturers Briggs & Stratton Co. and Kohler Co. It's potentially disastrous for boat owners if they put the 15% ethanol blend in their boat's fuel tank while filling the tank of their late-model car or truck. "I don't think people are naturally inclined to look at all of the labels on a fuel pump to make sure they are putting in the right amount of ethanol," said Mercury Marine spokesman Steve Fleming. Biofuel advocates say consumers are smart enough to choose the right fuel, and that engine makers should improve their products rather than complain about ethanol. Small-engine makers say they're testing isobutanol as an alternative to E15. Like ethanol, it can be made from corn and other organic feedstock. Also, Briggs & Stratton engines tested with a 16% blend of isobutanol in gasoline were not damaged. Briggs is encouraged by the test results, Todd Teske, chairman, president and CEO said in a news release Friday. There are 70 million Briggs & Stratton engines that could be adversely affected by E15, according to the company. "We are very interested in alternative fuels that do not cause damage to the substantial number of engines in use today while lessening the country's dependency on foreign oil," Teske said.

<http://www.jsonline.com/business/new-ethanol-blend-damages-marine-engines-industry-engineers-say-132968333.html>

#### USA, LA, BATON ROUGE, NOVEMBER 2 2011. EXXON SAFETY SYSTEM CAUSES LOUD BOOM

 **Watch the Video** <http://www.wafb.com/story/15930155/venting-problem>



It's a safety procedure that was followed, but had people in the around the North Baton Rouge area asking questions. Tuesday afternoon, there was a loud boom at the Exxon Mobil plastics plant. "I heard the loud boom, and the walls shook," said Ethel Coleman, lives across from Exxon Mobil Plant. "There was black smoke billowing up from over there - from the plant." Plant manager Nic Clausi said one of the operating units at the plant heated up because of high pressure. Per procedure, the unit's safety system activated and that sparked a fire - that's the loud boom people along Highway 19 heard and saw. "In the process of venting the unit, the material does combust on the way up the stack so that's why you see the smoke that folks on site as well as off-site may have seen," said Clausi. The Department of

Environment Quality said the plant released hundreds of pounds of a non-toxic Hydrocarbon mixture. "The amount of gas that's been reported is about 1600 lbs. of gas, and what we're talking about here is Ethylene, Propylene and Methyl Acrylate," said DEQ's emergency response manager Peter Ricca. Ricca said all three are flammable, but they do not pose a threat to people, which is why there were no evacuations. In fact, neighbors across from the plant said it's nothing out of the norm for them. "There are always loud boom sounds going off over there all through the night," said neighbor Vallery Mattire. "Sometimes the sky is lit up so light you would think it's daylight." "Our number one priority at Exxon Mobil is the safety of the community and our workforce, and we deeply regret the inconvenience today's (Tuesday) event may have caused," said Clausi. No injuries were reported. The plant where it took place has been shut down for now. Exxon Mobil will write up an official report and turn that into the DEQ within the next 7 days.

<http://www.wafb.com/story/15930155/venting-problem>



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#### AUSTRALIA, VICTORIA, BLACKBURN, NOVEMBER 2 2011. HOPES UP FOR ACTION AT DERELICT BLACKBURN SITE



Blackburn traders have been buoyed by a visit to the derelict Caltex site by the state environment minister. Minister for Environment and Climate Change Ryan Smith spoke to traders and representatives from the Blackburn Chamber of Commerce at the site on October 21. The visit to the contaminated site, which has been derelict for 15 years, was sparked by Mitcham state Liberal MP Dee Ryall's mention of the issue in Parliament. Chamber of Commerce president Fay La Galle, who has headed a campaign to have the eyesore cleaned up, said it was the first time any state environment minister had visited the site and heard traders' concerns. "It's looking hopeful that he's going to get back to us by the end of November with some progress," she said. Whitehorse Leader reported last month that the [clean-up of the site would finally start next year](#), but could take two to four years. Mr Smith said he had listened to the traders express their frustration that the contaminated site had been left for so long with no action from the companies deemed responsible for the problem. "Nearby traders, who are keen to see the site developed to help boost patronage, are understandably at their wits' end," he said. "The Member for Mitcham and I are committed to seeing progress made on this issue to provide some much needed clarity and certainty to the traders and surrounding community." Ms Ryall said the site affected the amenity of the Blackburn Station Village shopping centre and the community. She said the minister would report back to traders in coming months with information about the present extent of contamination of the site, the reason for the time

frame reported to the EPA to remediate the site, and if the removal of the old buildings could be undertaken in the interim.

#### Related Links

- [Action at old Caltex station on Blackburn Rd](#)

<http://whitehorse-leader.wherelive.com.au/news/story/hopes-up-for-action-at-derelict-blackburn-site/>

#### USA, LA, BOSSIER CITY, NOVEMBER 2 2011. TANKER TRUCK FIRE CONTAINED IN BOSSIER CITY



*The cab of this tanker truck was completely gutted by fire today in Bossier City. No one was hurt, and none of the load of hydrogen chloride was spilled.*

Bossier City firefighters had their hands full battling a tanker truck fire on Interstate 220 today. The incident happened around 1:45 p.m. when the driver of the westbound rig noticed smoke coming from under the hood. According to a news release, the driver pulled over and called 911. The truck was hauling hydrogen chloride, a corrosive chemical that's not flammable but can release toxic gases and vapors if it comes in contact with fire. When crews arrived, the cab was engulfed in flames. Foam had the fire was out in under five minutes and firefighters kept the fire contained to the truck. The trailer remained intact, with no spillage. The driver was not injured. I-220's westbound lanes were closed about 45 minutes, then only one lane reopened until the rig was moved.

<http://www.shreveporttimes.com/article/20111031/NEWS01/111031031/Tanker-truck-fire-contained-Bossier-City>

#### USA, N.C, DURHAM, NOVEMBER 2 2011. FUEL LEAKS INTO DURHAM POND

Hazmat crews were trying to clean up about 2,500 gallons of fuel that spilled into a Durham pond Tuesday. The fuel leaked from a tank in the 4500 block of Emperor Boulevard, tainting the pond and surrounding soil, Durham Fire Chief Dan Curia said. No nearby buildings were evacuated. It was unclear what caused the leak, but Curia said cleaning up the fuel would require an extensive effort.

[http://www.wral.com/news/news\\_briefs/story/10323412/](http://www.wral.com/news/news_briefs/story/10323412/)



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#### USA, CA, SAN FRANCISCO, NOVEMBER 2 2011. TOXIC CHEMICALS: AGENCY HARDENS STANCE ON PRODUCTS

*marisa lagos*

The state agency charged with regulating toxic substances has taken another crack at writing a "green chemistry" regulation intended to provide consumers with information about harmful chemicals in products, after its first draft was criticized as too weak. The new proposal includes a much larger list of so-called chemicals of concern, expands who would be responsible for complying with the new regulation, and sets a higher bar for products that include even traces of potentially harmful chemicals such as lead and bisphenol A. One of the most vocal critics of the previous proposal, UC Berkeley scientist Michael Wilson, said Monday that the new regulation appears sound and scientifically based. The regulation, required by a 2008 law, is meant to help consumers identify harmful chemicals in household products - and ideally encourage manufacturers to replace those with safer alternatives. But the state agency charged with creating the regulation last year withdrew its first attempt, after health advocates accused officials of caving to industry pressure. Debbie Raphael, director of the Department of Toxic Substances Control, said the initiative will eventually require businesses that sell or manufacture products with dangerous chemicals to either replace those chemicals or explain to state regulators why they are needed and warn consumers or undertake steps to mitigate the public's exposure to those toxic substances. They hope it will spur California manufacturers to create less-harmful chemicals. "The problem we are trying to fix is that just because something is legal does not mean it is safe," Raphael said. Last time, environmental and health organizations criticized the proposal as too limited.

##### Changes to List

Almost a year later, the agency - led now by Raphael - has come up with a proposal that takes a different approach. Among the changes:

The list of chemicals of concern affected by the regulation has been expanded from about 800 to around 3,000.

The scope of products initially affected has been severely limited. Only two to five types of products, which have yet to be determined, with the greatest exposure potential will be initially affected.

Products that contain some particularly hazardous chemicals will be exempted only if they contain less than 0.01 percent, not one-tenth of a percent as previously proposed.

Who is responsible for complying with the regulation has been expanded from just the manufacturer to include importers and those who control the product design.

Raphael said the new proposal is the result of numerous meetings of the state's Green Ribbon Science Panel as well as hundreds of pages of comments from industry and the public and conversations with both business and environmentalists.

##### Impressed by Scope

Wilson, a director at UC Berkeley's Labor Occupational Health Program and a member of the Green Ribbon Science Panel, said he is particularly impressed by the agency's decision to include 3,000 chemicals in the regulation. Dawn Koepke, co-chair of the Green Chemistry Alliance, an industry-backed group that includes businesses and trade associations, said the group plans to "review this proposed regulation carefully" and "offer detailed and thorough comments."

##### Draft Proposal

To see the draft regulations, visit [dtsc.ca.gov/SCPREgulations.cfm](http://dtsc.ca.gov/SCPREgulations.cfm).

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/10/31/BAI1LOJ2O.DTL>

#### USA, N.C, RALEIGH, NOVEMBER 2 2011. STATE COLLECTING IDEAS, OPINIONS RELATED TO PROPANE TANK RULES

The N.C. Department of Agriculture and Consumer Services wants to know what propane customers who own underground tanks think of new safety requirements, and regulators have set up an online survey to collect comments. The latest edition of the national LP-Gas Code requires that underground propane tanks installed after Jan. 1, 2011, be equipped with a system to protect them from corrosion. The code also requires that the system — known as a cathodic protection system — be tested for effectiveness on a specified schedule. Test results must be documented and maintained. The tests must be conducted using equipment that includes a voltage meter. The initial test must be performed when the tank is buried, to verify that the protective system is working. The second test occurs 12 to 18 months later. If results of these two tests are acceptable, the test interval increases to once every 36 months. If the results ever fall below the acceptable voltage, the system must be repaired and the testing schedule restarted. Propane companies that own tanks are aware of the requirements and have accepted the responsibility to comply, said Richard Fredenburg, LP-gas inspection manager for the department's Standards Division.



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"Tanks owned by their customers are a different situation," he said. "The customers traditionally don't know a lot about the technical side of their propane systems, but they still have the responsibility for having the tests done and documented. We want tank owners to comply with the rules, and we are asking them to give us ideas on how to accomplish that." The Standards Division has posted a survey on its website to gather ideas from customers. Go to [www.NCStandards.org](http://www.NCStandards.org) and click on "Customer-Owned Propane Tanks." The survey can be completed online or printed and mailed to the Standards Division. Customers without Internet access can request a copy of the survey by calling 919-733-3313. Comments will be accepted through Dec. 31. Fredenburg said he is interested in hearing all ideas, even the ones that aren't practical. "We want to get the pulse of what is important to consumers who own these tanks," he said.

[http://www.yourdailyjournal.com/view/full\\_story/16238746/article-State-collecting-ideas--opinions-related-to-propane-tank-rules?instance=home\\_news\\_lead](http://www.yourdailyjournal.com/view/full_story/16238746/article-State-collecting-ideas--opinions-related-to-propane-tank-rules?instance=home_news_lead)

### USA, CA, BAKERSFIELD, NOVEMBER 2 2011. WHAT LIES BENEATH, PART 1

March 1995. An explosion rips through the early morning in northwest Bakersfield, as gasoline fumes in an un vented refining tank go up in a ball of flames. The explosion would kill 22-year-old Tracy Kildebeck whose Honda appeared to have ignited the fumes. His death resulted in a \$5.5 million county settlement that also included provisions to clean up the land. "We just wanted to make sure World Oil was complying with all oversight from regulator bodies," says deputy district attorney John Mitchell. It was the end for the 70-year-old refinery, but the beginning of a more in-depth effort to clean years of contamination that soaked into the soil and leached into the groundwater below. "The practices in the 20s, 30s 40s and 50s are not what they are today. The environmental standards, and what was done," says Clay Rogers, water control board. Today, some 16 years after the closure, the toxic chemicals still remain. A chemical scrubber hums away, drawing up and condensing oil hydrocarbons and vapors of the toxic chemical mtbe from a series of groundwater wells hundreds of feet below the surface. "Well, it certainly is a lot of time, but we have to recognize this refinery went into business in 1923 and these impacts occurred over decades," adds Rogers. And Rogers admits the contamination is immense. "Since 1995 over 10 million pounds of petroleum hydrocarbons have been removed in the vapor phase, an additional 20 thousand gallons of petroleum hydrocarbon that are in the liquid phase have been removed from the site." The MTBE hasn't been drawn into the municipal water supply in Bakersfield yet. But Tim Treloor of Cal Water says they're preparing for the possibility. "Doesn't mean it couldn't happen. So we remain vigilant. So we continue to test more frequently than the rules require." In some cases that means testing every 3 months rather than every 3 years. "There is a cost, and there is a cost to consumer. I think if the consumer was making the decision to test or not test, I think they would be right alongside the company." Cal Water draws it's nearest drinking water from a well about a half-mile away, near Vista West High School. A carbon filter installed in the system could buy the utility time if MTBE were ever to slowly seep into the supply. Question: If you could put percentages on it, is there at 10 percent chance, a 20 percent chance it could seep down? "I can't put a percentage to that." Question: How worried about it are you though? "Well, we are concerned about it I mean if we weren't concerned about it, we wouldn't require all of the work to be done." Perhaps more concerning to regulators--the toxic plume beneath the refinery is on the move. It's creeping west/northwest with the flow of water about 300 feet per year underneath Coffee Road toward the old PG&E power plant on Rosedale Highway. The regional water control board has ordered World Oil to drop a string of new testing wells on PG&E's land to find out just how far the chemicals have migrated. One of the groundwater wells already is operational and a sample tested positive for MTBE at 10 times the amount considered safe. A second sample out of that well did not detect anything. And so regulators are asking for more tests and more sites. As concerns grow that a strong rain this winter could drive more of the contaminants in the soil into the groundwater.

**Question:** Are you comfortable they have been monitoring it appropriately? Well, I'd like to see, as I talk to the water agency, one let's do another study on it, and I'd feel much more comfortable," says Kevin McCarthy, congressman Bakersfield. Hydrocarbon contamination does degrade over time. But the regulators we talked to say it will be years if not decades before the contamination on the site is cleaned up to levels considered safe. So what is the federal government's responsibility here? And are our legislators pushing hard enough for answers? Are there other problem areas of concern? We'll continue our search for answers and report again soon on what we find.

<http://www.kget.com/news/local/story/What-lies-beneath-Part-1/bhG1GT3HDKWCILz0KOxrNw.csp>



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