



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 760 Newsy Stuff

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October 7 2011



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INDIA, ANDHRA PRADESH, VIZIANAGARAM, GAJAPATHI-NAGARAM, SEPTEMBER 28 2011. OIL TANKER OVERTURNS, FUEL FLOODS POND

An oil tanker overturned and fell into a pond at Madhupada village of Gajapatinagaram mandal of Vizianagaram district on Tuesday. The lids of oil compartments of the tanker were thrown open and the fuel gushed out. As a result, petrol and diesel from the oil tanker flooded the pond. An oil tanker overturned and fell into a pond at Madhupada village of Gajapatinagaram mandal of Vizianagaram district on Tuesday. The lids of oil compartments of the tanker were thrown open and the fuel gushed out. As a result, petrol and diesel from the oil tanker flooded the pond. According to sources, about 4,500 litres of petrol and 13,500 litres of diesel worth Rs.20 lakh were being transported in the vehicle from Visakhapatnam to Malkangiri district in Odisha. The incident took place near Paladhara pond, when the oil-tanker driver P. Uma Shankar of Akkayya-palem area in Visakhapatnam city lost control of the vehicle and overturned. Locals rescued Shankar and he was immediately rushed to the nearby hospital for medical treatment. The hospital staff said that Shankar sustained minor injuries and his condition is stable. Revenue, fire and police led by the joint collector, Ms Shobha, and the mandal tahsildar, Ms G. Jayadevi, and police rushed to the spot and started rescue works to avoid any fire mishap due to the oil spill. The joint collector directed the revenue and police to immediately make alternative arrangements to reload the oil which remained in the tanker to another tanker to avoid any fire mishap. The sub-inspector, Mr N.V Prabhakar, blamed the driver for the incident. Meanwhile, locals made a beeline to take the oils from the incident spot. Police deployed additional forces to control the people from stealing petrol and diesel. Police have registered a case of rash and negligent driving against the driver.

<http://www.deccanchronicle.com/channels/cities/regions/visakhapatnam/oil-tanker-overturms-fuel-floods-pond-894>

SINGAPORE, PULAU BUKOM, SEPTEMBER 29 2011. SHELL SHUTS MOST OF SINGAPORE REFINERY AS FIRE RAGES

luke pachymuthu & yaw yan chong

 [Watch the Video Shell Bukom Island fire and explosion caught on camera](#)

 [Photo's Shell shuts most of Singapore refinery as fire rages](#)

 [Photo Gallery Pictures: Pulau Bukom fire](#)



Pulau Bukom Shell Refinery on fire.

Royal Dutch Shell Plc has shut most of its half-a-million barrels-per-day Singapore refinery, sources said, as firefighters struggle to contain a blaze that has been burning for more than a day. The plant is the largest Shell owns and makes up more than a third of Singapore's refining capacity. The city-state is Asia's crude and refined product trading hub and hosts the world's largest fuel oil market. Benchmark fuel prices across Asia are based on trade in Singapore, so interruptions in supply can trigger price moves out of proportion with the size of the refinery disruption. Industry sources said Shell has shut two of its three crude distillation units, including the largest No 5 unit, with the third running at reduced rates. A Shell spokesman declined comment on the shutdown of the crude units or the status of

the blaze. The fire has proved difficult to douse, and Shell said it regained in intensity at midday on Thursday, nearly 24 hours after the blaze started. "At around noon, we experienced a surge in the fire which continues to be contained," Shell said in a statement on Thursday. "The source of the fire are remnant light fuel components within the specific area where the fire originated." Shell is investigating the cause of the blaze, being tackled by at least 100 firefighters on Bukom island off Singapore. Shipping sources have said vessels are not berthing at the refinery. One shipowner said his ship had to pull off from the loading berth at around 1000 GMT on Wednesday, more than 5 hours after the fire started, as a safety precaution. "We had to cast off (from the berth) halfway through the loading," the shipping source said. "Our vessel is sitting at anchorage now, waiting for further instructions from Shell's terminal, but no indication has been given on when we can go back in." **MARKET IMPACT** The cost for oil product cargoes for prompt delivery in Singapore's swaps market surged on Thursday, indicating traders expect tighter supplies even after Shell said it could continue to supply the market from storage and other refineries. The premium of October gas oil swaps over November hit the highest for an inter-month spread in almost three years. Fuel oil and naphtha also rose to over seven-month peaks. Shell has said some production units near the blaze were shut as a precaution, including a hydrocracking unit that helps make diesel. In the process of the closure, a larger flare would

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be visible, Shell said, adding that the flare would not release toxic vapours. One Shell firefighter suffered a superficial injury, and five others had heat exhaustion and pulled muscles, the company said. Three Civil Defence Force fire engines were also damaged. The company said the fire had damaged the pump room, which contains pipes used for blending refined fuels. Shell is operating its ethylene cracker normally using alternative feedstock. The unit is typically fed by products from the shut hydrocracker. The smoke plume generated from the fire has not affected Singapore so far, the National Environment Agency said. In a statement, the agency said it was keeping a close watch on the situation and asked the public to stay calm.


Related Links

- [Shell stops berthing operations at Singapore refinery-sources](#)
- [Fire surges at Shell's Singapore refinery](#)
- [Report: Explosions rock Shell's Singapore refinery](#)
- [Shell says fire contained at Singapore plant](#)
- [Fire fighting efforts continue on Pulau Bukom](#)
- [Fire at Shell manufacturing site](#)
- [Explosions heard at Pulau Bukom refinery](#)

<http://ibnlive.in.com/generalnewsfeed/news/shell-shuts-most-of-singapore-refinery-as-fire-rages/840030.html>

INDIA, BIHAR, KISHANGANJ, SEPTEMBER 29 2011. 15 FUEL TANKERS CATCH FIRE ON TRACKS >> 1 PERSON SCORCHED TO DEATH IN FIELD

mehedi hedaytullah

 **Photo's** http://telegraphindia.com/1110929/jsp/siliguri/story_14567586.jsp



Fifteen tankers loaded with fuel were gutted and more than 10 lakh litres of diesel burnt when a goods train carrying them jumped tracks in Chanabana on the Bihar-Bengal border this morning. Chanabana is 5km from North Dinajpur's Islampur or Aluabari Road station and 65km from New Jalpaiguri, the railway's gateway to the Northeast. The inferno caused the tracks to melt, leading to disruption in train services on the Aluabari-NJP route. At least three Up trains from Calcutta — the Darjeeling Mail, Padatik and Kanchankanya — were held up for more than four to five hours along the route. The heat from the burning fuel also scorched to death a villager, whose body was found after the flames were doused. Paddy on 500 acres along the tracks have been burnt. The Northeast Frontier Railway (NFR) said the goods train, with 51 tankers and each of them filled with 70,000 litres of diesel from the Numaligarh Refineries Limited, was on its way to Jamshedpur from Maligaon in Assam. Around 7am, when the train was crossing Chanabana village, two tankers jumped tracks, sparking a fire that almost enveloped the train. The NFR suspects that friction between the tankers that jumped tracks might have led to the fire. When the driver realised that two wagons had derailed and were on fire, he and the on-duty guard immediately severed most of the tankers from the front and rear of the train, thus saving 36 containers. Soon, three tankers, which were on flames, jumped fell into a stream. The train had stopped on a culvert over a stream. Twelve fire engines from Islampur, Matigara, Siliguri, NJP and Bihar's Kishanganj were pressed into service within half an hour. But the flames seemed to rise up high with the spraying of water. At the same time, water acted as a coolant for the soil near the tankers, preventing the spreading of the flames. Finally, foam brought from NJP helped douse the blaze around 3.30pm. Udaynarayan Adhikari, the deputy director

of the state fire services of north Bengal, said: "Foam helps largely in cutting off oxygen. If water is used, it only acts as a coolant but does not douse the flames as it floats over oil." Rafiq Alam, whose house is near the tracks, said when the tankers blew up, he thought there was a train accident. "There was a deafening sound and we thought there was a train accident. But soon, there was a huge ball of fire, which turned out to be a devastating one," said Rafiq. "We ran out of our huts. We have never seen this sort of fire before and didn't know what to do. The paddy fields along the tracks have been damaged." Senior

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railway officials from Katihar and NJP visited the spot. "Based on preliminary investigation, we can say that the fire occurred because of friction after the derailment. The incident led to disruption in rail movement across parts of north Bengal and the entire Northeast," said B.L. Patil, the divisional railway manager of Katihar. The Chanabana area comes under the Katihar division of the NFR. "A good number of tankers could be saved because of the promptness of the driver and guard." The engine of the goods train took away some of the tankers to Aluabari Road. Tankers severed from the rear were taken to NJP by another engine that had arrived. S. Pahan, the superintendent of railway police of Katihar, however, said sabotage was not being ruled out. "We will initiate investigation and cannot comment on the cause of the incident now. Whether it is an incident of sabotage or an accident because of technical faults, is subject to investigation," he said. The NFR authorities said though there are two tracks at Chanabana, both have bent and melted because of the heat over a 500-metre stretch and needed to be replaced. "It would take at least a day to repair the tracks and make the service normal," an official said. The villagers had been worried about Motiur Rehman, whose body was found later in the day, since the fire started. They said the 44-year-old, who was working in his field along the tracks, was missing since the tankers caught fire. After the flames were doused, Motiur's charred body was found in the paddy field. The body was sent for post-mortem.

http://telegraphindia.com/1110929/jsp/siliguri/story_14567586.jsp

CANADA, OTTAWA, SEPTEMBER 29 2011. FEDS RECORDED 53 OIL SPILLS OVER PAST DECADE ON CANADIAN COASTS

The Canadian Coast Guard has recorded 53 oil spills that required a cleanup on the country's shorelines over the past 10 years, the federal government has revealed in a document tabled in Parliament. In total, the government reported 169 "pollution incidents" in Canadian waters involving oil tankers and other vessels since 2001. But it said that in the "vast majority of cases," there were no pollutants found in the water. "In 53 incidents, it was determined that some cleanup or threat mitigation operations were necessary," said the document, signed by federal Fisheries and Oceans Minister Keith Ashfield. "For 51, of these incidents, the polluter assumed management of the response and the coast guard monitored the polluter's response in the capacity of federal monitoring officer." In the other two cases, the coast guard either conducted the cleanup operations or was listed as a "resource agency" that provided "advice and guidance" to the polluter, according to the information, provided in response to questions from Liberal MP Joyce Murray. "In the majority of the 53 level three incidents, response operations took anywhere from one to several days to complete, depending on the nature of the incident and various factors involved," said Ashfield in the document. The longest cleanup took two months to complete, following the King Darwin tanker spill of 723,000 litres of oil at Dalhousie, N.B., on Sept. 27, 2008 during a transfer to a NB Power generating station. Ashfield also said that it was not possible "to discern the total costs" for government in response to spills, in terms of staffing time for investigations or monitoring pollution response activities, along with vehicle use, fuel and deployment of coast guard equipment. But polluters are "ultimately responsible for all reasonable costs" associated with cleaning up from incidents and their related damage under the Marine Liability Act, Ashfield said in the document, noting two cases in which the polluters were held liable for 100 per cent of recorded costs - the King Darwin spill as well as another spill of 4,000 litres of crude oil at the Hibernia Loading Point involving Vinland, an energy company. Murray, a former British Columbia environment minister who now represents a federal riding in Vancouver, said she raised the questions in response to warnings from the auditor general's office last December that suggested the coast guard and other federal departments and agencies were ill-equipped to respond to spills. "We know there are spills, we know we don't have capacity to clean them up federally and to me that was just another argument (about) the risk of tanker traffic around the Queen Charlotte (or) Haida Gwaii islands (of B.C.)," said Murray. "What's really inappropriate is that the government has taken a decision on one competitor's pipeline project, which is the Enbridge pipeline to Kitimat (on the B.C. coast) and said that they are supporting that pipeline while it is still under review. So I'm going to keep working to stop tanker traffic around (Haida Gwaii)." She added that separate research released by the Library of Parliament revealed higher incidents of spills and suggested that the government considered a 15 per cent cleanup of a spill site was sufficient in response to an accident. The various federal government stakeholders all agreed in December to review their emergency planning response to incidents. Frank Stanek, a spokesman for Fisheries and Oceans, said that despite the number of cases reported in Ashfield's response, there were no "major" spills. The majority of cases involved "minor operational oil spills" from vessels refuelling or during oil loading or unloading operations, and when vessels ran aground, he said. The "level three" category could also include an accident involving a recreational boat spilling diesel fuel at a marina and requiring a cleanup as a result, he added.

<http://www2.canada.com/nanaimodailynews/news/story.html?id=5466604>

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AUSTRALIA, QUEENSLAND, BRISBANE, SEPTEMBER 29 2011. DERM TO INVESTIGATE CAUSE OF BRISBANE RIVER FUEL SPILL

yolande schefe & rob kidd



Click-2-Listen [Brisbane CBD oil spill](#)



Authorities lay out containment lines at the site of the oil spill this morning.

The Department of Environment and Resource management will conduct a full investigation into a diesel-spill which polluted part of the Brisbane River this morning. A stretch of the river, from the Botanical Gardens to the Eagle St City Cat terminal, was affected by a diesel spill. DERM officers have taken samples of the pollutant, which they say is highly likely to be diesel, or something similar. According to incident controller Kevin Reading, it appears the spill is a result of a land-based pipe leaking the fluid into the river. A spokeswoman from the Department of Community Safety later confirmed the diesel spill did have land-based origins, and it is believed the leak came from a drain. Officer Reading earlier told ABC radio on Thursday morning he was on a containment mission to prevent the spill from

spreading to other parts of the river. Fire crews have since left the scene after successfully containing the spill, and Marine Safety Queensland and DERM crews have also stood down. The MSQ team assisted QFRS and DERM by providing three crew members, and another crew on standby. Four QFRS crews attended the scene and worked with police to contain the spill, which was between 150 and 200m in length. The crews received the call for assistance about 5.28am from Brisbane City Council. Officer Reading said the exact amount of diesel spilt was unknown but it was "not a large amount". "We think it could have come from a land-based area but we are still investigating," he said. "It could be from a boat or a building or a tanker left after the floods."

<http://www.news.com.au/fuel-spill-spreading-across-brisbane-river-in-the-city-centre/story-e6freoof-1226151002360>

USA, N.Y, FARMINGDALE, SEPTEMBER 29 2011. COLLISION CAUSES FUEL LEAK ON ROUND SWAMP ROAD >> A OIL TRUCK COLLIDED WITH A VAN ON THE ROAD THIS AFTERNOON.

amanda fiscina



A van and oil truck collided on Round Swamp Road Wednesday afternoon.

A collision between a van and an oil truck resulted in an injury and a fuel leak on Round Swamp Road in Farmingdale Wednesday afternoon. Around 3:20 p.m. the Village of Farmingdale Fire Department responded to the collision at the intersection of Bethpage Road and Round Swamp Road. A van and an oil truck collided rupturing the oil truck's saddle fuel tank and injuring the driver of the van. Firefighters used speedy dry to contain the estimated 30-gallon spill of diesel fuel before it contaminated the storm drains. The driver of the van was transported to NUMC by a Nassau County Police ambulance and the Nassau County Hazardous Materials unit was called to the scene to stop the leaking tank. Cars traveling from

Quaker Meeting House Road can't turn onto Round Swamp Road and instead are being directed toward Bethpage Road or Thomas Powell Blvd.

<http://farmingdale.patch.com/articles/collision-causes-fuel-leak-on-round-swamp-road#photo-7943254>

USA, FLA, MIAMI, SEPTEMBER 29 2011. U.S. LAWMAKERS URGE SPANISH OIL COMPANY TO LEAVE CUBA

erika bolstad



Thirty-four U.S. lawmakers on Wednesday asked the Spanish oil company Repsol to keep out of Cuban waters, saying the firm's pending offshore drilling plans would support the Castro regime and "bankroll the apparatus that violently crushes dissent." "The decaying Cuban regime is desperately reaching out for an economic lifeline, and it appears to have found a willing partner in Repsol to come to its rescue," said the author of a letter to the company, Rep. Ileana Ros-Lehtinen, R-

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Fla. The company says it could begin exploratory drilling as soon as December, a prospect that has the Florida and federal governments scrambling to develop contingency plans for a spill even as many Floridians have fresh memories of last year's BP spill in the Gulf of Mexico. "We are working on spill response and we're working with the federal, state and local agencies - very closely," said U.S. Coast Guard spokeswoman Marilyn Fajardo. The possibility of exploratory drilling also has federal agencies grappling with the international and political implications on the U.S. embargo with Cuba. Ros-Lehtinen, the chairwoman of the House Foreign Affairs Committee, warned Repsol in the letter that any drilling operations it conducts in Cuban waters could provide direct financial benefit to the Castro dictatorship. The company's partnership with the Cuban regime also could violate U.S. law and may run afoul of pending legislation in Congress, she said. Recently, representatives from several industry and environmental groups traveled to Cuba to check in on the country's offshore plans. They included Lee Hunt, the chief executive of the International Association of Drilling Contractors, and William Reilly, a former EPA administrator and co-chairman of the White House task force that investigated last year's BP oil spill. The group also included Richard Sears, the former vice president of deepwater drilling for Shell, and Dan Whittle, an attorney for the Environmental Defense Fund. Repsol spokesman Kristian Rix said the company had no comment on the letter from Congress. The company, which has U.S. operations that include leases in the Arctic waters off the northern Alaska coastline, is in the process of bringing a drilling rig to Cuba. Repsol in January 2010 signed a lease contract with the Italian energy company Saipem for drilling equipment. Repsol on its website describes the equipment as complying "with all the technical requirements and all the limitations established by the U.S. administration for drilling operations in Cuba." The Republican-led House Natural Resources Committee had scheduled a hearing on drilling in Cuban waters for last week, but it was postponed after Obama administration officials said they weren't yet prepared to outline their overall response to offshore drilling in Cuba. Some Republican members of the committee have complained in the past about Cuba's ability to drill so close to the U.S. coastline even as a 125-mile buffer zone remains in place in U.S. waters off of most of Florida's coast. The congressional letter drew bipartisan support, with Florida Republican Reps. Mario Diaz-Balart, David Rivera, Tom Rooney, Vern Buchanan, Dennis Ross and Sandy Adams signing onto it; they were joined by Democrats Ted Deutch, Frederica Wilson and Debbie Wasserman Schultz. Also signing the letter were: Rep. Dan Burton, R-Ind.; Rep. Steve Austria, R-Ohio; Rep. Joe Baca, D-Calif.; Rep. Paul Broun, R-Ga.; Rep. John Carter, R-Texas; Rep. John Barrow, D-Ga.; Rep. Robert Andrews, D-N.J.; Rep. Kurt Schrader, D-Ore.; Rep. Tim Murphy, R-Pa.; Rep. Jaime Herrera Beutler, R-Wash.; Rep. Cathy McMorris Rodgers, R-Wash.; Rep. Daniel Lipinski, D-Ill.; Rep. Heath Shuler, D-N.C.; Rep. Candice Miller, R-Mich.; Del. Pedro Pierluisi, D-Puerto Rico; Rep. Frank Pallone, D-N.J.; Rep. Jean Schmidt, R-Ohio; Rep. Brian Higgins, D-N.Y.; Rep. Thaddeus McCotter, R-Mich.; Rep. Steven Rothman, D-N.J.; Rep. Michael Grimm, R-N.Y.; Rep. Jason Altmire, D-Pa.; and Rep. Edward Royce, R-Calif.

<http://www.miamiherald.com/2011/09/28/2430088/us-lawmakers-urge-spanish-oil.html>

USA, MI, MARSHALL, SEPTEMBER 29 2011. CLEANUP OF KALAMAZOO RIVER OIL SPILL TO COST 20% MORE, OR \$700 MILLION, ENBRIDGE SAYS

fritz klug

 **Photo Gallery [31]** [Kalamazoo River oil spill — one year later](#)



Aerial view of an excavator digging into Morrow Lake for submerged oil as a boat follows Friday, August 26.

For the first time Enbridge Energy's estimate of the cost for the cleanup of the [Kalamazoo River oil spill](#) has surpassed the \$650 million that the company can be reimbursed through its pollution liability insurance policy. The company has been paying for all of the cleanup related costs and is working with its insurance company to get reimbursed. Enbridge spokeswoman Terri Larsonsaid it remains to be seen how much will be reimbursed. [Enbridge submitted a report to the Security and Exchange Commission on Monday that the entire cleanup is estimated to cost about \\$700 million 20 percent more than their previous estimate of \\$585 million.](#) The cleanup estimate also does not include any fines or penalties from the government.

"Our estimated cost to clean up the spill also includes what we've paid in claims and what we are forecasting based on the best information available, said Larson. Enbridge reported more than 800,000 gallons of oil spilled into the Kalamazoo River in July 2010. The company said it also expects to pay \$48 million related to a spill that occurred in September 2010 in Romeoville, Ill. Larson said there are four major reasons why the estimate for the Marshall spill has increased: testing, continual

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reassessments, active remediation of the shoreline, and increased operations to recover submerged oil. The Alberta, Canada-based pipeline company does not have an estimate as to how much longer the cleanup will take, Larson said. In July 2010, Enbridge had said the cleanup would be a multiyear operation. "We don't know if the (estimated cost) will go up," Larson said, noting the company has promised to continue the cleanup until affected areas are restored. "At the same time, a late summer reassessment is being conducted along the river in follow-up to summer cleanup operations of submerged oil and the overbanks, Enbridge spokesman Jason Manshum wrote in an email. Manshum said the cleanup of 200 acres of submerged oil that was identified in June will likely be complete in October. The EPA had originally set an Aug. 31 deadline. On Sept. 16, the EPA said 766,288 gallons of oil had been recovered and it has spent \$33.9 million thus far on cleanup costs, which the EPA has said Enbridge will repay. Enbridge said it expects to have paid about 80 to 90 percent of the estimated costs by the end of this year. According to the company's website, it also has made \$422.3 million in payments associated with the spill — with nearly \$129 million paid in the first six months of this year. Those payments have covered the entire cleanup cost, including payments to contractors, as well as any claims with residents that had been resolved.

Related Links

- [Oil spill in Kalamazoo River](#)
- [Crews still cleaning up submerged oil, continuing focus on the area in Kalamazoo County.](#)

http://www.mlive.com/news/kalamazoo/index.ssf/2011/09/enbridges_estimated_cost_to_cl.html

USA, CA, CHICO, SEPTEMBER 29 2011. FLUID SPILL INTO BIG CHICO CREEK CLOSES SYCAMORE POOL

greg welter



A sheen is seen on the water in Sycamore Pool on Wednesday.

Sycamore Pool at the One-Mile Recreation Area in lower Bidwell Park was closed Tuesday afternoon and all day Wednesday, after a small amount of hydraulic fluid at a construction site on Big Chico Creek got into the water and made its way downstream. The spill occurred about 2:30 p.m. Tuesday as a crew from Viking Construction of Rancho Cordova was driving steel posts into the ground for a Highway 99 expansion project. Caltrans spokesman Ben Hargrove said only about a gallon of hydraulic fluid leaked when a hose on a piece of equipment driving a steel support into the creek bank snapped off. He said an automatic shut-off allowed just the fluid under pressure in the line at the time to escape. NRC, a Chico hazardous materials cleanup firm, was called to the scene and laid containment booms and absorbent pads in several places along the creek between Highway 99 and the One-Mile. After doing their job, the pads and booms will be placed into sealed 55-gallon drums labeled non-hazardous waste. Hargrove said a very small amount of fluid got into the pool. He noted Viking was following stringent Caltrans procedures when the accident occurred. A light sheen of fluid could still be seen on the creek Wednesday morning, and accumulations of the fluid had collected at the booms. City General Services Director Ruben Martinez said the water in the pool was being tested regularly Wednesday, and it was unknown when the pool might open. It was still closed at deadline Wednesday. A California Department of Fish and Game official was inspecting the creek Wednesday. Martinez said the city is waiting for a report on the incident from that agency and others before deciding when to open the pool. Police volunteers were at the pool Tuesday afternoon

keeping people out of the water. Signs were posted around the pool Wednesday, advising swimmers to stay away. Work on the Highway 99 project resumed Wednesday morning, but crews were not working near the creek.

http://www.chicoer.com/fromthenewspaper/ci_19000926

AUSTRIA, VIENNA, SEPTEMBER 29 2011. AUSTRIA'S OMV TO SHED REFINERY, MARKETING ASSETS

Austrian energy group OMV announced Wednesday that it would reduce its refinery and marketing business and focus on gas in the future. At a corporate event in Istanbul, the company, which is active in central and eastern Europe, said it plans to sell off assets worth 1 billion euros (1.37 billion dollars) by 2014 in that segment. Chief executive Gerhard Roiss said this sector

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would be reduced to 25 per cent of the company's activities, from the current 35 per cent, as returns and growth are low in this part of the business. 'This means less refining capacity, less filling stations, less businesses,' he said. The proceeds will be used to finance the expansion in the more promising businesses of oil and gas production, gas marketing and power generation. OMV plans to stabilize existing production in Austria and Romania in the short term, and to increase exploration in the Caspian region, the Middle East and Africa.

The company said it would also focus on integrating its gas business, and would increasingly invest in gas-powered electricity production. 'In Europe, we see quite a huge growth of gas demand' until 2035, Roiss said. The planned Nabucco pipeline that is to supply gas from the Caspian Sea and Middle East to Europe will be an important part of that strategy, he added.

OMV's operating profit from exploration and production was 1.8 billion euros in 2010, but only 397 million euros from refining and marketing.

http://www.monstersandcritics.com/news/business/news/article_1664292.php/Austria-s-OMV-to-shed-refinery-marketing-assets

KENYA, NAIROBI, SEPTEMBER 29 2011. 48 HOSPITALISED AFTER EXPLOSION AT SCRAP METAL YARD

moses njagih



Doctors and nurses receive a patient at Kenyatta National Hospital. Over 48 people were admitted to the hospital in serious condition after inhaling toxic gas at Shauri Moyo Nairobi, on Wednesday.

An explosion of a tank containing a toxic gas left 48 people admitted to hospital, some in critical condition.

The explosion, at a scrap metal yard in the densely populated Shauri Moyo Estate in Nairobi, caused panic as residents and passers-by inhaled the chlorine acid fumes. The explosion filled the air with huge yellow fumes, which choked many, causing some to faint. Chlorine gas is extremely toxic as besides it being a pulmonary irritant, it causes damage to the respiratory system if inhaled in big volumes. The explosion of the tank caused a near-stampede as residents ran to safety, away from the area,

whose atmosphere was saturated by the foul-smelling gas. Those who fainted lay by the roadside but were rescued and moved to safety and eventually to hospitals. A quick response by Kenya Red Cross officials, fire fighters from the Nairobi City Council and officials from the National Environment Management Authority (Nema) saved the lives of the victims and the situation was later contained. The victims were admitted to Kenyatta National Hospital and others to Pumwani Hospital. A Red Cross official said they had attended to about 200 people, administering them with first aid before urging them to seek treatment in hospitals. According to residents, the problem began at around 11 am when scrap metal dealers moved to open the container in order to flatten it. "The container had been brought here, together with other scrap metals, from Muhuroni last Friday, but it was only yesterday that we sought to open it, as we flattened the scrap," said Kimani Njau, a youth who works at the yard. He said the tank exploded immediately when a hole was drilled into it, letting out the foul-smelling gas that soon engulfed the area. Njau said the owner of the yard, a Maina Ng'ang'a was away in search of more scrap metals when the incident occurred. Many of the residents who were still in their houses were forced out of their abodes by the irritating smell. "I was asleep since I was working the night shift, but smelt the awful gas and quickly alerted my wife. I told her that someone must have dropped a teargas canister in our neighbourhood," recounted Nicholas Novi, a resident.

Fumes in the Sky

He added: "But on walking out I realised everybody was running all over as the smell got stronger. Many were covering their mouths and noses, while others were vomiting. I saw huge fumes in the sky and it became difficult to breathe." Novi's wife, Jackline Mwikali was overwhelmed as they fled from the area and she fainted. "We tried to give her some medicine to aid her breathing system but she did not respond and I had to rush her to hospital," said Novi, whose house is about 400 metres from the yard. Nema, Red Cross and provincial administration officials momentarily evacuated those living around the area as they moved to neutralise the gas. The officials used calcium hydroxide and sodium hydroxide (caustic soda) mixed in water. They sprayed the substance at the tank, gradually neutralising the gas that was being emitted. "The two substances are strong chemical bases and were effective to neutralise the acid inside the tank and thus stopped it from letting out the gas," explained Isaak Elmi, Nema's chief research officer. Elmi said the yellowish-green colour of the gas emitted and substances that overflowed from the tank when water was poured into it, made them suspect that the tank contained chlorine acid, and not nitric acid

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as had been furthered by some quarters. "When chlorine acid reacts with water it forms hypo-chlorous acid, a solution which is yellowish or greenish in colour and that is what we are seeing. In contrast, nitrous acid would have emitted a colourless solution," said Elmi. The Nema researcher said that the effects of chlorine gas are very toxic, hence the call on those affected to seek medication. "Apart from causing choking, it impairs the breathing system and can be extremely dangerous especially to people with such respiratory problems such as asthma," said Elmi.

http://www.standardmedia.co.ke/InsidePage.php?id=2000043732&cid=4&utm_source=twitterfeed&utm_medium=twitter

KENYA, MOMBASA, SEPTEMBER 29 2011. TOO MANY PETROL STATIONS IN MOMBASA RAISES CONCERN

kerubo lornah

The Kenya Community Support Center has raised an alarm over the influx of petrol stations within Mombasa town. Kecosce director Phyllis Muema said Mombasa is sitting on a time because the petrol stations are in close vicinity with each other. Muema said considering there has been many fire related disasters in the country, Mombasa may not be able to prevent an incident in case there is an emergency. "Mombasa is actually sitting on a time bomb because petrol stations have flooded the area more than any other business. If fire starts at one point and because of the short distance from one petrol station to another, the fire will not be contained easily," she said. She cited that from Ferry to Buxton area, there are more than five stations (along Nyerere Avenue, Digo and Abdel Nasser roads) and within the CBD. She said that from Kongowea to Bamburi areas, there are more than 15 petrol stations and many more others within the county. Muema lamented that most of these fuel and gas stations have not put proper safety measures, a fact she termed as dangerous to Mombasa residents. She said the city council seems to have forgotten its job on disaster preparedness. She challenged the council to plan a proper establishment of stations. "Many lives are going to be lost if something will not be done urgently. The council should be brought to task to explain why it has allowed many stations are established so carelessly," she said. The director also called on the council to designate smoking areas or burn smoking completely from Mombasa. She said that careless smoking and the congestion of the petrol stations are major factors to reduce Mombasa into ashes if quick solutions will not be arrived.

<http://allafrica.com/stories/201109280144.html>

IRELAND, CO MAYO, SEPTEMBER 30 2011. JOBS AND REVENUE LOST AS ILLICIT FUEL TRADE THRIVES – O'MAHONY

Hundreds of jobs are being lost and the State is losing huge sums in revenue due to the continued growth in the trading of illicit fuel, according to Mayo Fine Gael TD, John O'Mahony, who raised the issue in the Dáil this week. Deputy O'Mahony, who said he is aware that the illicit trade of fuel is widespread throughout the country, added that he understood that one of the illicit trade operations that was uncovered had the capacity to launder up to 18 million litres per annum, with a loss to the State of €9 million. "Fuel smuggling and fuel laundering has been a problem here for many years but since the beginning of this year in particular when the sulphur content in off-road diesel was reduced, which made it much more difficult to detect illegal fuel, it has reached epidemic proportions. The extent of the problem was illustrated when one of the fuel laundering operations uncovered this year was believed to be making a profit of €100,000 per week. Between 2005 and 2011 I understand nine illegal operations were uncovered. Up to June this year five were uncovered and I believe there have been more uncovered since then," he said. He added that the illicit fuel was being sold in service stations that were rented on short-term leases. With a duty difference of almost 40 cent per litre, he said that up to €15,000 per tanker was being made by the illegal operatives. "These operations have been taken over essentially by criminal elements that have moved from the drugs trade or other criminal undertakings but the effects on the people who are upholding the law, paying their taxes and giving employment is that hundreds of jobs are being lost in the legitimate industry as a result of this activity," he said. He pointed out that a detection method, whereby a DNA tracer be put in place; and an audit trail to find out where the fuel was being bought and to whom it was sold would help get to the bottom of this problem. He said that in regard to fines and penalties, an issue arose this year where a garage was closed for one day and fined €3,000. "However, if these people are making €14,000 a tanker that is not a very punitive sentence," he said. Minister of State at the Department of Public Expenditure and Reform, Deputy Brian Hayes said there was ongoing extensive enforcement action, which has led to the detection of oil laundries and the prosecution of individuals and companies involved. Already in 2011, eight laundries have been detected and more than 300,000 litres of laundered fuel have been seized. There have been 11 arrests resulting from these operations, and eight tankers and 19 other vehicles have been seized. Several retailers and haulage companies have also been implicated. Dep

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O'Mahony said that while the work by the Revenue and Custom Services was to be commended, he said it was also possible that because the illicit trade was now at epidemic level that they were only scratching the surface.

<http://www.advertiser.ie/mayo/article/44772/jobs-and-revenue-lost-as-illicit-fuel-trade-thrives-omahony>

AUSTRALIA, VICTORIA, ALTONA, SEPTEMBER 30 2011. ALTONA'S MOBIL REFINERY TO SHUT FOR SIX WEEKS



Altona's Mobil refinery will shut down for six weeks from Tuesday for maintenance. The shutdown, known as a "turnaround", is the first complete closure of the plant in many years. Refinery manager Glenn Henson said residents should expect changes during the turnaround and had been notified. There will be increased flaring and more pedestrian and vehicle traffic from an additional 550 staff working at the refinery. "What the community will see will be different to what they're used to," Mr Henson said. The shutdown is part of a maintenance project that has cost \$250 million over the past three years. Mobil community hotline: 1800 659 527.

<http://hobsons-bay-leader.whereilive.com.au/news/story/altonas-mobil-refinery-to-shut-for-six-weeks/>

USA, FLA, ST AUGUSTINE, SEPTEMBER 30 2011. DRIVER IN BP EXPLOSION SUES

sheldon gardner

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David Cowles was filling an above-ground gasoline tank when this fire and explosion occurred Aug. 19 at a gas station in St. Augustine. Cowles is now suing Coomes Oil and Supply, claiming the company should have provided technology to indicate the tank was already at capacity.

The truck driver who received third-degree burns during the BP explosion in August is suing Coomes Oil & Supply Inc. alleging that the company did not have state and federally mandated equipment in place that could have prevented the explosion. The explosion happened on Aug. 19 at the BP Station on 215 State Road 16 and Masters Drive, and smoke and flames that went several hundred feet could be seen from miles away. The only person severely injured was tanker truck driver David Hunt Cowles, 61, who received third-degree burns. He is recovering at his home in Fort McCoy. "It's incredibly painful," said Cowles' attorney Stuart Ratzan, of Miami, about the burn recovery process. "He's a very high-spirited, exuberant man, but he's lost the use of both arms and is in a great deal of pain and needs 24-hour nursing care," he said. The lawsuit, written by Ratzan, alleges that Coomes Oil failed to have proper fuel gauges and other equipment in place, causing fuel to overflow the tank and spill on the ground, and petroleum gasoline fumes to permeate the air. Ratzan said they are not sure what ignited the fumes. "It could have been the engine on the truck that was running ... it could have been any number of things," Ratzan said. The state Fire Marshal's Office is investigating the incident and has not released the official cause of the explosion. No attorney had been listed for Coomes Oil & Supply as of Thursday, and J.B. Coomes, president of Coomes Oil, could not be reached for comment.

Cowles had not delivered to the BP station before that day, the lawsuit said. He was delivering around 7,800 gallons of regular gasoline and 1,000 gallons of premium gasoline, which Coomes Oil ordered. When he got there, he searched for a gauge to figure out how much fuel was in the tank so that he wouldn't fill the tank more than 90 percent, the lawsuit said. But he couldn't find any usable gauges. Cowles asked gas station employees for help to figure out how much fuel was in the tanks, but they were not able to help him, the lawsuit said. So Cowles called a dispatcher at Florida

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Rock & Tank Lines Inc. The dispatcher told Cowles that he or she had contacted Coomes Oil earlier in the day two times and was told two separate times by an employee with Coomes Oil that there was enough room in the tanks for the fuel, the lawsuit said. Cowles was able to fill one tank without a problem. While he was filling the second tank, gas started to overflow, emitting petroleum vapors, the lawsuit said. "Once those fumes are free ... it's like a lion off his leash at that point," Ratzan said. Cowles tried to turn off the truck's engine, which was running to operate the truck's pump system, the lawsuit said. Cowles also went to the tanker's shutoff valves to stop the gasoline from pumping, the lawsuit said. But when he got to the shut off valves, the vapors and gasoline ignited and the tank exploded. "As he was crawling through the flames ... Cowles was ignited on fire," the lawsuit said. "Ultimately, he was pulled from the fire by two men." The lawsuit said the gasoline storage tanks at the BP gas station did not have a vapor recovery system, flame arrestors, proper measuring devices, a warning alarm, or a containment wall and platform to contain an overflow. And instead of using proper measuring devices, Coomes Oil probably used sales and receipts to figure out how much gas was in the tanks, Ratzan said. Also, using above-ground storage tanks for gasoline is an "antiquated" and "abnormally dangerous" method of storing gasoline at public stations, the lawsuit said. Cowles' employer, Florida Rock & Tank Lines, owned the truck and had a contract with Coomes Oil as of April 2009 in which Coomes Oil agreed to be responsible for any damages from motor fuel spills because of insufficient gas tank capacity, the lawsuit said. Coomes Oil operated the BP gas station under a dealer supply agreement between Coomes Oil and BP Oil, the lawsuit said. That agreement required Coomes Oil to comply with state and federal regulations about accidental spills and releases. Ratzan said he wasn't sure if any other entity played a role in the explosion. "At this point, all signs point to Coomes," he said. Ratzan said he will ask for a jury trial on the lawsuit, which could take six months to a year to get to court. He said Cowles has been advised not to comment during the lawsuit. Ratzan said he is not sure how much money Cowles will attempt to get in the dispute because he has not fully recovered. "Is he ever going to be able to scuba dive? ... Will he ever be able to do anything that he's enjoyed doing in his 60 years of life?" Ratzan asked.

<http://staugustine.com/news/local-news/2011-09-29/driver-bp-explosion-sues-says-station-had-antiquated-system>

USA, CO, DENVER, SEPTEMBER 30 2011. COLORADO REGULATORS ORDER COTTER TO DO MORE TO STOP URANIUM CONTAMINATION OF WATER

karen e. crummy



Signs block the road leading to the Cotter Corporation's defunct Schwartzwalder Uranium Mine in Jefferson County along Ralston Creek and West of Denver in this May, 2010.

Uranium-laden water from a contaminated mine is still flowing into Ralston Creek, leading state regulators Wednesday to demand that the mine's owner divert creek water away from its facility and find the source of the contamination. Although the pollutants exceed state standards, the health department said treatment methods already in place will keep the public safe. "Those three providers — Denver Water, City of Arvada and North Table Mountain and Sanitation District — continue to serve drinking water to their customers that meet safe-drinking-water standards," said Steve Gunderson, director of the state's Water Quality Control Division. Cotter Corp.,

which owns the defunct Schwartzwalder Mine in Jefferson County, has until Oct. 7 to submit a design- and-construction plan for a bypass pipeline. That pipeline is to be "substantially completed" by Jan. 31. Additionally, Cotter is required to submit a plan and time schedule for the "aggressive removal or containment of all groundwater and surface water pollutant sources" at the mine. Cotter Corp. vice president John Hamrick did not return calls seeking comment. In April 2010, the state ordered Cotter to clean up contamination after it found uranium concentrations 1,000 times over health standards in groundwater 30 feet beneath the mine. Uranium levels in the creek have tested 13 times higher than human health standards. On Wednesday, the state said the company had "completed the majority of corrective actions" but added the pipeline requirement after it became clear pollutants were still reaching the creek. Schwartzwalder mine sits upstream from Ralston Reservoir, which supplies drinking water to 1.3 million metro-area residents. Stacy Chesney, spokeswoman for Denver Water, said Cotter should "be responsible and comply with all orders and directives and do so quickly." Cotter has had numerous problems with the state over the years. Most recently, the company filed a lawsuit against the Colorado Mined Lands Reclamation Board, accusing it of abusing its discretion when it ordered Cotter to pump out and treat the uranium-tainted water in its mine.

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Jun 28: [Cotter Corp. refuses to clean up contaminated water from defunct uranium mine](#)
[Cotter Corp. has Colorado's OK to dump radioactive sludge into leaking pond](#)
Jan 19: [Heat turned up on regulators in Cotter mill fight](#)
Nov 19: [State fines Cotter Corp. over Schwartzwalder mine](#)
Nov 18: [Cotter's defunct uranium mine could draw new slaps for contamination](#)
Nov 4: [Mining regulators order Cotter to address heaps of toxic uranium ore](#)
Oct 7: [Cotter sues Colorado over mine-cleanup order](#)
Sep 30: [Cotter Corp. puts a price on clean](#)
Sep 23: [Cañon City-area residents' lawsuit seeks more money for uranium-mill cleanup](#)
Sep 21: [Owner of uranium-tainted mine defies Colorado's cleanup orders, fines](#)
http://www.denverpost.com/news/ci_19000649

CHINA, GUIZHOU PROVINCE, NIUCHANG VILLAGE, SEPTEMBER 30 2011. BLAST AT FIREWORKS FACTORY IN SOUTHERN CHINA KILLS 3

At least three people were killed on early Thursday morning when an explosion rocked a fireworks factory in southern China, state-run media reported. Several others were injured. The explosion happened at around 5.30 a.m. local time at a fireworks factory in the Yuzhou district, which is under the administration of Yulin city in the Guangxi Zhuang Autonomous Region. Few details were immediately released. A brief report from the state-run Xinhua news agency said at least three people were killed as a result of the explosion while two others were rushed to Yuzhou First People's Hospital. Their conditions were not immediately known. Xinhua said the cause of the explosion is being investigated. Major accidents involving fireworks are rare but occur more frequently towards the end of the Gregorian calendar's year when demand is high. Many of these accidents happen in China as it is the world's largest manufacturer and exporter of fireworks. 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 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. Worldwide, other notable fireworks-related accidents happened on May 13, 2000, when twenty-three people were killed and nearly 950 others were injured when a massive fireworks explosion devastated a neighborhood in the Dutch city of Enschede. And on February 1, 2008, twenty-two people were killed and more than 100 others were injured when an unlicensed fireworks factory exploded in the Turkish capital of Istanbul.

<http://wireupdate.com/news/blast-at-fireworks-factory-in-southern-china-kills-3.html>

USA, CA, SAN FRANCISCO, SEPTEMBER 30 2011. U.S. EPA SELECTS \$70 MILLION REMEDY FOR GROUNDWATER CONTAMINATION REMOVAL AT OMEGA CHEMICAL SITE / PREVENTING SPREAD OF 4.5 MILE CONTAMINATION PLUME IS PRIMARY GOAL

francisco arcaute

The U.S. Environmental Protection Agency announced today that it has selected an interim remedy to capture and treat groundwater contaminated by high concentrations of industrial solvents at the Omega Chemical Corporation Superfund Site in Whittier, Calif. This cleanup is estimated to cost nearly \$70 million over the life of the treatment system. EPA selected this interim remedy to prevent the contaminated plume of groundwater from spreading further and threatening drinking water resources. Once the groundwater has been extracted and treated, it is expected to be used for drinking water for the surrounding community. EPA successfully extracts, treats, and provides for drinking more than 100 million gallons of water every day at several other Superfund sites in Southern California. "EPA has taken a critical step forward at the Omega Chemical site to reverse the damage done to a vital resource in Southern California," said Jared Blumenfeld, EPA's Regional Administrator for the Pacific Southwest. "Drinking water aquifers are under a heavy strain, and this decision ensures their preservation, and the protection of local residents." Contamination from the former Omega Chemical facility on Whittier Boulevard has created a plume of contaminated groundwater containing trichlorethylene (TCE), perchloroethylene (PCE), freons, and other solvents that extends approximately four and one-half miles to the south/southwest of the site. The plume

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lies beneath a large commercial/industrial area, and numerous facilities in this area have also contributed to the regional groundwater contamination. The treated groundwater will meet or surpass drinking water standards, which the EPA expects will be provided to local water purveyors to serve in the surrounding community. The remedy also allows for reinjection of treated groundwater if agreements with water purveyors cannot be reached in a timely manner. This is EPA's second Record of Decision at the Omega Chemical Corporation Superfund Site. The first focused on contaminated groundwater and soils at the former facility, and is being implemented by a collection of private companies called Omega Chemical Site PRP Organized Group (OPOG). For more information on the Omega Chemical site, including a copy of the Record of Decision, go to the EPA web site: www.epa.gov/region09/OmegaChemical

<http://yosemite.epa.gov/opa/admpress.nsf/0/a14d36ec113f5bfd8525791a006581e3?OpenDocument>

USA, MA, CHICOPEE, SEPTEMBER 30 2011. NEW OIL LEAK PREVENTION REQUIREMENTS >> MUST BE IN COMPLIANCE BY SEPTEMBER 30TH

adam strzempko

 **Watch the Video** <http://www.wwlp.com/dpp/news/local/hampden/new-oil-leak-prevention-requirements>



It's now fall and the weather will be getting cooler. Many people will be turning on their furnaces but if you heat with oil there are some important things you need to make sure you have before the end of the month. The Massachusetts Department of Environmental Protection is requiring that all oil burning heating systems have either an oil safety valve or a protective sleeve on the oil supply line. "The issue is in case the oil line has a leak underground and environmental issues happen that's rare but they're trying to prevent the possibilities of it so what we've been doing is repairing all the lines or putting and OSV valve and they will prevent and obvious oil leaks," said Martin Topor, the President of Central Oil in Chicopee. Homes built since 1990 or older homes that have had recent repairs to the heating system are likely to already have one of the oil leak prevention devices in place. There's also an insurance

benefit to the new Homeowner Heating Safety Law that affects your homeowner's policy. "Check with your agent to see if you have the coverage, you'd remember if you added it. It would be the last couple years so if you haven't added it first call your oil dealer and ask if your in compliance with this rule. Do I have the valve on the tank or the containment for the oil line. If you have that, get a certificate and send that to your insurance agent and make the decision on adding it and how much it would cost," said Bill Trudeau of the Insurance Center of New England. You may also be able to get insurance from your oil dealer. "We also provide full automatic customers with a free \$300,000 environmental insurance policy at no cost so we're trying to cover our customers both ways with the oil line and safety valve and a free insurance policy for the environmental issues," said Martin Topor. The cost of the leak prevention upgrade generally ranges from \$150 to \$300 per system. The deadline for you to bring your heating oil system into compliance is Friday, September 30th. If you're not sure whether or not you're in compliance you should contact your oil dealer and for more information you can visit the [Massachusetts Department of Environmental Protection's](http://www.mass.gov/dep/) website.

<http://www.wwlp.com/dpp/news/local/hampden/new-oil-leak-prevention-requirements>

AUSTRALIA, QUEENSLAND, BRISBANE, SEPTEMBER 30 2011. SHIP OWNERS WILL PLEAD GUILTY TO OIL SPILL

 **Photo Gallery [68 pictures]** <http://www.couriermail.com.au/news/gallery-e6frer9f-111120799362?page=1>

Map [Bribie Island 4507](#)



Thousands of litres of oil washed up on Moreton and Bribie island beaches.

The owners of a ship at the centre of a major oil spill off south-east Queensland two years ago have indicated they will plead guilty over the environmental disaster. The Swire Navigation and Bluewind Shipping Limited-owned ship the MV Pacific Adventurer lost 31 containers in heavy seas off Cape Moreton in March 2009. Some of the containers hit the vessel, causing a 270,000-litre fuel oil spill along Moreton and Bribie islands and Sunshine Coast beaches - Queensland's largest natural disaster. Maritime Safety Queensland general manager Patrick Quirk says the owners have advised the Brisbane District Court they intend to plead guilty as

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charged under the Transport Operations Marine Pollutions Act. "It's been a pleasing outcome this afternoon, although it is not the final part," he said. "We need to go through the final part of the court process and we need to respect that, but it has been a long investigation, a long process since those dark days in March 2009, and we are happy it is coming to a conclusion." Charges have been dropped against the ship's master, Bernardino Santos, because he had only recently taken over the ship and the problem causing the containers to come loose existed before his arrival. The guilty plea will be entered and sentencing submissions will be heard by the court on October 12.

Related Links

- [Oil clean-up bill may top \\$27m](#)
- [Oil spill 'shows importance of communication'](#)

<http://www.abc.net.au/news/2011-09-30/ship-owners-will-plead-guilty-to-oil-spill/3204266?section=qld>

INDIA, NEW DELHI, SEPTEMBER 30 2011. SHELL CLOSES 20 RETAIL OUTLETS, SAYS PART OF 'NETWORK PLANNING'

ajay modi

Shell India, which was looking to sell 20 retail outlets last year, has closed 20 of its 81 retail outlets. Shell, the Indian arm of Royal Dutch Shell Plc, is the only foreign operator present in the domestic fuel retail business. It has retail outlets in six states—Karnataka, Tamil Nadu, Andhra Pradesh, Maharashtra, Gujarat and Assam. Most of these closures have been in Maharashtra and Tamil Nadu. The Petroleum Planning and Analysis Cell, a wing of the petroleum ministry to analyse trends in petroleum products, said in its August industry review: "Shell has started decommissioning retail outlets and is scaling down retail business. So far, it has decommissioned 20 outlets." A company spokesperson claimed the closure was a part of Shell's network planning and the company had bought some new sites this year to set up new outlets. "We are growing our small presence slowly, keeping pace with the market as it opens up to embrace competition. Our network planning efforts see some sites closing and others opening. The net effect is growth," he said. In July 2004, Shell India had acquired a marketing licence from the government to set up a network of up to 2,000 fuel retail stations. Last year, the company managed to sell few outlets. Government-owned IndianOil and Bharat Petroleum had found the offers expensive. Private sector fuel retailers, Essar Oil, Reliance Industries and Shell, do not have a level playing field vis-a-vis state-run companies — IndianOil, Bharat Petroleum and Hindustan Petroleum. The price of diesel is regulated and government companies are compensated, while private retailers are not compensated. Petrol was deregulated in June last year. However, with diesel still under control, private retailers end up incurring losses. The differential treatment and consequent losses had forced Reliance to significantly scale down its retail business. The private sector has been unable to compete with the government-owned companies, who dominate the fuel retail business, with over 90 per cent share.

<http://business-standard.com/india/news/shell-closes-20-retail-outlets-says-partnetwork-planning/450987/>

USA, WA, CAMAS, SEPTEMBER 30 2011. OWNER OF 'DAVY CROCKETT' BARGE INDICTED FOR OIL SPILL ON COLUMBIA RIVER

mark macintyre



The Davy Crockett, shown in an aerial view last March, was surrounded by a cofferdam and dismantled in place.

Bret A. Simpson, the owner of Principle Metals, LLC, was indicted by a federal grand jury with two violations of the Clean Water Act. The grand jury charges that Simpson unlawfully discharged oil into the Columbia River near Camas, Wash., between Dec. 3, 2010 and Jan. 28, 2011. The second count charges Simpson with failing to notify authorities of the oil discharge between Dec. 1, 2010 and Jan. 19, 2011. Simpson will be summoned to appear for arraignment on the charges in U.S. District Court in Tacoma on Oct. 14, 2011. According to the indictment, Simpson knew when he purchased the M/V Davy Crockett, to sell the metal for scrap, that there were tanks

onboard the vessel containing thousands of gallons of fuel oil and diesel fuel. Simpson assembled a crew to begin dismantling the M/V Davy Crockett in the Columbia River in October 2010, but made no arrangements to remove the fuel oil and diesel fuel from the vessel. On Dec. 1, 2010, a member of the scrapping crew cut into a structural beam of the barge, and the ship began breaking apart and leaking oil. Neither Simpson nor anyone else with Principle Metals LLC notified authorities about the

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leak. The scrapping operation was halted. Simpson initially addressed the oil release by ceasing all scrapping operations, procuring a boom to limit the release of oil into the Columbia River, and directing an employee to monitor vessel conditions. The employee monitored vessel conditions for approximately one week following the initial release before being relieved of his employment. Simpson took no further steps to monitor the barge, or the boom, and took no steps to protect the barge from additional structural damage. On Jan. 19, 2011, the barge was moved and additional oil was released. The U.S. Coast Guard responded, issuing an administrative order for Simpson to remove any remaining visible oil from machinery spaces and deck tubes together with other salvage debris from the vessel. Simpson complied and authorities believed the barge no longer posed an environmental danger. However on Jan. 27, 2011, additional oil was released from the vessel and state and federal authorities immediately responded in an effort to limit environmental damage. If convicted of the charge of failing to report the release, Simpson could face up to five years of imprisonment and a criminal fine of no more than \$250,000. If convicted of the charge of unlawfully discharging oil to the river, Simpson could face up to three years of imprisonment and a criminal fine between \$5,000 - \$50,000 per day of violation. The charges contained in the indictment are only allegations. A person is presumed innocent unless and until he or she is proven guilty beyond a reasonable doubt in a court of law. The case is being investigated by the Environmental Protection Agency Criminal Investigation Division, the U.S. Coast Guard, the U.S. Coast Guard Investigative Service, the Washington State Department of Ecology, and the Oregon Department of Environmental Quality. The case is being prosecuted by Assistant United States Attorney James Oesterle and Special Assistant United States Attorney Lieutenant Commander Marianne Gelakoska of the U.S. Coast Guard. More information on EPA's criminal enforcement program: <http://www.epa.gov/compliance/criminal/index.html>

Related Links

- [Leaking barge cleanup winds down in Columbia](#)
- [Grounded barge cleanup winding down in Columbia](#)
- [The Oregonian's continuing coverage of the Davy Crockett, a 431-foot barge that ran aground in the Columbia River.](#)

<http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html>

USA, CA, SACRAMENTO CO, SEPTEMBER 30 2011. EPA ORDERS \$60M GROUNDWATER CLEANUP AT TOXIC 'MEGA' SUPERFUND SITE IN SACRAMENTO COUNTY >> AEROJET CLEANUP PLAN WILL FULLY CAPTURE GROUNDWATER CONTAMINATION; PREVENT MIGRATION TO SACRAMENTO RIVER, SURROUNDING WATER RESOURCES

The U.S. Environmental Protection is ordering a \$60M clean-up of rocket fuel-polluted groundwater at the Aerojet Superfund Site in Sacramento County, Calif., the latest phase of a long-term decontamination project at the site. The extent of toxic pollution at the site makes it one of the largest and most comprehensive Superfund groundwater cleanups in California. A 27-square mile swath of groundwater underneath and around the former aerospace facility is polluted with several compounds, including very high levels of perchlorate -- a main component of rocket fuel -- and a known developmental toxin. Aerojet, under the direction of the EPA, will contain the underground plume to prevent it from spreading into nearby rivers and streams. Future plans will also treat groundwater within the site's boundaries. "This cleanup tackles the worst areas first to prevent toxic chemicals from fouling any additional water sources," said Jared Blumenfeld, EPA's Regional Administrator for the Pacific Southwest. "Not only is EPA holding Aerojet accountable for its pollution, but we want to assure local residents that they will have safe drinking water for years to come as the company works to restore the underground aquifer." The EPA approved the first groundwater cleanup for a small, highly populated section of the Aerojet site in 2001. In the enforcement orders announced today, Aerojet must fund and construct a water treatment facility that will limit water contamination within set boundaries and purify some 25 million gallons of groundwater daily in order to prevent the loss of additional drinking water supplies. The widespread contamination at the site will require at least five additional cleanup plans for groundwater and soil over the coming decade. EPA will continue to oversee the company's efforts and actively monitor a large number of wells at the site to assess the efficacy of the groundwater containment system. The agency is also working with state and local environmental regulatory partners, including the state water board and department of toxic substances control.

Site Background

The Aerojet General Corporation site covers 8,500 acres near Rancho Cordova, 15 miles east of Sacramento, and is about 1/2 mile from the American River. Since 1953, Aerojet and its subsidiaries have manufactured liquid and solid propellant rocket engines for military and commercial applications and have formulated a number of chemicals, including rocket propellant agents, agricultural, pharmaceutical, and other industrial chemicals. In addition, the Cordova Chemical Company

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operated chemical manufacturing facilities on the Aerojet complex from 1974 to 1979. Both companies disposed of unknown quantities of hazardous waste chemicals, including TCE and other chemicals associated with rocket propellants, as well as various chemical processing wastes. Some wastes were disposed of in surface impoundments, landfills, deep injection wells, leachate fields, and some were disposed by open burning. Involvement and public input from the local community has been an important part of the cleanup. The Community Advisory Group for Aerojet Superfund issues meets bimonthly to exchange information with regulatory agencies and Aerojet on the current status of and community concerns regarding the investigation and cleanup of area groundwater contamination. To get further information on this group, contact Janis Heple, Chairperson.

www.epa.gov/region09/Aerojet

NEW ZEALAND, WELLINGTON, LAMBTON QUAY, SEPTEMBER 30 2011. DIESEL SPILL SHUTS DOWN LAMBTON QUAY

antonio bradley



Clean Up: Diesel spilt onto the footpath on Lambton Quay from a pipe being fed under the pavement.

A diesel spill caused by a high pressure tank on Lambton Quay closed part of the north end of the street and pavement this afternoon. Senior Station Officer Nick Pyatt said diesel had leaked into the main switch room of Plunket House on Lambton Quay. Workers isolated power to the eight-storey building and sealed the over-pressurised diesel tank. Firefighters contained the diesel from entering drains, said Wellington Fire Service central communications shift manager Murray Dunbar. "Fifty litres spilled there which will have to be absorbed." A woman slipped and diesel

splashed in her face after the spill erupted about 12.35pm outside a 2degrees store. The north-bound road was closed between Balance and Bunny streets for about three hours. The spill was caused when a tank underneath the street was overfilled by a tanker operator. Mr Pyatt said a faulty gauge led to the error and the pressure in the tank needed to be reduced. High-pressure diesel was flammable and a potential danger to the public, Mr Pyatt said. Hataitai man Anthony Xanthopol, 38, was standing nearby when the spill erupted from the ground. "I heard a commotion. I looked over and the guy [operator] was trying to dampen down the diesel that was coming out. It was a fountain, but it didn't go high because he put his hand over it." A middle-aged woman was walking past at the time and slipped. "She fell on the pavement stones. As she fell she fell into the spray and got a bit on her clothes and in her eyes." Mr Xanthopol came to her aid. She was later treated at the scene by a Wellington Free Ambulance paramedic and was not transferred to hospital. "She's fine. They just wanted to make sure that her eyes were OK. I think she was a bit shaken at first. It's a foul smell."

<http://www.stuff.co.nz/dominion-post/news/5711695/Woman-hurt-after-diesel-spill-on-Lambton-Quay>

AUSTRALIA, NORTHERN TERRITORY, DALY WATERS, SEPTEMBER 30 2011. 20,000 LITRE DIESEL SPILLAGE UNDER INVESTIGATION



A fuel tanker rolled on the Carpentaria Highway on Thursday.

About 20,000 litres of diesel were spilled on a Territory highway when a road train rolled on Thursday. Territory police are investigating the spillage that occurred when two-carriage road train rolled as it was overtaking a car on the Carpentaria Highway, 120km east of Daly Waters. Watch commander Tony Deutrom said the road train was travelling from Darwin to the Macarthur River Mine carrying a total of about 52,000 litres of diesel fuel. It is believed the accident happened when the truck tried to overtake a car on the single lane road and investigations are continuing. Borroloola police officers and emergency services units from Katherine attended the crash. The 55-year-old male driver was not injured in the rollover.

<http://www.katherinetimes.com.au/news/local/news/general/20000-litre-diesel-spillage-under-investigation/2309299.aspx>

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