



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 766 Newsy Stuff

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

October 21 2011



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USA, MA, UPPER CAPE MILITARY BASE, OCTOBER 10 2011. OPERATION BASE CLEANUP

 [Photo's MMR Water Cleanup](#)



Chuck Campbell, an unexploded ordnance quality control employee with Tetra Tech, checks drums full of munitions debris at the Massachusetts Military Reservation. One of the goals of the cleanup program is to "prevent exposure to contaminated groundwater," said program manager Jon Davis.

Bob Simmons is like a lot of residents who live in the shadows of the Massachusetts Military Reservation. He knows they're cleaning up after decades of pollution at the 22,000-acre Upper Cape military base, and he knows there are still unexploded munitions in the ground, but his concerns are eased by being on town water. The public can stay informed and ask questions about the cleanup

programs at monthly meetings of the MMR Cleanup Team. The next meeting is scheduled for 6 p.m. Wednesday at Building 1805, West Outer Road, Camp Edwards. Both the Air Force Center for Engineering and the Environment and the Army Impact Area Groundwater Study Program give updates to a team of Upper Cape town representatives and environmental regulators. The meetings are open to the public. In order to access the meetings, visitors must show a valid driver's license at the Bourne gate. "I do believe there are probably enough people looking over (the Department of Defense's) shoulder that the job is probably being done reasonably well," the Forestdale resident said. "I may be naïve, but given the amount of monitoring being done around our area, I am more concerned about the amount of time it takes to detect E. coli bacteria in town water than I am about jet fuel." It's taken nearly two decades of public scrutiny, political pressure and more than \$1 billion in taxpayer money to restore that level of confidence, environmental regulators and military leaders said, even if it may take as many as four more decades and millions more in public funds to finish the job. In the late '90s, trust had been broken to the point where some activists were pushing for an end to the military's grip on the large chunk of real estate centered between Bourne, Falmouth, Sandwich and Mashpee. Ultimately, action has quieted those critics. It's hard to quantify just how far along the cleanup is, but what started with an initial detection of phosphates in a Falmouth well more than 30 years ago has turned into two separate cleanup programs working together with state and federal environmental officials to clean millions of gallons of tainted water flowing under the base and, in some cases, crossing the base boundaries into neighborhoods. It is a cleanup in size and scope that dwarfs restoration programs at military bases across the country where they might be dealing with one or two plumes. Here the soldier training and weapons testing that started during World War II and continued in the five decades that followed created 20 plumes, some of which migrated outside the base boundaries to threaten residential neighborhoods. The military believes it has the plumes contained and most of the systems in place to treat the groundwater to safe drinking water standards. But computer models show it will take another 40 to 50 years of testing and monitoring to know for certain. Part of every decision on how to treat the contamination is putting what regulators call "land use controls" on the affected areas to make sure they are not used for future drinking water supplies. "I didn't think in my lifetime we'd get the aquifer back," said Virginia Valiela, a former Falmouth selectman who became involved in scrutinizing the cleanup back in 1986 after contamination was detected in an Ashumet Valley well while she was a commissioner on the town's Department of Public Works.

In the Path of a Plume?

After Ashumet Valley, the military found another plume, then another one and another, but it wasn't until a hard-hitting expose by the Cape Cod Times, Valiela and other officials said, that the military, regulators and town leaders got on the same page. During that time, activists raised the level of concern by suggesting the contamination was responsible for elevated cancer rates on the Cape. Studies have been done, including a 2008 Boston University research project that showed women who lived in Falmouth and Mashpee near the base in the late 1940s and 1950s were twice as likely to develop breast cancer from 1983 to 1993. Nothing tied that to the water and other public health studies have investigated but failed to link PAVE PAWS radar with elevated levels of bone cancer, but there were and are questions. Tainted water. Suspected cancer clusters. It wasn't good for attracting visitors or permanent residents to the Upper Cape in the late 1990s. "At the time, we thought we'd lose our tourist industry — that people wouldn't come here, they wouldn't drink the water," Valiela said. "We thought we'd lose our real estate industry. People wanted to know if they were in the path of a plume. There was real fear of people losing their investments and those problems didn't materialize." Just who gets credit for the turnaround is not important, Valiela said. It was a combination of officials from the four Upper Cape towns, activists, the media and the military. "Some of those days were very uncomfortable and they were certainly long and they could be intense," she said. Today, there are two cleanup programs

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at Massachusetts Military Reservation — one overseen by the Air Force Center for Engineering and the Environment and paid for through the federal Superfund program and one overseen by the Army's Impact Area Groundwater Study Program that's regulated by the federal Clean Water Act and is budgeted by the Department of Defense. Though they are separate entities, the Air Force and Army collaborate on techniques and have even shared resources. Both report to the MMR Cleanup Team — a combination of state and federal environmental regulators, as well as citizens from the four Upper Cape towns. If it was a horse race, the Air Force would be in the home stretch with the Army coming on strong.

From \$1 Billion, to Millions

The first Air Force plume was detected in 1982 and this year marked the 15th anniversary of the AFCEE's involvement in the cleanup — a critical change because of the infusion of money into the project and because it demonstrated a shift in attitude for a site the late U.S. Sen. Edward Kennedy once dubbed "an underground Chernobyl," said Jon Davis, program manager for the AFCEE's cleanup. The goals of the cleanup program are to "prevent exposure to contaminated groundwater" and to "restore the aquifer in a reasonable time frame," Davis said. The balance is to show responsiveness without going overboard, he said. "There is some pressure from parties to build more and get it done faster." To date, the Air Force has spent \$660 million on the cleanup and expects to spend \$850 million by the time it's completed in the middle of this century, Davis said. At one point that estimate was more than \$1 billion, but installing three wind turbines to generate electricity for the treatment systems has helped to reduce that final price tag, he said. The Army cleanup is expected to cost \$450 million in taxpayer money for its portion of the cleanup with the bulk of that money already spent, officials said. Though it's difficult to quantify the cleanup progress, one thing the Air Force does celebrate is that 100 percent of its treatment systems are in place for 11 plumes and that more than half of the source areas of contamination have been cleaned up to a standard that the military could locate a child's playground on the site if that's what it wanted to do, Davis said. Contamination in the Air Force plumes was caused by a couple of sources — either jet fuel spills or solvents used to clean the airplanes. Some of it was accidental. Some of it was because of poor practices — like burning off solvents in an unlined landfill for firefighter training — that weren't regulated at the time. The toxic chemicals made their way quickly through the Upper Cape's sandy soil creating plumes in the vast 4 trillion gallon aquifer below.

'It Will be Successful'

In 2007, the federal Environmental Protection Agency officially "delisted" 61 source areas that were investigated and cleaned either by removing the soil and trucking it away or through a process called soil vapor extraction. Since then, however, the Air Force has increased its own guidelines to require that areas be cleaned to a point for unlimited use where there's no risk of exposure, Davis said. So the AFCEE is in the process of reevaluating some of the locations that EPA had already taken off the list, he said. Within the \$850 million that will ultimately be spent on the Air Force portion of the cleanup, \$53 million was spent to hook more than 1,000 residences to public drinking water supplies. Another \$21 million was used to replace municipal wells and for three years the military purchased Falmouth cranberries fouled by the contamination. They did all of this, Davis said, even though the risk of exposure was minimal. Private wells, for example, don't drill down far enough to get near the plumes. "It's like if someone said you ruined our air supply because Joe Schmoe down the road is smoking a cigar and he's blowing it out into the air," Davis said. "Well that air supply around them isn't too darn good, but the rest of it is fine. It's the same with the plumes. The Upper Cape has been able to manage its water supply needs, even with the plumes there." Public drinking water supplies are tested on a regular basis and those reports are shared with environmental regulators, Gary Moran, deputy commissioner of the Massachusetts Department of Environmental Protection, said. There are also hundreds of wells that are tested and watched within or near the base boundaries. "We have wells to determine if a plume is approaching water supplies for an early warning system," Moran said. "It will be successful in preventing exposures." The number of people employed by the AFCEE to work on the cleanup has dropped dramatically in recent years. From a high of 220 people and a full-time contracting staff of 50 during the peak construction phases to five government employees and 19 contractors working on it full time. The number of environmental regulators on site has been cut in half in recent years, as well, officials said. The state DEP is down from a high of 10 employees on site to 4½ full-time equivalents and the EPA now has two full-time engineers and several part-time support staff including attorneys and public relations personnel from a high water mark of six engineers and two attorneys working lots of hours. In essence, the Air Force cleanup has become a monitoring system with federal and state regulators providing the checks and balances, along with a handful of residents and representatives of town boards.

Building Respect

There is still push back from regulators, but a growing respect on both sides has avoided some of the public battles that erupted in the early days when meetings could easily devolve into yelling and finger-pointing, officials said. "The relationship

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between AFCEE and regulators has improved so much that they're able to cooperate and work together as a team and that has taken us to this point," said Melvin Alli, a regional program manager for the AFCEE. "In other parts of the country where they have antagonistic relationships between the Air Force and the regulators, they're not getting anything done. We've made a lot of progress." In the early days, spokesman Doug Karson said, things could easily get heated and then would elevate to a level where the Department of Defense or higher ups in the EPA had to step in. "Yelling at somebody doesn't provide much understanding," said Valiela, the Falmouth official who said she was criticized sometimes for not being nasty enough. "You want someone to listen in a cognitive way and follow up and see if they do it, if their word is good." There have been concerns raised that perhaps the military and the environmental regulators have gotten too close, but both say there is a push and pull that mostly happens out of the public eye at their technical meetings. The military and regulators have built a mutual respect that shouldn't be confused with coziness, Lynne Jennings, the EPA's cleanup team leader, said. "If they present information in a way that's too biased, I correct them," she said. "I don't have to yell or be nasty to them." A case in point is how the Air Force and regulators clashed in 2007 over how to continue the cleanup of the Ashumet Valley plume. The Air Force had proposed allowing the plume to attenuate, a process that allows toxins to dilute naturally in the groundwater over time. Area residents and regulators pushed for more treatment and, ultimately, an additional extraction well was installed, as well as a portable treatment facility. "We focus on trying to keep it professional and keep (the cleanup) at a pace that's appropriate given the circumstances," Jennings said. A lot has been accomplished over the last decade, Jennings said. "I think people should stand back and see what's happened in the last five years; it's pretty impressive and nationally we're setting precedents," Jennings said.

Related Links

- [Graphic: Where base cleanup stands, what lies ahead](#)
- [Army continues massive base cleanup](#)

<http://www.capecodonline.com/apps/pbcs.dll/article?AID=/20111009/NEWS/110090321>

USA, MI, MARSHALL, OCTOBER 10 2011. MOST REMAINING OIL FROM 2010 LEAK SITS ON BOTTOM, BANKS OF KALAMAZOO RIVER IN WEST MICHIGAN



Most of the estimated 40,000 gallons of crude oil remaining from a West Michigan pipeline leak last year are sitting along the bottom of the Kalamazoo River and about 200 riverbank sites, according to an Environmental Protection Agency official. Cleanup work has yet to be done on those riverbanks, EPA on-scene coordinator Ralph Dollhopf told the Battle Creek Enquirer (<http://bit.ly/okKA3a>). More than 800,000 gallons of oil originally spilled into the river and Talmadge Creek near Marshall, about 60 east of Grand Rapids, from an Enbridge Inc. pipeline. "We're projecting work into 2012, which is another year, but you need to understand that most of the oil has been collected," Dollhopf said. "We are continuing to emphasize that we feel it's important to stay on this and to collect as much sub oil as possible

without going over the balance point of doing more environmental harm than is warranted." About 766,000 gallons of oil has been collected since the July 2010 spill. The pipeline runs from Griffith, Ind., to Sarnia, Ontario. Enbridge, based in Canada, has said it was increasing its estimate of the cleanup cost by about 20 percent to \$700 million. "Enbridge has committed since the outset of this incident to restore the area as close as possible to its pre-existing condition, and to the satisfaction of the U.S. EPA, Michigan DEQ and the local community," Enbridge spokesman Jason Manshum told the newspaper. Enbridge has been given until Oct. 20 to submit revised plans for additional cleanup work. "As we get near the end of the active submerged oil recovery, we'll have to have systems in place long-term to do long-term maintenance," Dollhopf said. "So we've taken all of these elements and packaged them into a set of expectations — specific tasks that Enbridge has to perform through 2012." The spill released enough oil to fill an Olympic-size swimming pool with roughly 180,000 gallons left over. Preliminary testing of the ruptured pipe found surface cracks and indications of corrosion. The Enbridge pipeline was installed in the 1960s and is part of a system that was eyed by federal officials prior to the leak. The Pipeline and Hazardous Materials Safety Administration had warned Enbridge about potential problems including possible safety code violations related to monitoring pipeline corrosion.

<http://www.therepublic.com/view/story/6baf0dbdc9aa4c3e9e6ff5b98ac5c330/MI--Michigan-River-Oil-Spill/>

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USA. OH, COLUMBUS, OCTOBER 12 2011. I-270, S.R. 161 REOPEN AFTER TANKER CRASH

 [Watch the Video http://www2.nbc4i.com/news/2011/oct/10/51/i-270-north-closed-at-i-670-due-to-fatal-crash-inv-ar-780150/](http://www2.nbc4i.com/news/2011/oct/10/51/i-270-north-closed-at-i-670-due-to-fatal-crash-inv-ar-780150/)



Crews have reopened all lanes of Interstate 270 and state Route 161 on the city's north east side after a tanker crash, but some ramps remain closed. Shortly before 4 p.m., crews reopened I-270 and S.R. 161. The closures were in place after the crash occurred at about 10:15 p.m. Monday. Drivers can access I-270 south from S.R. 161 east. The ramp closures will be in effect throughout most of the evening, authorities said. The crash happened around 10:15 p.m. Monday. According to [Columbus police](#), 63-year-old [Jack Birman](#), of [Columbus](#), was driving the tanker and failed to negotiate the transition from I-270 north to S.R. 161 east. The tanker left the roadway and rolled on its side. [Columbus police](#) said that speed was a factor in the crash and that it appears no other vehicles were involved. Medics pronounced [Birman](#) dead at the scene at 10:21 p.m. Authorities have not identified the tanker company. The tanker was hauling between 8,000 and 10,000 gallons of unleaded gasoline. Approximately 4,500 gallons of gasoline leaked from a 3-inch hole in the tanker. Crews worked to transfer the fuel, clean up the spilled fuel and right the tanker. Crews will have to excavate the land where gas soaked into grass.

ODOT said soil tests must be conducted to determine the air is safe and the fuel vapors are not hazardous. Busing Notes: COTA is expecting a one- to two-hour delay on [transportation](#) to the northeast side. Anyone with questions can call 614-228-1776. Both [Columbus City](#) Schools and [Westerville City](#) Schools said they were expecting [transportation delays](#) for bused students. [Columbus City](#) Schools told NBC4 parents should be prepared for busing delays because of the traffic issues caused by the crash. Those who live on the city's Northeast Side should definitely expect delays, the district said. [Westerville City](#) Schools said families who wanted pick up their children early may do so. The district said that as of 4:45 p.m., all students were dropped off at home. The longest delay of a child being dropped off was 20 minutes. ODOT told NBC4 the average daily traffic for I-270 and S.R. 161 is approximately 141,530 vehicles.

<http://www2.nbc4i.com/news/2011/oct/10/51/i-270-north-closed-at-i-670-due-to-fatal-crash-inv-ar-780150/>

AUSTRALIA, VICTORIA, BLACKBURN, OCTOBER 12 2011. ACTION AT OLD CALTEX STATION ON BLACKBURN RD



The site.

The clean-up of the contaminated Caltex site in Blackburn Rd will finally begin next year, but could take up to four years. The former petrol station has been derelict for 15 years, sparking outrage from traders who want to see the site redeveloped to boost the Blackburn Village shopping strip. The clean-up has been stalled by negotiations between Caltex and Jonkan, the owners of a contaminated former Mobil petrol station across the road at J and J Dynamotive. An agreement could not be reached to clean both sites at once, but Caltex has submitted a clean-up plan to the Environment Protection Authority for its site. Caltex spokesman Sam Collyer said the clean-up was scheduled to begin in mid 2012 and would take two to four years. The contamination has spread to the groundwater under the site so a vacuum system will be used. Mr Collyer said Caltex had started a detailed design

of the remediation system and when that was completed the system could be constructed and installed on site. The clean-up plans also include the use of a grout curtain wall, which will help to minimise the impact of contamination from the Jonkan site flowing to the Caltex site in the groundwater. Mr Collyer said there was a risk that the Caltex site may be re-contaminated in the future by the other site. "We hope that appropriate remediation work will be undertaken by the current operator of the neighbouring site," he said. Jonkan is required by the EPA to submit a clean-up plan for its site by November. Jonkan's lawyer Tony Caillard said they believed the contamination had spread from the Caltex site and they were keen to meet with Caltex to resolve the issue. Blackburn Chamber of Commerce president Fay La Galle said she was happy to hear the clean-up would begin next year but was surprised by the timeline. "It's positive in as much as it's happening, but I can't believe that it's going to take that long," she said. Mitcham state Liberal MP Dee Ryall agreed the clean-up plan was a positive step, but said she

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would speak to traders to see if the plan met their expectation. Environment Minister Ryan Smith will visit the site soon and speak to traders.

<http://whitehorse-leader.whereilive.com.au/news/story/action-at-old-station/>

USA, ID, REXBURG, OCTOBER 12 2011. TRAIN DERAILS IN REXBURG >> COMPANY NEVER NOTIFIED POLICE

Jessica Crandall

Watch the Video

http://www.kpvi.com/content/news/local/story/Train-Derailment-in-Rexburg/Dz6l1W_Y3Ue3Gald33eqvw.cspw

<http://www.localnews8.com/news/29457594/detail.html>



Workers transferring propane from a derailed tanker car Tuesday afternoon on the railroad just south of Second North in Rexburg.

A train carrying propane derailed last Friday night in Rexburg, but the local fire and police departments didn't find out until well after the fact. The cars slipped off the tracks, two of them were full of propane and two had just been emptied of gasoline. Luckily, nothing caught on fire or exploded, but the interesting part is Eastern Idaho Railroad didn't notify any local authorities the night it happened. The Madison Fire Department heard about the train coming off the tracks through word of mouth. "The Eastern Idaho Railroad did not notify us of the derailment and they didn't consider it to be of any significant danger," said Fire Chief Corey Child. Child said when his crew investigated the accident, they quickly called in HAZ-MAT. "Upon us looking at

it, we found that two rail cars had splits in their outer tank," said Child. Four rail cars actually came off the tracks, two full of propane, like you would use in a grill. "The potential there in the cars that were involved was obviously the propane that we were worried about," said Child. The Madison Fire Department called in the Federal Railroad Administration to check out the wreckage and a fleet from Pacific West came in from Salt Lake City, UT, to offload the propane Tuesday afternoon after it sat there all weekend. Reporter Jessica Crandall spoke with Garrett Bolyard, a representative for the railroad. When asked why his company didn't notify authorities at the time of the derailment, this is what he said. "We didn't feel it was that bad and there was no contamination or leaking cars. But, we are working with authorities now," said Bolyard. The propane had to be siphoned out from the tanks Tuesday before they can be lifted up by a crane and placed back onto the tracks. Bolyard said he's glad the company is working with local agencies now and hindsight is always 20/20. Rexburg Police Captain Randy Lewis said, "somebody really dropped the ball on this one." Offloading the propane is a 24-hour process. Child said Pacific West will probably be done Wednesday afternoon.

<http://www.localnews8.com/news/29457594/detail.html>

AUSTRALIA, VICTORIA, ALTONA, OCTOBER 12 2011. RESIDENTS REEL FROM MOBIL STENCH FOLLOWING ALTONA CHEMICAL SPILL



The Mobil refinery at Altona.

Update 6.10pm: Hundreds of workers were forced to evacuate Mobil's Altona refinery after a foul-smelling chemical spill. Fire crews raced to the scene soon after 4.30pm as residents as far away as Sunshine reported the smell of gas emanating from the plant. At least one resident in an aged care home was treated after she was overcome by fumes. Just before 6pm, Exxon Mobil released a statement saying the strong odour was the result of a spill involving about 1-2 litres of a foul-smelling sulphur compound, believed to include hydrogen sulphide, also known as "rotten egg gas". "Around 4.30pm during maintenance at the Altona refinery, around 1-2 litres of water containing sulphur compounds was released to the sewer," the

company said. "This resulted in a rotten-egg type smell being inadvertently released. There is no danger to people and environment. "We are notifying our neighbours and we regret any inconvenience." Residents have been advised to stay inside, close their windows and switch off air-conditioning during the incident. At the height of the incident the MFB had 14 appliances and 45 firefighters at the scene at Millers Rd, as more than 500 workers marched from the plant. An MFB spokeswoman said crews were doing atmospheric testing to confirm the substance being leaked. Ambulance Victoria also made paramedics

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available to treat anyone affected by the fumes. Emergency services have received calls from as far away as Sunshine about the smell. Police have established road blocks around the scene. Mobil told residents it planned to shut down the plan for more than a month from early October as part of an "extensive maintenance program". The company said it had spent two years planning the "turnaround" and said 550 extra people were working at the refinery during the work. The company had earlier warned residents may notice extra odours and noise during the work.

Mobil Community Hotline: 1800 659 527.

<http://www.heraldsun.com.au/news/gas-leak-fears-at-mobil-plant/story-e6frf7jo-1226165147826>

ENGLAND, LONDON, OCTOBER 12 2011. EXCLUSIVE: BP TO RISK WORST EVER OIL SPILL IN SHETLANDS DRILLING >> INTERNAL REPORT WARNS OF ECOLOGICAL DISASTER IF NEW WELL BURSTS

BP is making contingency plans to fight the largest oil spill in history, as it prepares to drill more than 4,000 feet down in the Atlantic in wildlife-rich British waters off the Shetland Islands. Internal company documents seen by The Independent show that the worst-case scenario for a spill from its North Uist exploratory well, to be sunk next year, would involve a leak of 75,000 barrels a day for 140 days – a total of 10.5 million barrels of oil, comfortably the world's biggest pollution disaster. This would be more than double the amount of oil spilled from its Deepwater Horizon well in the Gulf of Mexico last year, which had a maximum leak rate of 62,000 barrels a day in an incident lasting 88 days – and triggered a social, economic and environmental catastrophe in the US which brought the giant multinational to the brink of collapse. The North Uist well, in a seabed block named after the Hebridean island but located 80 miles north-west of Shetland, is part of BP's ongoing attempts to open up the West of Shetland sea area, sometimes referred to as the "Atlantic Frontier", as a rich new oil province to replace the dwindling productivity of the North Sea. The project appeared to have been shelved by the former BP chief executive Tony Hayward last year in the aftermath of Deepwater Horizon and the barrage of criticism directed at the company for its safety record. But it is now going ahead, and the well will be drilled by a drilling ship, the Stena Caron, some time from January onwards, as long as it is given a licence by the Energy Secretary, Chris Huhne. The company already has three West of Shetland wells producing oil, at depths from 140 to 500 metres (460 to 1,640ft). But North Uist, described by BP as "stepping out, in terms of depth", will be nearly three times as deep, at 1,290m below the surface, in immensely testing conditions similar to those of its ill-fated Gulf well, which was located 1,500 metres down, and began its unprecedented "gusher" leak in April last year. The difficulty of capping a gushing well at such depths, vividly illustrated by the three months it took for Deepwater Horizon to be staunched, is greatly concerning British environmentalists who point out that the waters which might be affected by a North Uist spill are among the most wildlife-rich in all the UK. Seabirds including many rare species are found in enormous concentrations on Shetland, the nearest landmass to any spill, and in the surrounding waters, which also contain large numbers of whales, dolphins and seals, as well as substantial fish stocks. A major destination for wildlife tourism, Shetland has already been badly affected by a previous oil spill, that of the tanker MV Braer, which ran aground on Shetland in January 1993. BP documents referring to the North Uist project themselves list more than 20 vulnerable Shetland nature sites, including eight Special Protection Areas, two Special Conservation Areas and 12 Sites of Special Scientific Interest, which involve the breeding grounds of otters and rare birds such as the great skua, the red-throated diver and Leach's petrel. "This project is so risky that even BP is quietly planning for the possibility of the world's worst ever oil spill happening off Scotland's precious coastline," said John Sauven, executive director of Greenpeace UK. "It would be utterly reckless for Chris Huhne to approve this plan as if the Deepwater Horizon disaster never happened. "Instead of chasing the last drops of oil from one of our country's most sensitive and important natural environments, ministers should be developing a comprehensive plan to get us off the oil hook." A spokesman for BP said that the company was legally obliged to model the worst-case scenario, "but the reality is, the chances of a spill are very unlikely". Since Deepwater Horizon, he added, BP had invested "a huge amount of time and resources strengthening procedures, investing in additional safety equipment and further improving our oil spill response capability". In particular, a major new well-capping device, designed for use at depths of up to 10,000ft, has been constructed, tested and made available, and could quickly be deployed, and any leak from North Uist is likely to be at a much lower pressure than that in the Gulf. "We are confident that the improvements that have been made provide the level of assurance necessary against the risks," the BP spokesman said.

North Uist: The Story so Far

In the storm of criticism of its safety record that followed the Deepwater Horizon blow-out, BP blew hot and cold about drilling the North Uist well. After confirming that it would go ahead, in August 2010, the company faced more criticism that such a similar deep well was inappropriate in the aftermath of the disaster in the Gulf of Mexico. Tony Hayward, BP's chief executive

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Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 766 Newsy Stuff

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at the time, hinted to the House of Commons Energy Select Committee in September 2010 that BP would hold its plans for deep water drilling off the Shetlands. He left the company shortly afterwards, and a final decision was taken to go ahead with North Uist, although more than a year later than originally intended. BP has held a public consultation about the project, which ended last week. However, it was not widely advertised, had virtually no publicity, and a BP spokesman said there had been "no responses" from the public.

<http://www.independent.co.uk/environment/green-living/exclusive-bp-to-risk-worst-ever-oil-spill-in-shetlands-drilling-2369219.html>

CHINA, BEIJING, OCTOBER 12 2011. CHINA AUTHORITIES TO BEGIN SAFETY INSPECTION OF OFFSHORE OIL OPERATIONS

Seven Chinese authorities will begin a joint three-week nationwide safety inspection of all offshore oil exploration and production facilities to assess the risk of oil leaks, according to a statement issued by the Ministry of Land and Resources. The government inspection will begin on Saturday, by which the companies being checked were supposed to have completed their own safety inspections that started from September 10, according to the statement issued on Tuesday. The on-site supervision and checks include facilities operated by China's three national oil companies and eight other operators, of which seven are foreign owned entities and/or joint ventures between local and foreign companies. The inspection was ordered by the China's State Council in early September in the wake of oil leaks at the Penglai 19-3 oil field operated by ConocoPhillips in the Bohai Bay. Two separate leaks were discovered at the Penglai 19-3 oil field in Bohai Bay -- at platform B on June 4 and at platform C on June 17. Operations at both platforms were suspended by the State Oceanic Administration on July 13. In early September, the SOA ordered a complete shutdown of the entire oil field after an investigation by the SOA concluded that ConocoPhillips had not completely screened out the oil spill risks and completely sealed the sources of oil spillage. The authority said then that it will make claims against the US oil company for damage to the marine environment due to the spills. Between 2006 and 2010, a total of 41 oil spills have occurred in China's waters, a report by the official Xinhua news agency said on Wednesday, quoting the Minister of Land and Resources. Of the 41 incidents, 19 occurred in China's Bohai Bay, while 22 took place in the South China Sea, the report cited Xu Shaoshi, the country's Minister of Land and Resources, as saying at a conference on Monday. The nationwide inspection program will be conducted by the ministries of land and resources, environmental protection, transport and agriculture, the State Administration of Work Safety, the National Energy Administration and the SOA. The inspections will cover all offshore oil drilling and exploration platforms, pipelines, floating production storage and offloading equipment, onshore terminals, docks and transport vessels affiliated to the three Chinese state-owned oil majors -- China National Petroleum Corp., China Petrochemical Corp. and China National Offshore Oil Corp. -- as well as foreign offshore operators. The inspection will be conducted from October 15 to November 4, and a comprehensive report will be submitted to the cabinet by November 15, the Ministry of Land and Resources said. Any offshore oil facility found to pose any danger to the environment will be ordered to suspend all production activities. In addition, any operator found responsible for any pollution will be appropriately punished, the statement said.

<http://www.platts.com/RSSFeedDetailedNews/RSSFeed/Oil/8451925>

CANADA, EDMONTON, OCTOBER 12 2011. VANDALS SPILL 30,000 LITRES OF OIL, WATER



Fairview RCMP are looking for some mischief-makers who mucked about with some oil pipeline valves last week, spilling 30,000 litres of oil and water. RCMP said the Canadian Natural Resources Limited facility near Clear Prairie in northwest Alberta reported the mischief took place between Oct. 2 and 3. Someone used specialized tools to open two valves and remove a plug. About 30,000 litres of oil and water escaped from the pipe, contaminating the ground around it, said RCMP in a news release. The spill has been contained to a small area. Alberta Environment and the Energy Resources Conservation Board have been notified. RCMP are still investigating. Anyone with information relating to the spill can call Fairview RCMP at 780-835-2211, or Crime Stoppers at 1-800-222-TIPS.

<http://www.edmontonsun.com/2011/10/11/vandals-spill-30000-litres-of-oil-water>

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USA, MN, MANKATO, OCTOBER 12 2011. BAD GAS BLENDS CAUSED WEEKEND CONFUSION

mark fischenich

 **Watch the Video** <http://www.kare11.com/news/article/942254/391/Bad-gas-delivered-to-21-Minnesota-communities>



Workers from a petroleum services company pump gas into a vessel at the Madison Avenue Kwik Trip Tuesday. By noon Tuesday, that station was selling some grades of fuel.

An unknown number of Mankato-area drivers got more ethanol than they bargained for starting Friday and continuing through the weekend at many area convenience stores. The Magellan Midstream Partners terminal on Highway 68 west of Mankato mistakenly added ethanol at too high of a rate to its fuel blends delivered from around noon Friday until the problem was discovered and stations were notified Monday. All of the Kwik Trip stores in Mankato received the mixture with elevated levels of ethanol, but neither the convenience store chain nor Magellan would say how high the percentage of alcohol might have been in the compromised fuel. "We have sent samples to a laboratory to determine the range of ethanol content," said Bruce Heine, a spokesman for Tulsa, Okla.-based Magellan. "We do not have results at this time." One customer who bought gas over the weekend was told by a station employee Monday that the ethanol concentration may have been as high as 65 percent for some customers. Gasoline typically has 10 percent ethanol. Whatever the concentration of the ethanol in the gasoline delivered by Magellan, the concentration pumped into vehicles would vary based on how much fuel was already in an individual station's storage tanks when the bad blend was added. Kwik Trip and other affected stations suspended sale of fuel Monday after learning of the problem. But at least some storage tanks at every store had been pumped clean and new fuel pumped in by noon Tuesday, allowing sales to resume on some grades. "We found out about that (Monday) and did the right thing as far as closing off our fuel lines and

not delivering product," said Steven Wrobel, a spokesman for Kwik Trip. The chain's five Mankato stores and its Owatonna stores were definitely affected, Wrobel said. Kwik Trips in St. Peter, New Ulm, Fairmont and Belle Plaine may also have received some of the improper blend. Magellan didn't respond to requests from The Free Press for a comprehensive list of the stations that received the fuel, but the number appears to be large. Other stations reportedly affected were SuperAmerica in Mankato and North Mankato, the Lor Ray Deli Mart and the hilltop Quick Mart on Madison Avenue. Several chains said they didn't receive any of the inaccurately blended fuel, including Holiday Station Stores, Casey's and the Shell station on Poplar Street near downtown. "No bad gas here, man," a Shell employee said. But that doesn't mean the station was unaffected. With other stations unable to sell anything but E-85 and diesel — including the dominant chain in town — the remaining stations were flooded with customers. "I was busy as heck," the Shell worker said. Magellan has shut down the gasoline operation at its Mankato facility, formerly known as the Williams Pipeline, Heine said. Replacement gas is being delivered from facilities in Mason City, Iowa, and Minneapolis. Heine had no details on how the higher levels of ethanol ended up in the fuel delivered over the weekend or on how many gallons were delivered. "The cause of the incident is under investigation at this time," he said. The temporary fuel shortage — and the need for Magellan to truck it from Mason City and Minneapolis — didn't drive up pump prices on Tuesday. With fuel to sell again, Kwik Trip, Quick Mart and others were selling at \$3.38 per gallon — about a 7-cent discount from prices immediately before the incident.

<http://mankatofreepress.com/latestnews/x744030659/Through-weekend-some-Mankato-area-drivers-received-bad-gas-blend>

USA, OH, MENTOR, OCTOBER 12 2011. FEDERAL OFFICIALS IN MENTOR CLEANING UP DIESEL FUEL DISCHARGE

michael c. butz

Federal officials spent their second day in Mentor on Tuesday cleaning up diesel fuel discharged into a storm drain. As of Tuesday afternoon, it was unknown how the fuel got into the drain — which is in the area of 6243 Bryson Drive — but it appears it could be an intentional discharge, said Ryan Witterschein, first class petty officer with the U.S. Coast Guard. The discharge was first noticed Saturday afternoon by nearby residents who detected a strong odor of diesel fuel, Witterschein said. The odor worsened on Sunday, at which time those residents contacted the Mentor Fire Department. Firefighters

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responded and determined that the diesel had entered Marsh Creek, after which they initiated containment efforts by using absorbent boom and pads, Witterschein said. However, when they returned on Monday to check on the discharge, they discovered conditions were worse than initially thought. The National Response Center in Washington, D.C. — the federal government's national communications center that serves as the sole federal point of contact for reporting all hazardous substances and oil spills — was then contacted. At about 2 p.m. Monday, the NRC dispatched the Coast Guard's Marine Safety Unit Cleveland, which includes pollution investigators and Witterschein, who serves as the unit's federal on-scene coordinator representative. Upon investigation, the Coast Guard officially determined a responsible party could not easily be identified, which allowed the Oil Spill Liability Trust Fund to be opened. Using money from that fund, the Coast Guard contracted Clean Harbors Environmental Services, an international company with a local office in Cleveland, to oversee the clean-up process. The Mentor Fire Department has also assisted in those ongoing efforts. The Coast Guard will continue to monitor the situation through Wednesday, Witterschein said, adding he expects the clean-up to be completed by Wednesday afternoon. An investigation into the source of the diesel fuel — as well as the circumstances under which it was discharged into the storm drain — is ongoing and being conducted in part by the Coast Guard Investigative Service, which primarily oversees criminal investigations, Witterschein said. If it's officially determined that the discharge was intentional, criminal charges will be sought. If not, it will be handled as a civil case, Witterschein said.

<http://news-herald.com/articles/2011/10/11/news/doc4e94914bc7a37357542360.txt>

USA, CA, CAMBRIA, OCTOBER 12 2011. MISSION LAUNCHED TO SEE IF OIL REMAINS ON OLD SHIP

 **Watch the Video**

 <http://www.kionrightnow.com/story/15676467/going-half-a-league-under-the-sea-for-the-montebello> &

 <http://www.ksby.com/news/divers-explore-wwii-era-shipwreck-off-coast-of-cambria-to-see-if-there-is-possibility-of-catastrophic-oil-leak/>

 <http://www.dailymail.co.uk/news/article-2047876/US-oil-tanker-sunk-Japan-weeks-Pearl-Harbor-STILL-poses-threat-California.html>



Before the disaster: The SS Montebello cruising along the ocean before sinking and sending 3 million gallons of crude to the ocean bottom.

The SS Montebello was just a few miles off California's Central Coast on a December morning in 1941 when a young lookout spotted the dark outline of a Japanese submarine headed straight for the oil tanker hauling 3 million gallons of crude. Richard Quincy saw a small spark in the dawn's early light, followed by an explosion as a torpedo rocked the ship and showered the bridge in water. "It started going down right away," Quincy, now 92, told The Associated Press. "We couldn't

figure out why it wasn't burning. That was the scary part until they started shooting at us and then it got scarier." Quincy is the last remaining survivor of the largely forgotten attack two weeks after Pearl Harbor that could still have significant environmental implications. The ecological disaster following last year's Gulf of Mexico spill drove officials to find out how much oil remains in the hold of the 440-foot ship to determine how to prevent the crude from leaking and marring the celebrated California coastline. "If 3 million gallons of oil made its way to the beaches in front of Hearst Castle it would be a disaster for the area," said Andrew Hughan, a spokesman with California's Fish and Game Department. Divers along with a remotely operated underwater vehicle will begin their assessment Wednesday and take samples, a process that is expected to take as many as 12 days. Officials have video and photos from previous dives, but this is the first time technological advancements will allow them to recover oil samples from the tanks. While it's possible the oil leaked out over the past decades, officials say crude likely remains in the hull. By this point, the oil is so old it likely has the consistency of peanut butter, said U.S. Coast Guard spokesman Adam Eggers. "No one knows what 70-year-old oil does," he said. "It's 40 degrees down there. Is it going to rise to the surface, warm up and liquefy or it is going to be a rock?" The Montebello set out from Port San Luis, Calif., on Dec. 22, 1941, bound for a refinery in Canada with fresh crude. Quincy said it was the second such trip they had taken and had been warned that Japanese submarines were in the area. The torpedo hit the ship's bow, which cracked off when the Montebello hit the ocean floor. Quincy had just pointed out the sub when the torpedo exploded. Mariners jolted from their sleep scrambled in the winter cold to get in lifeboats. "It was cloudy and a little misty and there was a wind blowing," Quincy said. "It was pretty miserable. Particularly for some of them who didn't have anything but their underwear on."

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All 38 aboard were rescued after rowing away from the hail of bullets. "I was real scared," Quincy said. "We thought it might catch fire because we were carrying a volatile product." The Montebello, meanwhile, has been sitting upright ever since 900 feet below the surface about six miles off Cambria. Murky pictures from previous dives show a ship partially covered in a thick coat of barnacles, starfish and marine debris. Few knew about the Montebello's fate even immediately after it sank. Fearing a mass panic that the Japanese had gotten so close to shore, the government confiscated newspaper reports about the sinking at the time and did not publicly disclose the event even into the Cold War, said Eggers. In fact, Japanese submarines operated along the U.S. West Coast, although they did not sink the large numbers of ships that German U-boats claimed along the East Coast and Gulf of Mexico. In addition to the Montebello, two other tankers were sunk on the coast off Oregon and Crescent City, Calif. Among other famous World War II attacks in the American theater, submarines shelled a California oil field and an Oregon military installation, and a float plane dropped incendiary bombs in the woods near Brookings, Ore. Japan also launched thousands of bomb-laden balloons across the Pacific in a largely failed attempt to set American forests ablaze. One bomb did kill an Oregon woman and five children. Decades after it went down, the Montebello became a concern when local efforts to memorialize the sinking led to a 1996 scientific survey that located the wreck and discovered it was mostly intact -- particularly the cargo holds. The presumption that oil was still inside led to worries that a rupture could threaten the nearby Monterey Bay National Marine Sanctuary, but the depth made recovery unlikely and only monitoring continued. It wasn't until 2009 that state Sen. Sam Blakeslee, R-San Luis Obispo, learned about the potential environmental disaster from a local newspaper report about the Montebello, news that eventually prompted him to help assemble a team of federal and state officials and scientists to investigate the situation. The effort will cost \$2.3 million, money that will come out of a fund that oil companies pay into for such measures. "It was one of those issues that was really not on anyone's radar and no one really knew the ship was out there," he said. "That terrible incident in the Gulf of Mexico galvanized all the stakeholders to take action and be proactive and get answers given the terrible cost and environmental damage that occurred." A report recommending a possible course of action is expected to be released later this year. Officials worry a potential spill from the Montebello could eclipse the massive Santa Barbara oil platform blowout that coated miles of coastline in 1969, washing ashore the bodies of dolphins and seals. Another ship that sank in 1953 near San Francisco called the SS Jacob Luckenbach slowly leaked some of the 475,000 gallons of oil the freighter was carrying, fouling the coast for decades. The Coast Guard spent \$20 million to remove oil from the ship and seal it from future leaks, which had already killed tens of thousands of sea birds. For his part, Quincy said he intends on keeping an eye on what the mission uncovers. He's seen past videos that panned over the ship and even spotted the area where he had been standing when they were hit. "It'll be interesting to see just how much the damage there was and where it was and all that," he said. "It would bring back a lot of memories. It was a wild night."

<http://abclocal.go.com/kgof/story?section=news/state&id=8388454>

USA, ILL, CHICAGO, PARK RIDGE, OCTOBER 12 2011. INVESTIGATE 2,000-GALLON SPILL AT PARK RIDGE GAS STATION

craig adams

Officials are still investigating a reported gas leak at the Cumberland Talcott Shell gas station, 900 W. Talcott Rd., in Park Ridge. "It has the potential to be fairly significant," said Fire Chief Michael Zywnski at the Committee of the Whole meeting on Monday, Oct. 10. He estimated the spill at "more than 2,000 gallons." The State Fire Marshal and representatives from the Illinois Environmental Protection Agency were at the site on Tuesday morning. "We're still trying to get a handle on what all happened," said Deputy Fire Chief Jeff Sorensen. Sorensen explained the station was replacing piping to the underground storage tanks. "The tanks didn't come out," he added. They were doing testing of the system on Friday and the department received calls that day from residents on Delphia, more than a quarter mile from the station. Sorensen speculated gas vapors could have traveled underground to that location. On Saturday, the fire department got a call from a home on Talcott. "We found significant amount of product at that house," Zywnski said. He believed the leak occurred when the contractor performed pressure testing of the system. The company could be required to perform various types of remediation including treating the soil contaminated by the gasoline. Under Illinois law, Shell would be responsible for all costs incurred by municipality due to the leak. Shell already has an agreement with the city from 2009 with a notification and indemnity radius of 2,500 feet acknowledging previous contamination on the site and banning the use of private groundwater wells within the radius. That agreement took more than two years to reach.

http://www.journal-topics.com/news/article_02de9f34-f4dd-11e0-8577-0019bb30f31a.html

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CANADA, SASKATCHEWAN, REGINA, OCTOBER 12 2011. TEN INJURED IN CANADIAN REFINERY EXPLOSION



An explosion and fire that occurred last week at a crude oil refinery in the central Canadian province of Saskatchewan has injured 10 people. Eight were taken to hospital to be treated for burns, whilst two were treated at the site. At the time of the explosion at Consumers' Co-operative Refineries Ltd. (CCRL), located in Regina, Saskatchewan, Canada, between 400 and 450 refinery employees and around 1,000 contractors were working in the area. An unnamed foreman for Chemco electrical contractors, who had 250 employees on site, described the incident. "The explosion went up about 250 feet in the air - it was a huge fireball. I notified everybody by radio that there was a big explosion on the unit. Your biggest fear is that you won't get everybody out safely." Cameron Keller, an insulator with Fulleraustin, a subcontractor for CCRL, was working near the site of the explosion when he heard popping sounds. "It sounded like a cap popping off a beer bottle and then all of a sudden there was tons of black smoke and big waves of fire going straight up. The alarms went off and we all ran out. We were two plants away and we didn't feel the heat, but we had some guys in Unit 11 and they felt the heat right

above them." CCRL is in the middle of a \$1.9-billion expansion project, the biggest project in the refinery's history and what is believed to be the largest-ever project in Regina. The expansion will increase the refinery's capacity from 100,000 barrels a day to 130,000 when it is completed in 2012. It is expected that capacity could be further increased by 15,000 barrels per day by 2016. However, the explosion occurred in an older area of the refinery, which is being revamped. Gilbert Le Dressay, the refinery's manager of safety, environment and training and the incident commander, commented: "This is an area where we're replacing equipment, but this equipment is still monitored and repaired as normal." Le Dressay added that gas detection monitors in the affected area prompted the alarm system, meaning that personnel were immediately evacuated. It is understood that the explosion occurred in a unit that was involved in processing diesel fuel. A leak in a high-pressure pipe carrying diesel and hydrogen caused the release of diesel fuel and hydrogen gas, which ignited. Investigators are still looking into the biggest explosion and fire at the plant since August 1990.

<http://www.hazardxonline.net/article/45592/Refinery-explosion-caused-by-fuel-leak.aspx?AreaID=2>

USA, LA, CHALMETTE, OCTOBER 12 2011. DEQ PROBING CHALMETTE REFINERY'S CHEMICAL RELEASE

 **Watch the Video:**

<http://www.wvltv.com/news/local/Chemical-release-at-Chalmette-refinery-fouls-air-on-west-bank-131503768.html>



After a chemical release Monday night at Chalmette Refining, plant officials say they're working to improve their operation. The refinery has fixed the problem that caused the chemical release, wafting a strong rotten egg-like odor across parts of the West Bank. Plant officials say Monday night's release of sulfur dioxide and hydrogen sulfide won't cause any long-term health effects. But the Department of Environmental Quality is testing the air quality to be sure. Since the wind was blowing out of the north, the Algiers neighborhood got the brunt of the foul odor. A refinery spokesperson tells us the plant lost a supply of oxygen to its sulfur plant. That's what caused a flaring of gas, which emitted the chemicals. The plant did fix the problem around 12:15 Tuesday morning and re-started the unit. At this point, it's still unknown how much of the gas was released. A spokesperson for the Department of Environmental Quality says they immediately got a team to start doing air quality testing in the Algiers neighborhoods as a precaution. "We did notice that there was a short window that the levels were above the permissible exposure levels for an 8-hour period," said DEQ spokesman Jeff Dauzat. "It wasn't significant but it was still above the level, which is a concern for us. So if we get a chance

[Tuesday], we are going to really pore over those results and see if there is anything else of concern. Dauzat says the air quality monitoring group went block by block, doing continuous air monitoring for a number of hours. He says the foul odor could hang around for a few days, but authorities do not expect the odor to be harmful. So far, there have been no reports of health-

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related incidents linked to the chemical release. The investigation continues into what exactly happened, what the cause was, and whether it was preventable.

Related Links

 [Chemical release from Chalmette leaves foul smell in metro](http://www.fox8live.com/news/local/story/DEQ-probing-Chalmette-refineries-chemical-release/Khktn_4EC0K0pfk4kk6MQw.csp)

http://www.fox8live.com/news/local/story/DEQ-probing-Chalmette-refineries-chemical-release/Khktn_4EC0K0pfk4kk6MQw.csp

USA, WI, SHOREWOOD, OCTOBER 12 2011. NEW INFORMATION ABOUT GASOLINE LEAK IN SHOREWOOD

 **Watch the Video** <http://www.620wtmj.com/news/local/131567578.html>



Milwaukee- Today's TMJ4's I-Team uncovered shocking new information about the gasoline leak in Shorewood. The gas station in question -- has been a problem for two decades, and a fresh gas leak may have contaminated the sewer system along Capitol Drive. Through inspection records -- Today's TMJ4 tracked problems at that gas station back to 1991, and Today's TMJ4 learned Tuesday night-- the recent problems are most likely caused by a new leak of gasoline into the ground. Alex Erfurth has lived next door to the suspected source of the gasoline leak for about a year, never knowing a problem was creeping toward his home. "Seems pretty shocking to me. Seems like something that should have gotten taken care of 20 years ago," said Erfurth. The I-team has discovered documents showing the gas station has been a problem for two decades. It starts in 1991, when according to DNR records, soil and groundwater contamination at the site was labeled a "medium risk." In 2005 -- a company called "ENSR International" found the contamination had

spread off the property and "into the Capitol Drive right-of-way, and possibly Newhall Street." In 2008 -- Benchmark Environmental confirmed the problem still existed -- and suggested more investigation be done. A suggestion ignored by gas station owner Syed Rizvi. North Shore Fire Chief Robert Whitaker told TODAY'S TMJ4 Tuesday night that tests done last week suggest a new problem. It is most likely a spill, because logs kept by Syed Rizvi show about 60 gallons of gas missing and unaccounted for. The DNR hand-delivered an enforcement notice to Syed Rizvi on Tuesday -- ordering him to appear in Madison on Thursday. That's when the state wants to know how he will clean up the problem he has ignored for three years.

<http://www.620wtmj.com/news/local/131567578.html>

USA, CA, CLEAR LAKE, OCTOBER 13 2011. FUEL TANKER ROLLOVER PROMPTS EMERGENCY RESPONSE IN LAKE COUNTY

mary Callahan

 **Photo Gallery** [Fuel Tanker Rollover In Lake County](#)



Scene of the crash on Wednesday, Oct. 11, 2011.

A fuel tanker that rolled over Tuesday afternoon on a hillside above Clear Lake prompted a tense, 10-hour operation involving high-risk procedures to drill into the tanker to siphon its load, fire officials said. A hazardous incident team from Mendocino County was called to assist Lake County firefighters with the effort, in which fire crews with hoses at the ready waited on stand-by while specially trained personnel drilled into three fuel tank compartments to get to the kerosene inside, Deputy Chief Pat Brown of the Northshore Fire Protection District said. The risk of sparks or friction meant everyone had to be in protective gear and ready to fight a fire if one occurred, Brown said. "It's what we call low-frequency, high-risk calls ... and we train a lot," he said. The tanker was carrying 1,600 gallons of kerosene for

home heating when it left Highway 20 in Glen Haven and headed up a mile-long, private driveway to the home of John and Maggie Freeman shortly after 2 p.m. Tuesday, Brown said. En route, the private road collapsed and the fuel tanker tumbled downhill, rolling three times and landing on its side, Brown said. The Redwood Empire Hazardous Incident Team composed of eight specially trained personnel from the Ukiah Fire, Ukiah Valley Fire and Cal Fire agencies was called out, along with

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Northshore fire crews and a Cal Fire engine, he said. The fuel had to be removed before the tanker could be righted, requiring the pneumatic drilling procedure that, though high risk, went off without a hitch, Brown said. About 1,084 gallons of kerosene were siphoned into another tanker in a process that lasted past midnight, Brown said. Lake County Environmental Health officials were to determine Wednesday how much kerosene spilled into the soil, which would then have to be removed, Brown said. "We're pretty clear of the water sources, but we did have Fish and Game there, and also CHP helped, too," Brown said. <http://www.pressdemocrat.com/article/20111012/ARTICLES/111019889/1350?Title=Tanker-rollover-prompts-10-hour-response-in-Lake-County->

USA, TX, SAN ANTONIO, OCTOBER 12 2011. QUESTIONS LINGER OVER KELLY AFB CONTAMINATION EVEN AFTER PROPERTY CHANGES HANDS

michael barajas



Toxic Triangle resident Robert Alvarado with a map of the contaminated groundwater plume.

Purple wooden crosses that dot this south San Antonio community are starting to age, their paint chipped and faded. Planted in lawns next to mailboxes, fences, and trees, they point to a battle with cancer for someone inside. For many here, the crosses are a sign of the lasting, toxic legacy of the now-shuttered Kelly Air Force Base, which last year turned over its last patch of land to the Port San Antonio industrial park. But even as some residents continue to blame the neighborhood's higher-than-normal rates of cancer and birth defects on chemicals that seeped off base decades ago, the proof is elusive. Kyle Cunningham, program manager at the City's Public Center for Environmental Health, said last week the agency's contract with the Air Force to study possible health effects from Kelly contamination, a cooperative agreement struck in 2001, ended last month. All the while, many in the neighborhood are critical that years of studies and reports have failed to answer that one nagging question: whether the Air Force is responsible for the rash of illnesses hammering the neighborhood. "We've felt for a long time the contamination caused our sickness," says Robert Alvarado, a four-decade veteran of this so-called Toxic Triangle. "But apparently, we'll never prove it. We'll be dead and everyone will forget what caused all of this." Decades have passed since base officials discovered toxic plumes in the area's groundwater, once stretching underneath more than 20,000 nearby homes, many of which relied on private water wells. For years, residents of this so-called Toxic Triangle, a residential area on the edge of the former base, have hoped to prove the Air Force culpable, at least in part, for the neighborhood's health woes, even as studies remained frustratingly inconclusive. The Air Force started acknowledging decades ago groundwater contamination in and around the base stemming from chemicals like trichloroethylene (TCE), a degreaser, and tetrachloroethylene (PCE), a chemical used to strip paint, that were routinely dumped into open pits. To date, a quarter billion dollars have been spent on cleanup at Kelly, shrinking the plumes and scrubbing the former base, according to the Air Force Real Property Agency, which expects to shell out another \$32 million to complete the cleanup, a process that could drag on into at least 2041, according to Air Force estimates. Alvarado says he and others first suspected something was wrong at Kelly in the 1980s. Neighbors routinely complained of foul odors coming from the Kelly grounds, he said. Some even saw their fingernails turn black when they watered their lawns. Many of the neighborhood's shallow groundwater wells that have since been plugged as a precaution were used for drinking, washing cars, and watering gardens. Base officials began to take note in the late 1980s when construction workers digging along Quintana Road unearthed toxic fumes and collapsed. Officials later admitted that workers drained chemical waste for years directly into the ground, or dumped it into nearby the nearby creek. In addition to TCE and PCE, Kelly workers also handled and dumped dangerous toxins like dichloroethene (DCE), benzene, vinyl chloride and thallium, known and suspected cancer-causing agents. Like many in his neighborhood, cancer surrounds Alvarado. His wife Lupe was diagnosed with thyroid cancer years ago, and soon afterward his daughter developed the same condition, though neither he nor his wife had a prior family history of the disease. At least six neighbors on his block have succumbed to cancer over the past two years. "Right down the street, my neighbor passed away this Saturday. His wife passed away about two years ago," he said. "Both were because of cancer." An aneurysm robbed Alvarado of most of his sight years back, and doctors later discovered his kidneys were badly damaged from unknown chemicals. Numerous reports over the years show there is, indeed, something wrong inside the Toxic Triangle. But each stop short of identifying a cause for the elevated cancer rates, as well as higher-than-normal birth abnormalities, such as Down syndrome and infant lung defects.

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Officially, a clear pathway to chemical exposure hasn't been proven, something Alvarado and others in the neighborhood brush off with sighs and eye-rolls. They lived with the wells, along with flooding runoff from Kelly during heavy rains, years before the contamination was even acknowledged. And Alvarado recalls buying two truckloads full of dirt from Kelly at a bargain price to shore up his yard from flooding, something he now regrets, insisting the soil was likely contaminated. The federal Agency for Toxic Substances and Disease Registry, originally tasked with assessing health problems around Kelly, conducted some of the area's critical first studies in the 1990s, when authorities had just started to realize the extent of contamination in and around Kelly. Those studies noted increased levels of liver and kidney cancer, as well as leukemia, but failed to connect it to the groundwater plumes emanating from Kelly or possible soil contamination in and around the site. A Congressional panel would later release a damning report against the ATSDR, accusing the agency of performing a shoddy analysis and citing the agency's work at Kelly as a prime example of how the ATSDR "often obscures or overlooks potential health hazards, uses inadequate analysis, and fails to zero in on toxic culprits." One of the chief complaints of report author University of Maryland toxicologist Katherine Squibb, who reviewed the ATSDR's work after being hired by the Kelly Restoration Advisory Board (RAB), is that the agency failed to measure important possible exposure pathways, and that the agency's studies hadn't determined whether chemicals migrated off of the Kelly grounds. In addition, she said, studies looking for sources of exposure to the community only occurred after the Air Force had already ramped up its cleanup efforts. Greg Gangnuss, a spokesman with the Air Force's property group, says the Air Force has identified 36 cleanup sites on the base, 25 of which are now finished. The Air Force recently awarded the Tennessee-based Shaw E&I Group, which previously helped plug groundwater wells around the Toxic Triangle, a \$37.5 million, nine and a half year contract to identify and remove any chemicals remaining on base. As the groundwater plumes continue to recede with the ongoing remediation, Alvarado and others in the neighborhood fear their chances of linking local sicknesses to Kelly's toxic past shrinks. Diana Lopez, an environmental justice organizer with Southwest Workers Union who grew up in the Toxic Triangle, said that while San Antonio's Metro Health has largely been responsive to concerns from the community it has often felt like the cadre of local, state, and federal agencies has been looking for ways to explain away the illnesses. "That's part of what makes it this ongoing struggle, it seems like there's always excuses," she said. Case in point: the brief inference out of Metro Health two years back that aflatoxin-contaminated corn, or bad tortillas, might explain away the high cancer and diabetes rates in the neighborhood ("Yea, we were pretty disgusted by that one," Lopez said). And while Gangnuss says that there is "no evidence that containers of actual Herbicide Orange were ever maintained at the former East Kelly AFB," it is true that the chemical components of Agent Orange were stored there. The Centers for Disease Control last year funded a study testing soil samples from 10 neighborhood homes for the presence of dioxin, a key component of dangerous herbicide. Still, the study by Texas A&M University professor Thomas McDonald found that all possible carcinogens — including dioxins — discovered in the samples were at levels considered acceptable by the U.S. Environmental Protection Agency. After reviewing the report, renowned environmental scientist and activist Wilma Subra, who's helped residents in the neighborhood since 2001, said dioxin levels in some of the samples surpassed revised benchmarks the EPA plans to rollout in the near future. "I would say they're still elevated." Subra has assisted nearby residents in digesting the mounds of data regarding Kelly, helping consolidate EPA and Texas Commission on Environmental Quality reports, and presenting yearly breakdowns to residents. "There are a whole host of issues here still," she said by phone last week, "but the big one is that there's still offsite groundwater contamination." The most recent test well data, she said, shows a plume still floats underneath the northern corner of the neighborhood. Recent EPA analysis showed vapor from the toxic plumes had made its way into some neighborhood homes, but not at levels that required action from the agency. The cleanup, Subra says, is "moving, but it's still moving very slowly." There's still sub-surface contamination the Air Force has yet to address, she insists, claiming some contaminated areas on base were simply capped or covered over with parking lots, leaving open the possibility of chemical leeching in the future. At one of the most contaminated sites on the former base, the old metal plating shop, Subra says officials simply erected cement walls to contain the toxins. "There's still huge source material there," she said. And just look to the Lower Leon Creek to see how Kelly's toxic legacy is still being felt. Runoff from the base, which flushes into the nearby creek, continues to worry Subra and some in the neighborhood. While a recent U.S. Geological Survey study shows elevated levels of a variety of toxins in virtually all of Bexar County's watersheds, Leon's the worst, with hazardous levels of the suspected carcinogen DDT, an herbicide used extensively in the Vietnam War and stored at Kelly, along with harmful concentrations of chromium and cadmium. Once TCEQ and the EPA deems the cleanup has been finished, the Air Force will forever wash its hands of the Toxic Triangle, able to walk away from its environmental liability. For Subra, she's not sure a cause and effect will ever be definitively proven, even though, according to her, the chemicals dumped at Kelly wholly match illnesses shown in the neighborhood. "It's very difficult to do

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cause and effect, even in a legal setting, in court," she said. "But the health impacts match. What they have is what's associated with the chemicals they've all been exposed to." •

Kelly Timeline

- 1917 - Kelly Field opens as a military pilot training base.
- 1948 - With the creation of the U.S. Air Force, field is renamed to Kelly AFB.
- 1971-1974 - Drums of herbicide used in Southeast Asia, including the chemical components of Agent Orange, were stored at Kelly, military officials later confirm.
- 1982 - Air Force begins to investigate nature and extent of contamination on and around the base.
- 1994 - Robert Alvarado and other community members found Committee for Environmental Justice Action (CEJA), organizing protests, marches, and health surveys of the community.
- 1994 - Kelly Restoration Advisory Board formed as a bridge between community, the military, and local, state, and federal regulatory agencies.
- 1995 - Base Closure and Realignment Commission (BRAC) votes to close Kelly.
- 1999 - Southwest Workers Union, CEJA, and Texas chapter of the Sierra Club file petition for federal Superfund designation for Kelly AFB. Their petition fails.
- 1999 - About 400 residents sue the federal government, claiming groundwater contamination amounted to the "taking of private property without just compensation." Health complaints are not mentioned.
- 2001 - Kelly AFB closes. Transition of land to Port San Antonio begins.
- Oct, 2010 - Port San Antonio receives last 400 acres of Kelly, concluding any Air Force ownership.
- Aug, 2010 - U.S. government settles 1999 lawsuit for \$1 million — about \$1,300 per family, after the lawyers are paid.
- Sept, 2011 - Air Force contract funding San Antonio's health department to study Kelly contamination ends

<http://sacurrent.com/news/questions-linger-over-kelly-afb-contamination-even-after-property-changes-hands-1.1216763>

USA, N.H, NEWPORT, OCTOBER 13 2011. NEWPORT MAN BURNED AFTER DRILL IGNITES GASOLINE FUMES

• **Watch the Video** <http://www.wmur.com/r/29456783/detail.html>

An electric drill sparked a gasoline fire Tuesday afternoon that burned a 68-year-old man over most of his body, Newport fire officials said. Clifton Labounty Jr., of 2 Page Hill Road, and his son were using the power tool to drill holes into the gas tank of a pickup truck when the fumes ignited, said Newport fire Lt. Chris Amos. The Labountys operate a scrap metal yard at their residence and were trying to drain the tank. "Apparently, they've done this to a hundred gas tanks and never had a problem," Amos said. Labounty received second- and third-degree burns to 80 to 90 percent of his body, the fire department said. He was taken by DHART helicopter to Brigham and Women's Hospital in Boston, which has a specialty burn center. Labounty's son, Clifton Labounty III, received minor burns to his hands and was not transferred to a medical facility for treatment. The fire was reported at 4:11 p.m., and firefighters from Goshen, Sunapee and Claremont assisted. The fire is not deemed suspicious, but the state fire marshal was contacted, and the fire remains under investigation.

<http://www.unionleader.com/article/20111011/NEWS07/710129959>

USA, TN, NASHVILLE, OCTOBER 13 2011. I-65 SHUT DOWN BY TANKER FIRE SOUTH OF NASHVILLE

The southbound lane of Interstate 65 has been reopened near the Maury and Marshall County line after a tanker truck containing 4,000 gallons of ferrous chloride caught fire. Ferrous chloride is an acid used in waste cleanup processes. TDOT spokesperson B.J. Doughty said the southbound lane was reopened about 10:20 a.m. The incident was reported at about 5:30 a.m. and for several hours caused the interstate to be shut down in both directions. Local and state officials said the fire occurred between the 32 and 37 mile markers, south of Nashville. "It is still leaking from the tank, however, we have contained it to prevent it from running into a nearby waterway," said Maury Hazardous Operations Team chief Mark Blackwood. He estimated about half of the tanker's contents had leaked. A mechanical issue caused the back tires to catch on fire and damage the tank, he said. The shoulder of the interstate may have been damaged because of the acid's corrosive properties, Blackwood said. "I don't think that will keep it from being able to open the roadway, but I'm not sure that the northbound lanes will be open by noon," he said. TDOT estimated it could take until 4 p.m. to clear the highway. Blackwood said over 30 personnel from 10 different local and state agencies remained on the scene at 10:15 a.m.

http://www.c-dh.net/articles/2011/10/12/top_stories/0001.truckfire65.txt

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USA, MD, BALTIMORE, OCTOBER 14 2011. BIOFUEL FRAUD CASE PUTS INDUSTRY UNDER SCRUTINY >> PERRY HALL MAN CHARGED WITH SELLING \$9 MILLION WORTH OF CREDITS FOR NONEXISTENT RENEWABLE FUEL

timothy b. wheeler



On its website, Clean Green Fuel offered customers "a unique blend of biodiesel" made from vegetable oil that would produce less air pollution and help reduce the nation's dependence on petroleum. But according to federal charging documents, company owner Rodney R. Hailey didn't produce any biodiesel. Instead, prosecutors charge, he generated and sold more than \$9 million worth of credits for nonexistent renewable fuel, using the proceeds to buy a five-bedroom house in Perry Hall, diamond

jewelry and more than two dozen cars and trucks, including a Rolls Royce, a pair of Bentleys and a Lamborghini. Hailey, 33, of Perry Hall, is scheduled to be arraigned Thursday in U.S. District Court on charges of wire fraud, money laundering and violating the Clean Air Act. If convicted, he faces up to 20 years in prison, depending on the charge. The government also is seeking to seize his house and other property. Biodiesel industry members said they believe this is the leading edge of a crackdown by the federal government on fraud and abuse of the Renewable Fuel Standard, a 6-year-old program meant to encourage the domestic production of ethanol and other environmentally friendly "biofuels" made from agricultural byproducts. For some, the dragnet is long overdue for a confusing, complicated program that they contend suffered for years from lax oversight. Erroneous reporting of renewable-fuel credits was frequent, critics say. "The system, frankly, was too easily scammed," said Clayton McMartin, president of the New Mexico-based Clean Fuels Clearinghouse, which helps businesses comply with the federal rules. Created by Congress in 2005 as part of broader energy legislation, the renewable fuels program initially focused on stimulating production of ethanol from corn. Congress expanded it two years later to promote "advanced biofuels" that would generate fewer climate-warming greenhouse gases than petroleum-based diesel motor fuels. The renewable fuels standard requires that 15 billion gallons of corn-based ethanol, 1 billion gallons of biodiesel and 16 billion gallons of cellulosic fuels made from plants or trees be produced annually by 2022. So far this year, about 600 million gallons of biodiesel have been produced, according to industry figures. Under the program, gradually increasing production goals have been set for each type of fuel, and oil companies have been required to either produce the renewable fuel themselves or purchase enough credits from other producers to meet their quotas. Failure to meet the goals can result in costly penalties for the oil companies. McMartin said he has warned, practically since the program's start, that it was flawed and ripe for abuse. For one thing, he said, renewable-fuel producers were allowed to generate their own credits — Renewable Identification Numbers, or RINs — which could be bought and sold multiple times as batches of biodiesel were shipped around the country and blended with other fuels. His own business has rejected "numerous" RINs, he said, because of suspicions they weren't valid. "Hell, anybody could make up RIN numbers," McMartin said. "In five minutes, I could show you how to do it." That's just what the federal government alleges Hailey did at Clean Green Fuel. U.S. Attorney Rod J. Rosenstein said in a statement released at the time charges were filed that Hailey "specialized in producing 38-digit 'renewable identification numbers,' each of which supposedly corresponded to the production of two-thirds of a gallon of biodiesel fuel."

http://articles.baltimoresun.com/2011-10-12/features/bs-gr-green-fuel-20111012_1_biodiesel-renewable-identification-numbers-biofuel

NEW ZEALAND, MANUREWA. OCTOBER 13 2011. TEEN SET ALIGHT WHILE POURING PETROL

A teenager is in hospital with severe burns after setting himself on fire while siphoning petrol from his car in Manurewa. Fire Service shift manager Jaron Phillips said the 19-year-old was legitimately siphoning petrol from his own car last night in Foxlaw St, Randwick Park. "He couldn't see what he was doing so used an open flame for some light. Either a cigarette lighter or a match." A resulting explosion caused severe burns to most of his body. He is in Middlemore Hospital's intensive care unit in a serious but stable condition. "It was silly. He should have used a torch," Phillips said. "It highlights the dangers of an open flame, even things like a candle at home when the power goes off."

<http://www.stuff.co.nz/national/5783730/Teen-set-alight-while-pouring-petrol>

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