



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 759 Newsy Stuff

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October 5 2011



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INDONESIA, JAKARTA, SEPTEMBER 25 2011. LENTERA BANGSA – CNOOC OIL STORAGE TANKER ABLAZE IN JAKARTA

john konrad



Built in 1983, the 261 meter-long & 127575 DWT oil tanker Lentera Bangsa caught fire 100 miles from the coast of Jakarta Bay Friday morning. The vessel was being used as a Floating Storage and Offloading (FSO) vessel in the Widuri field of the Java Sea and was operating in close proximity to a China National Offshore Oil Corporation (CNOOC) offshore drilling rig when the fire broke out. The fire, which broke out at 9 a.m. local time on Friday, injured at least four workers among the crew of 30 and one individual remains missing. A local official has asserted that the fire has been extinguished, but was unable to provide details regarding the nature of the fire, where, or how it started. Witness reports are mixed with some believing the fire

started in the vessel's engine room while others stating it started in a cabin. The FSO has a storage capacity of 700,000 barrels of oil a day, was upgraded from a tanker to FSO by COSCO Guangdong Shipyard in October 2010 and began working the Widuri field early in 2011.

Related Links

- [CNOOC hit by FSO blaze off Indonesia](#)
- [One missing, four wounded following fire aboard CNOOC FSO offshore Indonesia](#)
- [Four hurt in blaze](#)
- [An oil vessel catches fire off Jakarta Bay](#)

<http://gcaptain.com/lentera-bangsa-cnooc-ablaze-jakarta?31352>

USA, N.D, BISMARCK, SEPTEMBER 25 2011. 6 OIL COMPANIES PLEAD NOT GUILTY IN ND BIRD DEATHS

Six oil companies fighting federal charges that their oil pits killed 28 ducks and other birds intend to request separate trials, and at least one may argue that investigators gathered some evidence illegally. The companies, which were arraigned Thursday in U.S. District Court in Bismarck, face fines of up to \$15,000. U.S. Magistrate Charles Miller Jr. set an Oct. 25 deadline for the companies to file pretrial arguments. Miller said it was unclear whether the companies had a right to a jury trial on the misdemeanor charge, and Gary Delorme, an assistant U.S. attorney, said he would oppose the request. "This may technically not be a petty offense," Miller said. If it is not, the companies may seek a jury trial, he said. John Russell, an attorney for one of the companies, Continental Resources Inc., said he may request a hearing to argue that some evidence gathered against the company should be excluded. Russell did not elaborate and did not comment afterward. The federal law that is being used to prosecute the companies was originally approved to prohibit illegal hunting, but its reach is considerably broader. The Migratory Bird Treaty Act has been used to prosecute a barge operator who caused a large oil spill that resulted in bird deaths, and a farmer who accidentally poisoned some ducks when he sprayed pesticide on an alfalfa field. The law does not require prosecutors to show the companies were negligent or intended to do anything wrong to win a conviction. The companies in the dock are Continental, of Enid, Okla.; Petro-Hunt LLC, of Dallas; Brigham Oil and Gas LP, of Austin, Texas; Newfield Exploration Co., of The Woodlands, Texas; ConocoPhillips, of Houston; and Fidelity Exploration & Production Co., of Denver. Fidelity is a unit of MDU Resources Group Inc., which is based in Bismarck. The arraignment of a seventh company, Slawson Exploration Co. Inc., of Wichita, Kan., was delayed until Oct. 21. It faces an identical charge for allegedly killing 12 birds from May 6 through June 20. All seven companies have previously been fined for violating the same law, records say. Fidelity was assessed the largest fine, a \$44,025 penalty after 41 ducks and three shorebirds were found dead in gas production waste pits near Green River, Utah. While an oil well is being drilled, North Dakota rules allow workers to dump a nasty soup of diesel fuel, slippery chemicals and ash into a nearby waste disposal pond, which ducks can sometimes mistake for a good place to land. North Dakota laws now allow the dumping of liquid waste into open pits, which can be 15 feet deep and as large as a swimming pool, while an oil well is being drilled. If the pit is left open more than three months after the well drilling is finished, it must be fenced off and have a net stretched across its surface, state law says. The pits must be filled in and the land reclaimed within a year. Regulators have drafted proposed rules that would ban the dumping of liquid waste into open pits. Rock cuttings and other solid waste could still be discarded into a pit. Richard Grosz, a U.S. Fish and Wildlife Service agent, said in a court filing that 500,000 to 1 million birds are killed annually across the United States as the result of oilfield production. In a sworn statement, Grosz said hawks, owls, ducks and other birds mistake the waste pits for water

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ponds. They become fouled with oil, and their feathers lose their ability to shed water, often causing the birds to become waterlogged and drown. Birds that attempt to drink from the pits can fall in, and their steep, slippery slopes "make it almost impossible for trapped wildlife to escape," he wrote. "The sticky nature of oil entraps birds in the reserve pits and they die from exposure and exhaustion," Grosz's statement says. "Birds that do manage to escape die from starvation, exposure or the toxic effects of oil ingested during preening."

<http://www.cnbc.com/id/44639224>

SOUTH KOREA, SUWON CITY, SEPTEMBER 25 2011. EXPLOSION INSIDE CAR WASH KILLS 3 PEOPLE IN SKOREA

sam kim

South Korean fire officials say an explosion inside a car wash has killed two drivers and an employee at a gas station in a city south of Seoul. Firefighter Jang In-su says that Saturday's blast appears to have been caused by a liquefied petroleum gas leak. Another fire official said four people were also injured in the blast. He declined to be named because fire investigators were still trying to ascertain details. Neither official could immediately say whether LPG gas had leaked from underground tanks at the gas station in Suwon city. Car washes are commonly found attached to gas stations in South Korea.

http://www.taiwannews.com.tw/etn/news_content.php?id=1716387

USA, TX, GALVESTON, SEPTEMBER 25 2011. WORKER INJURED IN 2009 VALERO BLAST FILES LAWSUIT AGAINST NUMEROUS COMPANIES

john suayan



A worker at the Valero refinery in Texas City has filed a lawsuit, alleging he sustained "serious, disabling and permanent injuries" as a result of an explosion at the facility almost two years ago. In a lawsuit filed Sept. 16 in Galveston County District Court, Mark Eldridge blames a number of entities, including Halgo and Babcock & Wilcox, for the boiler blast at the Valero refinery on Dec. 4, 2009, which killed one worker and injured others. According to the suit, the B-28 boiler failed to start up and Eldridge and to co-workers were assigned to restart it. "As the plaintiff and his co-workers were attempting to restart the boiler, the boiler exploded, knocking the plaintiff backward," the original petition says. "Following the explosion, the plaintiff carried one of his co-workers away from the blast site. Tragically, one of his Valero co-workers was killed in the incident." Court papers

show Babcock & Wilcox designed, manufactured and installed the boiler on specifications produced by Foster Wheeler USA Corp. and with detailed engineering work completed by Jacobs Engineering Inc. Horizon Consultants Inc. designed the software logic for the boiler's burner management system and provided component parts, software and consulting services, the suit states. John Zink Co. LLC was responsible for the burner, Fisher Controls International LLC the control valves, Halgo the installation and repairs and Honeywell International LLC the burner's management system, according to the suit. Eldridge claims the blast inflicted injuries to both his shoulders, knees, neck and lower back, and states he has undergone an operation. He consequently seeks unspecified monetary damages. The Buzbee Law Firm is representing Eldridge. Galveston County 122nd District Court Judge John Ellisor is presiding over the case. Case No. 11-cv-1470

<http://www.setexasrecord.com/news/238520-worker-injured-in-2009-valero-blast-files-lawsuit-against-numerous-companies>

USA, TX, AUSTIN, SEPTEMBER 25 2011. TEACHER HEALING FROM FIRE GEL EXPLOSION >> FRIEND BOUGHT PRODUCT FROM BED BATH & BEYOND

erin cargile

 [Watch the Video Teacher healing from fire gel explosion](#)

 [Document Click here for information about the fuel gel recall.](#)

Katie Bone, 27, is not exactly sure how long it will be before she's back in the gym, or out on the soccer field. The second degree burns on her right arm and right leg are almost healed. Doctors say the wound on her left ankle, which is still wrapped in gauze, needs more time. "I will never forget that moment," said Bone as she recalled Labor Day weekend two and half weeks ago. She and her husband were at a friend's housewarming party. They were sitting around a table in the backyard when the homeowner poured the last bit of Fire Gel Citronella Eco-Gel Fuel into a ceramic fire pot on the table. "He lit the gel

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and then poured more on top and the fire just exploded and hit my arm, my right leg, left ankle and I got up and started running and my husband tackled me to the ground and they started putting the fire out on me," said Bone while trying to hold back the tears. Her husband drove her to the hospital where she spent the next 48 hours. The next two weeks Bone was in a wheelchair and made daily trips to the wound clinic. After two weeks off work, the 27-year-old started walking again and was able to start teaching her kindergarten class for half a day. Bone said her friend bought the Fire Gel at an Austin Bed Bath & Beyond store back in March, but never got the message the product had been recalled and pulled off the shelves in June. The U.S. Consumer Product Safety Commission issued a voluntary recall of nine other gel fuel brands September 1. [KXAN News discovered an Austin furniture store still selling it.](#) "We didn't find out about the recall of course until afterwards when they started looking this product up after I was in the hospital for two days," said Bone. KXAN visited three Austin Bed Bath & Beyond stores and found one with a warning about the product posted on the front door. The recall information is [posted on their website](#). According the CPSC, Bone is one of more than 60 people who have been burned by gel fuels. More than 30 people have been hospitalized, and two others have been killed. "Really I'm lucky to just have this injury and to be alive," said Bone.

Statement from Bed Bath & Beyond:

The safety of our customers is of paramount importance to us. Bed Bath & Beyond instructed its stores to remove fire gel products from sale on June 10, 2011, prior to the issuance of the CPSC recall. Bed Bath & Beyond has since fully cooperated with the supplier of the products and the CPSC in the recall of the products.

<http://www.kxan.com/dpp/news/Teacher-healing-from-Fire-Gel-explosion>

USA, TX, HOUSTON, SEPTEMBER 25 2011. COAST GUARD CONTAINS MYSTERY OIL SPILL IN HOUSTON SHIP CHANNEL

The Coast Guard has used a boom to contain a mysterious oil spill near the Lyondell terminal in the Houston Ship Channel. The channel is open, but ships are being urged to keep speed down to minimize their wake, officials say. Coast Guard Sector Houston-Galveston received the report from the National Response Center about 12:40 a.m. A helicopter and crew from Air Station Houston is on scene, as well as marine response investigators. The source of the oil has not been determined.

<http://blog.chron.com/newswatch/2011/09/coast-guard-contains-mystery-oil-spill-in-houston-ship-channel/>

NIGERIA, NAGALAND, SEPTEMBER 25 2011. OIL SPILL CLEAN UP STILL VEXATIOUS



Minister for Planning & Veterinary T.R.Zeliang, who is also the Convenor of the Cabinet Sub-Committee on Exploration and Development of Petroleum and Natural Gas in Nagaland, has disclosed that the government of Nagaland has decided to award the job of cleaning up of oil spill and contamination at Chanpang and Tssori to an "international company". According to the report emanating from Guwahati, T.R. Zeliang had revealed that six foreign firms have been short listed for the clean up operations and finally, only one would be given the job. According to Zeliang, the clean up work could take up to two years. Clean up of oil spills from oil well abandoned by ONGC after it was ordered off Nagaland in 1994, remains as vexatious especially with the affected villages of Chanpang and Tssori under Wokha district and

also between the state government and the ONGC. A PIL was filed in the Gauhati High Court demanding immediate clean up and also compensation for damage to environment including human health with both the Nagaland government and ONGC as respondents. The oil spills from some of the wells have caused serious environmental damage and consequent pollution of ground water sources for over a decade. The government of Nagaland had declined the offer of the ONGC made during 2009 to clean up the entire oily mess. Consequent upon the ONGC's offer, a joint committee comprising of officials of ONGC and Department of Geology & Mining, Nagaland, had discussed the issue threadbare and decided to jointly undertake an on-the-spot survey of the affected areas. The ONGC had prepared a budget of over Rs.100 crore estimated to be the cost of cleaning, repairing and recapping of tubes and valves. However, the Cabinet Sub Committee literally put a spanner in the works by asking the Geology & Mining department not to proceed with the matter as it (Cabinet Sub Committee) was in the process of framing of modalities for MoU. Official sources, when contacted were surprised by the statement attributed to the Minister of Planning & Veterinary T.R.Zeliang who is also convenor of the Cabinet Sub Committee over the short listing of "six foreign firms" before finally selecting one to do the clean up job. The sources said that a committee from Nagaland, which went

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to Delhi, had actually short listed six techno-consultants and not "six foreign firms". Only one from among the six would be appointed as Techno-Consultant to deal with issues of oil and natural gas and not for clean up operations at Changpang and Tssori areas.

<http://www.nagalandpost.com/channelnews/State/StateNews.aspx?news=TkVXUzEwMDAwNjMxOQ%3D%3D-O7%2F%2BROtK8tg%3D>

CANADA, VANCOUVER, SEPTEMBER 25 2011. URANIUM SPILL SHIP MOORED IN LIMBO >> EMPTY SHIP FOR SALE BY BANKRUPT OWNERS WHILE CARGO'S COSTS SUBJECT OF CIVIL SUIT

james weldon

A ship that made headlines this year when a large amount of radioactive cargo spilled in its hold has wound up in limbo off North Vancouver while the owners duke it out in court. The MCP Altona has been anchored in the waters of Indian Arm near the Dollarton neighbourhood since the spring, when federal officials gave it a clean bill of health following the mop-up of a load of uranium concentrate that spilled onboard. The producers of the cargo, Saskatchewan's Cameco Corporation, say the owners of the ship owe them \$19 million dollars or more for the losses Cameco suffered as a result of the accident. Cameco blames them for the spill, which took place when the Altona hit a winter storm in the central Pacific late last year. The ship's immediate owners, a company called MS MCP Altona GMBH & Co KG, have since gone bankrupt, meaning Cameco has to wait for the ship to be sold before it has any chance of collecting. While the vessel waits for a buyer, and lawyers attempt to untangle the associated legal mess, the Altona will stay in the Inlet. The events that led to the squabble began in December 2010, when Cameco packed up 350 tonnes of uranium concentrate - commonly called yellow cake - at its plant in Saskatchewan. The company put the radioactive powder into 840 drums, which it then packed into shipping containers for transport. The cargo was sent to Vancouver and loaded onto the Altona for shipment to Zhan Jiang, China, where it would be processed into nuclear fuel. The ship set sail on Christmas Eve. Somewhere between Hawaii and Midway Islands, the vessel hit rough weather, and some of the cargo fell over. An unspecified amount of the powder burst out of the containers, out of the drums and into the cargo hold. The crew discovered the mishap several days later. In terms of radioactivity, yellow cake (technically called triuranium octaoxide - and usually black or dark brown in colour) lies somewhere between the ore it is derived from and the fuel rods it gets processed into. According to Cameco, a person standing about four or five metres from one of the drums would be exposed to the same amount of radiation that they would standing anywhere on the street. But as a heavy metal, uranium is also toxic in the same way as lead or mercury. The compound is certainly not safe to be ingested or inhaled, and cleaning it up requires specialized knowledge and equipment, neither of which were available aboard the Altona or at its port of destination. The ship initially tried to stop in at Honolulu, but was prevented by the U.S. Coast Guard, who raised concerns over the hazardous nature of the material. It eventually made its way back to British Columbia - hitting more heavy seas on the way - and anchored at Ladysmith while the companies involved and various authorities hatched a plan for remediation. Late in January, the boat was moved to the Ballantyne docks in the Port of Vancouver, where Cameco and the authorities oversaw the lengthy cleanup process. In March, the last of the spilled yellow cake was packed up and sent back to Saskatchewan, and crews finished cleaning the ship about a month later. The Canadian Nuclear Safety Commission and Transport Canada declared the Altona clean and safe in early May. It was moved to Indian Arm as the legal battles got underway. In its statement of claim, Cameco alleges that the ship's owners were negligent in the way they handled the cargo, saying the vessel was un-seaworthy, that the containers weren't secured properly and that the ship was steered into seas that were too rough to navigate safely. "The resulting damages, losses and expenses (were) the result of the defendants' failure to properly and carefully load, handle, stow, carry, keep, care for and discharge the goods," said Cameco in the claim. Cameco says the cleanup cost close to \$10 million, and that it is owed additional sums for damage to its cargo, berthing of the ship and other expenses totalling another \$9 million or more. Faced with the suit, the Altona's owner went bankrupt. In an effort to get its money back, Cameco is going after other companies involved in the transport, including Germany-based Hartmann Schifffahrts GMBH and Co. and Hartmann Shipping Asia as well as others. But in a statement of defence filed in July, the Hartmann companies put the blame squarely back on Cameco, saying that the uranium producer and its contractors were the ones who had dropped the ball. Hartmann alleges that the drums weren't properly secured inside the containers, that the containers weren't properly selected, that Cameco hadn't hired competent stevedores, and hadn't provided adequate instructions to them, and that it didn't remediate the vessel in a cost-effective way. What's more, Cameco wasn't even the owner of the cargo, according to Hartmann; rather, it belonged to a Switzerland-based affiliate, Cameco Europe. Hartmann also denies owning the vessel - saying it really belonged to the now-defunct MS MCP Altona GMBH - and challenges Cameco

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to demonstrate it suffered any loss at all. If it did, according the Hartmann, Hartmann wasn't liable. In August, a federal court ordered the vessel sold. If Cameco wins its case, at least some of the compensation will likely come out of that sale. The Altona remains on the market. The ship's presence near homes in Dollarton has stirred up some controversy among North Shore residents. The North Shore News has received a number of messages from readers raising concerns that the neighbourhood may be at risk of exposure to poisonous or radioactive substances. Cameco and Port Metro Vancouver both told the News in interviews that such fears were unfounded. "It was assessed that there was no risk," said Yoss Leclerc, director of operations and security for the port. "The whole time (it was being remediated) there were inspectors there from the Canadian Nuclear Safety Commission; there was a team there on a day-to-day basis. . . . The only reason it's (in Indian Arm) is because there are some claims against the ship." Leclerc said he expected the sale to be settled by October, if not the legal claims. Hartmann Schifffahrts could not be reached by deadline. None of the allegations have been proven in court.

<http://www.nsnews.com/technology/Uranium+spill+ship+moored+limbo/5455634/story.html>

CHINA, SHANGHAI, SEPTEMBER 26 2011. SHANGHAI FIRE EXPO SHOWS PUBLIC UNEASE AFTER DEADLY BLAZE

rose yu



A fire truck at the 2011 Shanghai International Fire and Security Technology Equipment Exhibition.

This week's fire-equipment exhibition in Shanghai featured massive water cannons, radar-equipped trucks and a robot designed to put out oil-tank blazes. But in a city still haunted by the deaths of 58 people at a high-rise nearly a year ago, visitors seemed most interested in more modest, personal means they can use to save their own lives, in a testament to the lack of faith many in Shanghai now have with local fire authorities. About 260 companies brought their latest firefighting equipment and technologies to the 2011 Shanghai International Fire and Security Technology Equipment Exhibition. At the entrance of the Shanghai Exhibition Center were two aerial ladder trucks made by Iveco Magirus, which allow firefighters to climb as high

as 40 meters from the ground. In the courtyard, more than a dozen gigantic fire trucks equipped with radars and water-storage tanks were laid in front of the main hall. However, the costly equipment and technologies appear not to draw a large number of eyeballs. "I'm not coming here because of the exhibition. I want to get some stuff for use in the event of emergencies," said Li Ruoyi, a man in his 50s. The interest illustrates a lack of simple firefighting measures, such as small extinguishers and fire blankets, that are common in the U.S. and Europe but can be tough to find in Chinese stores. Cao Feng, a sales manager at Zhejiang Yuan Fire Fighting Equipment Co., said gas masks and safety ropes for home use are among the company's bestselling products. Visitors snapped up masks because most of the victims in the Shanghai fire died inside their own homes, overcome by smoke and toxic fumes, while the popularity of safety ropes highlights concerns over the lax safety practices that are still rife across China's booming construction industry. "High-rise residents must have safety ropes," said Luo Xiang, a middle-aged businessman who lives in the 18th floor of a high-rise apartment building in Shanghai. "I hope I will never use it. But if the misfortune occurs one day, it could help me escape from the misery of being engulfed by the fire." Mr. Luo paid about 1,000 yuan (US\$156) for a 62-meter simple safety rope, which comprises a stainless-steel hook, which included a "how to use it" compact disc. Government data show that [more than 1,100 people died in fire hazards in China last year](#), though they exclude certain kinds of industrial accidents. The death toll is much smaller than that of traffic accidents, but recent catastrophic blazes have exposed what appear to be serious inadequacies in fire-safety practices. Though the Shanghai blaze was blamed on unlicensed welders who were using unsafe practices, it has still led to a storm of criticism of the local government. "Either gas masks or fire blankets are only useful when a fire breaks out. It still requires the firefighting authorities to respond and take measures in a swift and effective way to deal with a blaze like last November's," said Mr. Li. Zhu Liping, chief engineer with the Ministry of Public Security's fire department, [has said](#) it's a globally difficult issue to snuff out a high-rise fire, and the rescue by the Shanghai fire department was successful given the bad conditions, such as the lack of platforms at the building for firefighters to climb. In the Shanghai blaze, [firefighters arrived at the site 15 minutes after they received the emergency call](#) even though the station is just a block from the residential building. Also, it took the ill-equipped firefighters more than four hours to snuff out the fire at the 28-story building, which wasn't especially tall by the standards of China's wealthiest city. In addition, [a survey by Shanghai University following the catastrophic fire](#) found low awareness of basic fire safety among local residents. The survey said among 221 respondents, around 85% said they had never taken part in a fire

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drill, and only 5% said they had received training in fire-control and escape procedures. The survey also said nearly 48% didn't know how to use fire-control equipment and about 25% said they knew nothing about how to escape.

<http://blogs.wsj.com/chinarealtime/2011/09/26/shanghai-fire-expo-shows-public-unease-after-deadly-blaze/>

NEW ZEALAND, OTAGO, SEPTEMBER 26 2011. MAN BURNED AS PETROL CAN EXPLODES

A 20-year-old with serious burns is in a stable condition in hospital after a petrol can exploded in his home shed. The man was taken to Taranaki Base Hospital with serious burns on his upper body after the can exploded around midday yesterday. At 4pm the man was transferred to Waikato Hospital by the Westpac Waikato air ambulance. Pilot Dan Harcourt said the patient was fully conscious and in a relatively comfortable condition when on board, and was talking to staff. A hospital spokesperson said the man is now in a stable condition in the high dependency unit.

<http://www.odt.co.nz/news/national/179360/man-burned-petrol-can-explodes>

CHINA, SHANGHAI, SEPTEMBER 26 2011. WAITING GAME FOR VILLAGERS IN SHADOW OF CHEMICAL FACTORIES

The small village looks exactly as it did 20 years ago. Only then the sky was clearer and homes were not in the shadow of the towers of nearby chemical factories, residents said. A middle-aged man carrying a caged bird walked slowly, on a dull weekend afternoon in Guijia Village, a place eking out its last days among one of Shanghai's key factory zones in Pudong's Gaoqiao area. "Luckily there's no smell today," said the man, surnamed Lu, looking at the black mynah bird in the cage. Oil tankers passed from time to time yesterday, throwing up clouds of dust along the road. A three-hour fire in a Gaoqiao oil refinery factory on Friday seemed to have left little mark on the area - no work suspended and no truck runs stopped. It was one of three large fires and three chemical gas leaks in less than two years at Gaoqiao factories. City environmental officials said no obvious pollution was detected after the blaze. "That's what we face each and every day," said Lu. The 57-year-old, now retired, was a worker in a chemical factory in Gaoqiao and has lived his entire life in the village that is surrounded by a chemical factory, a shipyard and a coal plant. "I've just seen and known too much," said Lu, who declined to give his full name, saying he was "afraid of trouble." Residents fear the emissions, said Lu. "Sometimes the smell is choking and sometimes it's spicy and pungent," he said. The emissions can "hardly be toxic-free," he added. "Ask them where can they store the waste after neutralization reactions," said the ex-worker. "The air." It is unknown if cases of illness among villagers, including cancer, are related to the chemical industry. One senior factory worker, strolling in the village, told Shanghai Daily he had a skin disease. One of few locals still living in the village, Lu said many young, including his daughter, choose to leave, and most inhabitants are from out of town. Meanwhile, the city now is talking about the relocation of the Gaoqiao factory zone, following the accidents. The 4.2-square-kilometer zone, containing mostly factories affiliated to the SINOPEC Shanghai Gaoqiao Petrochemical Corp, was founded in 1981 and its products include gasoline, jet fuel and diesel. SINOPEC Shanghai was fined 200,000 yuan (US\$31,308) for a gas leak in March that spread to many parts of the city. Hundreds of thousands of people were affected. As part of a citywide industry adjustment plan to prevent further pollution and upgrade the industry, Gaoqiao chemical zone is expected to move out to more suburban area or neighboring province, people close to the government said in early September. But no timetable is set yet. To the village, moving out seems to be a must. Village officials said they had decided to relocate the residents soon to places far away from the chemical zone and provide subsidies. "Now we just take it one day at a time," said a tenant, surnamed Liu, who paid 400 yuan for an apartment. Asked about the relocation date. "Maybe one year, or may be two, who knows." Still like the smell, the plan hangs in the air. Beneath the sky, the village has no color, only dust.

http://www.china.org.cn/environment/2011-09/26/content_23491279.htm

USA, KS, COFFEYVILLE, SEPTEMBER 26 2011. COFFEYVILLE RESILIENT AFTER REFINERY FLOOD

tim potter

 **Photo Gallery** [Gallery: Coffeyville, four years after the flood](#)

More than four years after a flood swamped a refinery and the town's east side — staining homes and businesses with 80,000 gallons of crude oil — the town is still recovering. This industrial hub lost more than 300 homes to the flooding and oil, and 700 residents have left. Street after street of homes near the refinery are gone, leaving behind rows of slab foundations and sidewalks to nowhere. Coffeyville Resources refinery spent more than \$50 million buying out homes and businesses and paying damages. Today, Coffeyville remains somewhat scarred by the flood but resilient — in some ways diminished, in some ways renewed. Nothing illustrates that better than 65-year-old Jean King and the area around her. When every home around

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her was razed, leaving only slabs, sidewalks and empty streets, King and her sister stayed and rebuilt. The sisters live across from each other in fastidiously kept homes in the middle of a park-like, wooded expanse that had been home to hundreds of people. Before the flood, King had wondered if she and her husband, Gary, should have flood insurance. But he couldn't imagine the Verdigris River getting that high. He died of a heart attack before the flood hit. Around July 1, 2007, floodwater rose up 4 feet in King's home. Afterward, when King looked into moving, prices were too high for her. She told herself: "I can put this back together before I could buy a new house." She used savings to rebuild. Inspectors looked for oil under her home but didn't find a problem, she said. Today, King's white house gleams, with new siding and new flooring and trim. The yard is lush. A shiny chain-link fence protects her pecan and walnut grove. Scavengers sometimes stalk the deserted lots around her, for scrap metal and bricks. With so much green space around her home, it's like living in the country but with benefits of the city. "We can order pizza and get it directly," she said. With family around and neighbors keeping a protective eye from a distance, King said, she doesn't feel lonely. The refinery has been a good neighbor, keeping the wooded lots around her mowed, she said. However, some people remain bitter.

Who Was at Fault?

About a block from King's island of tranquillity, two dozen animal skulls hang off a metal structure and privacy fence. Someone has posted signs, one identifying the building as the "Dead zone garage" and one making an accusation: "Coffeyville Resources contaminated our homes and land then cheated us." About 5 feet up on the building's siding, someone wrote "Oil line here." Recently, about 20 small businesses, farmers and residents settled two federal lawsuits against Coffeyville Resources over the oil. Their attorney, Wichita lawyer Randy Rathbun, said he couldn't comment on the settlement. In a November 2010 court document, the plaintiffs contended that Coffeyville Resources "claims this horrible disaster was an act of God. This disaster, however, was not of God's making. It occurred because the refinery had a shocking lack of training which led to the overflow of a crude charge tank in the middle of a flood. It occurred because of the refinery's horrendous failure to act when it discovered — four hours before it happened — that indeed the tank was going to overflow." The state and then the plaintiffs blamed part of the chain of events on someone forgetting to close a valve at the plant, allowing more than 80,000 gallons of crude to spread through the community. In court documents, Coffeyville Resources said it had spent more than \$50 million for damages to homes and businesses and that it had "remediated oil damage to the satisfaction" of environmental agencies. Coffeyville Resources said the flooding began quickly and unexpectedly crested 10 feet above flood stage and 4 feet above refinery levees. "During the hectic activity of the emergency shutdown, Coffeyville Resources accidentally released 80,000 gallons of crude oil and 9,000 gallons of sewer system crude oil fractions into the flood waters of the Verdigris River." Spokesman Steve Eames provided this e-mail statement Friday: "Coffeyville Resources has been an integral part of Coffeyville and Montgomery County for more than 100 years, and we are proud of our record as part of the community. ... "In the great majority of instances where neighbors suffered damages from the flood and the accidental release of crude oil it caused, Coffeyville Resources was able to offer appropriate settlements, including purchasing more than 300 homes at independently appraised pre-flood values plus 10 percent. In all but a few cases, our neighbors accepted those offers. We have no comment concerning the few instances where residents seeking larger payouts preferred to sue us in court." Coffeyville Resources employs almost 600 area residents "in stable, good-paying jobs" and "supports many other jobs in the region through our vendors and other business partners," the statement said.

'I Could Still Smell Oil'

One of the downstream property owners who sued, Johnny Dodson, owns wooded land along a creek south of the refinery, covering 12 acres in Kansas and 56 acres in Oklahoma. "The reason I bought it is so I'd always have a place to hunt and my boy would always have a place to hunt," Dodson said. During the flooding, the Verdigris sent oil into the creek and onto his land, said Dodson, a 63-year-old retiree. On his land, he counted 2,400 trees and saplings — a mix of walnut, oak, pecan, sycamore and hackberry — with oil deposits. "And I didn't count all of them. I figured 2,400 trees was enough," he said. "A year and a half after the flood, I could still smell oil." He estimates that a third of the trees still have oil spots or oil rings. He knows of only one tree, a 35- to 40-foot-tall oak, that died, right after the flood, when oil collected at its base. In places where crews cleaned up oil, the grass is thin, but for the most part his land has healed, he said. Two other plaintiffs, George Chronister and his wife, Louise Stills, both 84, lost a house and garages they used for collecting, refinishing and consigning antiques. Although they didn't live in the home, it had sentimental value. Stills had lived there for decades, had raised her son there. For two years after the flood, she couldn't bear to go down the street past her former home, Chronister said. "She still won't talk about it very much, even today." The flooding sent water about 5 inches up into the home and about 3 feet up into

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the garages, destroying personal items, he said. After the flooding, he said, the home smelled like a refinery. They sold the property in the buyout.

<http://www.kansas.com/2011/09/25/2031944/coffeyville-resilient-after-refinery.html>

USA, CO, GRAND JUNCTION, SEPTEMBER 26 2011. CAR ENGULFED IN FLAMES AFTER GETTING DRENCHED IN GASOLINE >> A CAR EXPLODED INTO FLAMES SATURDAY EVENING, AFTER IT WAS DOUSED IN GASOLINE.

 **Watch the Video**

http://www.nbc11news.com/localnews/headlines/Car_engulfed_in_flames_after_getting_drenched_in_gasoline_130517698.html

A car exploded into flames Saturday evening, after it was doused in gasoline. The Pontiac Grand Am was smoldering near 22 Road and Highway 6 and 50 after fire crews put out the massive flames. The owner of the home where the car was parked says she was letting a friend park the in her driveway. Saturday morning, she discovered the vehicle was doused in gas. The owner of the car moved it away from the home and left it running while he went to get in another vehicle. "In between the time that he left the vehicle and went to his truck, he smelled something burning and then there was a boom. He said it seemed like the moon roof flew off the top of the truck, and the car was fully involved," says Grand Junction Fire Department Battalion Chief John Williams. Officials are investigating the fire for potential arson, although they can't confirm it this early on.

http://www.nbc11news.com/localnews/headlines/Car_engulfed_in_flames_after_getting_drenched_in_gasoline_130517698.html

KENYA, KERICO, SEPTEMBER 26 2011. POLICE KEEP OFF RESIDENTS FROM SPILT OIL

Police officers on Sunday sealed off parts of Kapsoit trading centre in Kericho West District after a petrol tanker overturned and spilled petrol. The spill, which occurred at dawn, attracted a huge crowd with several people armed with jerry cans ready to scoop the fuel. The security personnel from Kapsoit and Sisiot police stations forcefully evacuated residents from the trading centre to avert a disaster. Residents had rushed to the accident scene, a few metres from a petrol station, to siphon fuel that had been spilling from the tanker since 2 am.

Parked Tankers Removed

Kericho West DC Jamleck Mbuba said the security officers also evacuated more than 20 other petrol tankers parked at the petrol station. "The police arrived at the scene of the accident on time and secured the area. "They evacuated people from their houses and petrol tankers to avert a disaster in case of an explosion from the tanker," he added. Vehicles plying the Kericho-Kisumu route were diverted to use alternative roads. The accident caused a huge traffic snarl up on the Kericho-Kisumu highway. Fire fighters from Kericho Municipal Council later arrived and poured foam on the spilt oil. The tanker was transporting more than 40,000 litres of petrol to Kisumu. Police are looking for the driver of the tanker who, they said, fled the scene.

<http://www.nation.co.ke/News/regional/Police+keep+off+residents+from+spilt+oil+/-/1070/1243064/-/t9uxrvz/-/>

NEW ZEALAND, SOUTH TARANAKI, SEPTEMBER 26 2011. GAS LEAK UNDER CONTROL



A gas leak at Shell Todd's Kapuni production station is under control with all staff accounted for and unharmed.

A gas leak at Shell Todd's Kapuni production station is under control with all staff accounted for and unharmed. Emergency services have now left the plant, which is still shut down but expected to start up again this afternoon. A spokesman for Shell Todd Oil Services said the leak was in fact a pressure valve releasing high levels of gas from a storage tank. "This vapour has been safely released through a relief valve designed for this purpose. "As with any event of this nature all work at the plant stopped, a staff muster took place and emergency services were notified. "The plant remains shut down until the cause of the vapour venting has been determined." The spokesman said one staff member had reported feeling unwell but had been cleared by medical services at the scene. Emergency services, including the New Plymouth fire service's specialist hazardous chemical unit, rushed to the production station after reports of a leak about 10.30am.

<http://www.stuff.co.nz/taranaki-daily-news/5684747/Gas-leak-at-Kapuni>

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USA, N.Y, AUBURN, SEPTEMBER 26 2011. AUBURN FD CONTAINS POSSIBLE GASOLINE LEAK INTO OWASCO RIVER

The Auburn Fire Department and the state Department of Environmental Conservation are testing a "petroleum-based product" that leaked into the Owasco River near State Street Sunday, AFD Assistant Chief Mark Fritz said. An Auburn Correctional Facility officer saw a sheen on the river from a tower on the prison's north wall and called the fire department shortly before 5 p.m., Fritz said. Upon investigation, the leak was coming out of a brick pipe across the river from Curley's Restaurant. Fritz couldn't say how much was leaking or what exactly it was. By 6 p.m., firefighters had contained the leak with three booms and were waiting for the DEC to arrive. The substance, which Fritz could only identify as a "petroleum-based product," didn't have a noticeable smell. "We'll test this and see what we can come up with," he said. Firefighters were surveying nearby storm drains to see if there was any obvious source on the surface. A similar spill took place in April 2009 near Market Street Park. The DEC took over that investigation as well.

http://auburnpub.com/news/local/article_9249e30e-e7c2-11e0-a688-001cc4c03286.html

USA, GA, LAWRENCEVILLE, SEPTEMBER 27 2011. 1 SERIOUSLY INJURED IN EXPLOSION >> ACETYLENE TANK IN THE TRUNK OF A VEHICLE

alexis stevens



No charges are expected after leaking gas from an acetylene tank in the trunk of a vehicle exploded Sunday night, seriously injuring a [Gwinnett County](#) man. A house, located on Albemarle Way near Sugarloaf Parkway in Lawrenceville, and the vehicle were extensively damaged in the blast, reported around 8:15 p.m, according to Lt. Eric Eberly with the [Gwinnett County](#) fire department. The vehicle was fully engulfed when firefighters arrived, Eberly said. A man, whose name was not released, was transported to Grady Memorial Drive for treatment of extensive injuries and burns. He was in stable condition early Monday morning, Eberly said. Investigators say the acetylene tank, which was stored in the trunk of the vehicle, was used for work

purposes. Acetylene is often used for welding and cutting metals. The explosion occurred when the owner of the vehicle opened the trunk to place something in it. Investigators don't know what caused the gas to explode, but Eberly said no charges are expected. "We just are confident that it was accidental and that there was no criminal element involved with the incident," he said Monday.

<http://www.ajc.com/news/gwinnett/1-seriously-injured-in-1188706.html>

USA, ME, WALLAGRASS, SEPTEMBER 27 2011. DEP TO SPEAK TO WALLAGRASS RESIDENTS ABOUT GAS SPILL

jen lynds



Remaining gasoline from a tanker rollover is transferred to another tanker.

Nearly four months after 5,000 gallons of gasoline spilled along a community roadway, the state [Department of Environmental Protection](#) continues its cleanup effort. A public hearing to let area residents know how that effort is going has been scheduled for 6:30 p.m. Thursday at the Wallagrass Elementary School. Representatives from the DEP, the project manager for the cleanup effort, a claims specialist and an emergency spill responder will be present for the event, according to [Samantha Depoy-Warren](#), spokeswoman for the DEP. Officials will update the community on the remediation efforts including the progress of a new vapor extraction system. [The spill took place on May 31](#) after a tractor-trailer belonging to the John T. Noble trucking company of Caribou overturned on Route 11. Investigators said that a medical problem led the truck's driver, Joe Nichols, to lose

control of the vehicle after it drifted into the soft shoulder of the roadway and became unstable. The truck was hauling 8,000 gallons of gasoline for Daigle Oil Co. of Fort Kent at the time of the crash. An estimated 5,000 gallons spilled and seeped into the ground when a tank was breached. Officials from the DEP are working with Stantec, an environmental consultant hired by the trucking company's insurance company, to handle site remediation. Shortly after the spill, crews found the presence of petroleum compounds above maximum exposure guidelines at one well directly adjacent to the spill site and trace

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concentrations of contamination at three others. As part of the cleanup effort, crews also have drilled recovery and monitoring wells. The DEP estimates that approximately 1,200 gallons of gas have been recovered. An unknown volume has evaporated. A new ground water remediation system has been running since Sept. 2. "We also want to assure residents of their continued safety as we are still confident that no one in the community is at risk as we still have only found the presence of petroleum compounds above maximum exposure guidelines in one well, directly adjacent to the spill site," said Depoy-Warren. For information about the meeting and the cleanup effort, go to <http://maine.gov/dep/rwm/wallagrass/>.
<http://bangordailynews.com/2011/09/26/news/aroostook/dep-to-speak-to-wallagrass-residents-about-gas-spill/?ref=latest>

USA, OK, EL RENO, SEPTEMBER 27 2011. MAN INJURED IN EXPLOSION IN EL RENO

A man was injured when gas vapors exploded. The victim was taken to an Oklahoma City hospital Monday morning. A man suffered injuries when gas vapors exploded at a business Monday morning, a fire official said. The man was working on an oil tanker truck at a business at 501 SE 27 about 8 a.m. when gas vapors ignited and caused a small explosion, said fire [Capt. Dave Nichols](#). The man was taken to an [Oklahoma City](#) hospital. His name, age and city of residence were not released by Nichols. His condition was not available. The oil tanker truck did not catch fire, Nichols said.

http://newsok.com/man-injured-in-explosion-in-el-reno/article/3607783?custom_click=headlines_widget

USA, CA, ANGELUS OAKS, SEPTEMBER 27 2011. MOUNTAIN HIGHWAY REOPENING AFTER FUEL SPILL

Cleanup of 6,000 gallons of gasoline on State Route 38, a main route to Big Bear Lake, is nearly complete and the roadway will reopen early Tuesday. A big-rig tanker overturned Sept. 19 in the Angelus Oaks area. The California Department of Transportation says a hazardous materials contractor has been working around the clock to remove contaminated soil. Swift initial response to the spill kept fuel from flowing into a creek that drains into the Santa Ana River. Caltrans spokeswoman Terri Kasinga says State Route 138 will reopen at 5 a.m. Tuesday. Highways 330 and 18 remained open as alternate routes for State Route 138 travelers in the San Bernardino Mountains.

http://www.mercurynews.com/news/ci_18980155?nclink_check=1

USA, KS, WICHITA, SEPTEMBER 27 2011. FEDS SUE COFFEYVILLE REFINERY OVER 2007 OIL SPILL

roxana hegeman



The [Justice Department](#) has sued the Coffeyville refinery for more than \$4.18 million in civil penalties and clean-up costs stemming from a 2007 oil spill into floodwaters of the Verdigris River, plus additional, unspecified fines for other environmental violations. A civil complaint filed Friday in U.S. District Court also seeks a court order forcing Coffeyville Resources Refining & Marketing to comply with numerous environmental regulations designed to prevent additional spills or damage. Company spokesman [Steve Eames](#) said Monday that the company is aware of the lawsuit but hasn't yet seen it. "We are working diligently to clean up any remaining issues," Eames said, declining further comment. About 2,145 barrels of oil leaked from the refinery into the river during flooding in July 2007, according to the complaint. The government is seeking up to \$1,100 in civil penalties for each barrel spilled, a figure amounting to nearly \$2.36 million. Most of the spill involved crude oil that overflowed

an above-ground storage tank. But some diesel oil leaked from another storage tank that was moved off its foundation by floodwaters. The refinery's sewer system also flooded, discharging some oily water, according to the complaint. Along with the civil penalties for each barrel spilled, the government is seeking reimbursement for \$1.82 million spent to clean up the spill. The Environmental Protection Agency conducted flyovers of the flooded area to determine the extent of contamination, deployed containment booms and absorbent pads and sent in boats with portable skimmers and vacuum trucks, the lawsuit says. More than 100 EPA clean-up technicians were sent to the spill, and the agency hired others to monitor drinking water intakes along the river. The Justice Department also claims Coffeyville Resources violated various sections of the [Clean Air Act](#), the Clean Water Act and the Oil Pollution Act before and after the spill. Among other things, it says the company didn't have a so-called risk management program, didn't meet requirements for hazard assessments and violated prevention program requirements. It also says the company didn't have written procedures for an emergency shutdown or investigated incidents that could have resulted in catastrophic spills. If the court agrees, it could impose fines ranging from \$27,500 to

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\$37,500 per violation. That would be on top of penalties, if any, assessed for the 2007 spill. It isn't clear in the government's lawsuit which of the numerous environmental statutes cited in the complaint it believes the company is still violating. The lawsuit simply asks the court to order the company to take appropriate measures to correct past violations, prevent future violations and mitigate the effects of its violations.

<http://www.chron.com/news/article/Feds-sue-Coffeyville-refinery-over-2007-oil-spill-2189464.php>

USA, IA, BETTENDORF, SEPTEMBER 27 2011. BETTENDORF COMPANY PAYS \$50K FOR OIL LEAK

lynda waddington



Sivyer Steel Corporation of Bettendorf has agreed to pay a \$54,786 penalty and clean up residual used oil that may have leaked from its storage tanks as part of settlement with the U.S. Environmental Protection Agency. According to an administrative consent agreement filed by the EPA in Kansas City, Kan., an inspection at Sivyer Steel in March 2010 found several violations of the federal Resource Conservation and Recovery Act, which regulates the storage, treatment, transportation and disposal of hazardous waste. Inspectors cited the company, which produces and finishes steel castings, for operating without proper permits and failures to comply with hazardous waste generator, used oil and universal waste requirements. As part of the settlement, the company must act within 30 days to demonstrate that its used oil containers and universal waste lamp containers are properly maintain and labeled, and show that all areas of its facility contaminated by leaks of used oil have been cleaned up. Sivyer Steel must also notify the EPA of the existence of any additional area at its facility that may be contaminated by leaked used oil, and take appropriate action to address them. Last summer the company struck an agreement with the Iowa Department of Natural Resources to remove over a four-year period a large pile of used foundry sand at its facility along the Mississippi River. The sand is used in molds to make castings, being contaminated in the process, and was in violation of state regulations that prohibited more than a six-month supply to be stored. In moving the sand to other property, the company also agreed to create a 5-foot buffer of uncontaminated dirt between the sand and groundwater.

<http://iowaindependent.com/61474/bettendorf-company-pays-50k-for-oil-leak>

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, SEPTEMBER 28 2011. HIGH MERCURY VAPOURS DETECTED NEAR ORICA

Higher than permitted mercury vapour levels have been detected around a Sydney Orica plant, just weeks after residents near its Newcastle plant were exposed to hexavalent chromium. The NSW Government says the incident today at Botany, in Sydney's south, is not expected to have a health impact on local residents. The Office of Environment and Heritage (OEH) said it is investigating the incident in which mercury vapour emitted from the plant between 12am and 9am (AEST) today breached levels specified in Orica's license. A monitoring device detected the breach at a neighbourhood adjacent to the site, which is located at the corner of Denison Street and Beauchamp Road in Banksmeadow. The overnight vapour levels were "well below a level that is known to cause immediate health effects," the OEH said in a statement. "Therefore the release is not expected to have any impact on the health of local residents." The OEH required Orica to inform residents and the OEH has notified NSW Health. The incident is the second involving Orica in two months. Residents in the beachside suburb of Stockton, near Newcastle, were exposed to hexavalent chromium on August 8, after it escaped from Orica's ammonium nitrate plant at nearby Kooragang Island. A NSW Health and independent report commissioned by Orica both found the leak posed no health risk to the Stockton community. Environment Minister Robyn Parker blasted Orica over today's incident. "Once again Orica informed authorities hours after this latest incident happened," Ms Parker said in a statement. "This highlights the need for legislative changes to ensure companies must report within a designated time frame, not when is practicable as is the case now."

<http://www.heraldsun.com.au/news/breaking-news/high-mercury-vapours-detected-near-origa/story-e6frf7jx-1226148361209>

USA, ALA, MOBILE BAY, SEPTEMBER 28 2011. EXXON SUFFERS LEAKAGE IN MOBILE BAY

ExxonMobil Corporation has temporarily closed operations at its facility in Mobile Bay area of the Gulf of Mexico. Leakage of salt water, silt and sand, with traces of hydrocarbons, offshore Alabama upset production. A dent in a subsea pipeline, located about a mile south of Dauphin Island in Mobile Bay, has a production capacity of 280 million cubic feet per day of natural gas. It is used to carry salt water produced from its offshore natural gas wells in the area to its onshore gas treating facility, left a

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luster in the water spotted last week, causing natural gas production disruption. The luster was identified to be three mile long and 100 foot wide. The pipeline is buried below the sea floor in about 15 feet of water between Fort Gaines and the SandIsland lighthouse. ExxonMobil plans to carry out the repairs and production in the area will remain closed till the leakage in the pipeline is fixed and there is no timeline for its commencement. ExxonMobil is investigating into the cause of this leakage and is also mobilizing equipments for the clean-up purpose. The company received U.S. regulators' permission last month to restart operations at a portion of its Silvertip pipeline in Montana that caused a leakage of about 1,000 barrels of oil in July into the Yellowstone River.

<http://www.zacks.com/stock/news/61694/Exxon+Suffers+Leakage+in+Mobile+Bay>

CANADA, VANCOUVER, SEPTEMBER 28 2011. RADIOACTIVE SPILL SHIP IN LEGAL LIMBO OFF NORTH VANCOUVER

james weldon



The freighter MCP Altona lies moored off Little Cates Park in Indian Arm while awaiting sale. Its former owners have declared bankruptcy.

A ship that made headlines this year when a large amount of radioactive cargo spilled in its hold has wound up in limbo off North Vancouver while the owners duke it out in court. The MCP Altona has been anchored in the waters of Indian Arm near the Dollarton neighbourhood since the spring, when federal officials gave it a clean bill of health following the mop-up of a load of uranium concentrate that spilled onboard. The producers of the cargo, Saskatchewan's Cameco Corporation, say the owners of the ship owe them \$19 million or more for the losses Cameco suffered as a result of the accident. Cameco blames them for the spill, which took place when the Altona hit a winter storm in the central Pacific late last year. The ship's

immediate owners, a company called MS MCP Altona GMBH & Co KG, have since gone bankrupt, meaning Cameco has to wait for the ship to be sold before it has any chance of collecting. While the vessel waits for a buyer, and lawyers attempt to untangle the associated legal mess, the Altona will stay in the Inlet. The events that led to the squabble began in December 2010, when Cameco packed up 350 tonnes of uranium concentrate — commonly called yellowcake — at its plant in Saskatchewan. The company put the radioactive powder into 840 drums, which it then packed into shipping containers for transport. The cargo was sent to Vancouver and loaded onto the Altona for shipment to Zhan Jiang, China, where it would be processed into nuclear fuel. The ship set sail on Christmas Eve. Somewhere between Hawaii and Midway Islands, the vessel hit rough weather, and some of the cargo fell over. An unspecified amount of the powder burst out of the containers, out of the drums and into the cargo hold. The crew discovered the mishap several days later. In terms of radioactivity, yellowcake (triuranium octaoxide, usually black or dark brown in colour) lies somewhere between the ore it is derived from and the fuel rods it gets processed into. According to Cameco, a person standing about four or five metres from one of the drums would be exposed to the same amount of radiation that they would standing anywhere on the street. But as a heavy metal, uranium is also toxic in the same way as lead or mercury. The compound is certainly not safe to be ingested or inhaled, and cleaning it up requires specialized knowledge and equipment, neither of which were available aboard the Altona or at its port of destination. The ship initially tried to stop in at Honolulu, but was prevented by the U.S. Coast Guard, which raised concerns over the hazardous nature of the material. It eventually made its way back to British Columbia — hitting more heavy seas on the way — and anchored at Ladysmith while the companies involved and various authorities hatched a plan for remediation. Late in January, the boat was moved to the Ballantyne docks in the Port of Vancouver, where Cameco and the authorities oversaw the lengthy cleanup process. In March, the last of the spilled yellowcake was packed up and sent back to Saskatchewan, and crews finished cleaning the ship about a month later. The Canadian Nuclear Safety Commission and Transport Canada declared the Altona clean and safe in early May. It was moved to Indian Arm as the legal battles got underway. In its statement of claim, Cameco alleges that the ship's owners were negligent in the way they handled the cargo, saying the vessel was unseaworthy, that the containers weren't secured properly and that the ship was steered into seas that were too rough to navigate safely. "The resulting damages, losses and expenses (were) the result of the defendants' failure to properly and carefully load, handle, stow, carry, keep, care for and discharge the goods," said Cameco in the claim. Cameco says the cleanup cost close to \$10 million, and that it is owed additional sums for damage to its cargo, berthing of the ship and other expenses totalling another \$9 million or more. Faced with the suit, the Altona's owner went bankrupt. In an effort to get its

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money back, Cameco is going after other companies involved in the transport, including Germany-based Hartmann Schiffsahrts GMBH and Co. and Hartmann Shipping Asia. But in a statement of defence filed in July, the Hartmann companies put the blame squarely back on Cameco, saying that the uranium producer and its contractors were the ones who had dropped the ball. Hartmann alleges that the drums weren't properly secured inside the containers, that the containers weren't properly selected, that Cameco hadn't hired competent stevedores, and hadn't provided adequate instructions to them, and that it didn't remediate the vessel in a cost-effective way. What's more, Cameco wasn't even the owner of the cargo, according to Hartmann; rather, it belonged to a Switzerland-based affiliate, Cameco Europe. Hartmann also denies owning the vessel — saying it really belonged to the now-defunct MS MCP Altona GMBH — and challenges Cameco to demonstrate it suffered any loss at all. If it did, according to the Hartmann, Hartmann wasn't liable. In August, a federal court ordered the vessel sold. If Cameco wins its case, at least some of the compensation will likely come out of that sale. The Altona remains on the market. The ship's presence near homes in Dollarton has stirred up some controversy among North Shore residents. The North Shore News has received a number of messages from readers raising concerns that the neighbourhood may be at risk of exposure to poisonous or radioactive substances. Cameco and Port Metro Vancouver both told the News in interviews that such fears were unfounded. "It was assessed that there was no risk," said Yoss Leclerc, director of operations and security for the port. "The whole time (it was being remediated) there were inspectors there from the Canadian Nuclear Safety Commission, there was a team there on a day-to-day basis. . . . The only reason it's (in Indian Arm) is because there are some claims against the ship." Leclerc said he expected the sale to be settled by October, if not the legal claims. Hartmann Schiffsahrts could not be reached by deadline. None of the allegations have been proven in court.

<http://www.vancouvernews.com/technology/Radioactive+spill+ship+legal+limbo+North+Vancouver/5461517/story.html>

USA, WASHINGTON, SEPTEMBER 28 2011. NTSB PROBE: PILOT FATIGUE PROBLEM IN SHIP CRASH >> 462,000 GALLON OIL SPILL

 Photo's <http://www.beaumontenterprise.com/news/article/Update-NTSB-probe-finds-pilot-fatigue-a-problem-2190654.php>



A barge is seen making a large impact gash in the side of the Eagle Otome after two vessels collided causing as much as 450,000 gallons of crude oil to spill, according to the U.S. Coast Guard, on Saturday, Jan. 23, 2010, in Port Arthur, Texas. Officials contained the spill, but were still assessing the scope and cause. No injuries were reported from the collision.

Fatigue, improper communication and other distractions _ including a pilot reading a newspaper while navigating a large vessel through a narrow channel _ contributed to a ship collision last year between a tanker and a towboat that sparked the largest Texas oil spill in more than 20 years, federal transportation investigators said Tuesday. "I don't think that's the professional behavior we expect of people. He's not there to read the paper," said Robert Sumwalt, a member of the National

Transportation Safety Board. "The pilots were not acting as a team. They were acting as two individuals who happened to be onboard the same ship." Communication guidelines set up by the local pilots' association that oversees the waterway and licensing were not followed on the morning of the collision, investigators said. The investigators, however, were pleased with the cleanup activities that they said were so well-coordinated and efficient they successfully prevented the 462,000 gallon oil spill from fouling a pristine natural area and killing more than just a few marine birds. They said lessons learned from previous accidents and spills were properly applied, preventing a repeat of past problems or mistakes. The NTSB is meeting in Washington to release its final report on the Jan. 22, 2010, collision in Port Arthur of the tanker Eagle Otome and towboat Dixie Vengeance. The collision breached the tanker, causing the oil to spill into the Sabine-Neches Ship Channel. The spill shut down the busy waterway for five days. No people were hurt. The spill was the largest in Texas since 1990, when a Norwegian tanker spilled 4.3 million gallons about 60 miles off Galveston. The state typically has about 800 spills a year, but nearly all involve less than one barrel of oil, according to the Texas General Land Office. Early on the morning of the accident, there was poor visibility and high winds, but the investigators have not mentioned either as factors in the crash. Instead, they believe the first pilot's untreated sleep disorder combined with an irregular work schedule made him so fatigued that he was unable to effectively center the ship in the waterway. The investigators also mentioned that the design of the ship's steering console was unusual and it is possible the pilots could have inadvertently sped up when they meant to slow down and vice versa. Testimony and evidence presented at Coast Guard hearings indicated the pilots of both vessels were aware they were

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close to each other, but audio recordings and testimony indicate they initially thought they would be able to pass one another safely. Moments before the collision, they had a calm conversation and even shared an off-color joke. But Capt. Pallava Shukla, master of the Eagle Otome tanker that morning, testified he became increasingly concerned about the ship's situation. Visibility, Shukla testified, was "very, very" poor and he noticed at one point that the ship was turning too sharply and tried to help the pilot correct the angle. There were two pilots aboard the tanker, as is mandatory when maneuvering such ships through the narrow waterway. One pilot, Capt. Charles Bancroft, testified that he told the tugboat he was heading toward a bridge. Bancroft said the weather initially appeared normal, but that the forces in the channel turned out to be some of the strongest he'd faced. Maneuvers that had worked previously _ increasing rudder speed and pushing the engine to increase water flow around the ship _ didn't work this time, Bancroft said. Finally, when it became clear the tanker was getting too close to the tugboat, Bancroft said he ordered the engine stopped and the anchor thrown _ a last ditch effort to bring the ship to a sudden stop and prevent the collision. After giving the order, Bancroft said he went outside to see how close they were to the tugboat. People were yelling and running around, he said.

http://www.stltoday.com/news/national/article_0705d6ea-147c-51cc-b90e-880b01e124f7.html

INDIA, KOTHAGAM PATIYA, SEPTEMBER 28 2011. FIVE DEAD AS TWO-WHEELERS, TANKER COLLIDE NEAR PATAN

At least five people, including two women, were killed on the spot in a head on collision between two-wheelers on which they were travelling and a kerosene-laden tanker near Kothagam Patiya on [Patan- Siddhpur Road](#) near Patan on Tuesday. The victims were on their way to Patan from Siddhpur after a health check up. The deceased were identified as Kinjal Prajapati, Payal Prajapati (both sisters), Sahel Prajapati, Mahendra Prajapati of Varwada village near Siddhpur and Nitin Patel of Patan village. The driver and the cleaner of the truck are on the run.

<http://timesofindia.indiatimes.com/city/rajkot/Five-dead-as-two-wheelers-tanker-collide-near-Patan/articleshow/10144389.cms>

USA, VT, MONTEPELIER, LAKE CHAMPLAIN, SEPTEMBER 28 2011. SMALL AMOUNT OF OIL FOUND IN SUNKEN CHAMPLAIN TUG



Environmental officials feared the worst: Was a long-sunken tugboat a looming environmental disaster? For the past week, commercial divers braved the dark, cold depths of Lake Champlain to try to find out just what the tugboat wreck held. Was it the 14,000 gallons of diesel fuel that represented the worst-case scenario? The answers were revealed Tuesday: The tug's tanks contained no diesel fuel at all, though a small amount of lubricating oil was found trapped within the wreck's high spots. Buckley McAllister, vice president of the company that paid for much of the

effort, seemed chagrined. "In the process of this project, I estimate that we burned tens of thousands of gallons of fuel. ... There were no reported injuries. We are relieved that the project was completed safely," he said. The tugboat, the William H. McAllister, sank in 1963 and represents the last significant commercial shipwreck on the 120-mile lake between Vermont and upstate New York. It sat on the bottom unmolested for decades, but concern grew after an oil sheen was discovered above the wreck site in 1997. Working tugs used about 800 gallons of fuel a day and the EPA had been concerned that the McAllister's four fuel tanks could still be holding thousands of gallons of diesel, said Alan Humphrey, the EPA official who oversaw recent expeditions to the tug. If that much fuel were lurking underwater and if the tanks ruptured, the diesel could hurt wildlife, mar the lake's shoreline and ruin recreation. Concerns about that threat were revived a few years ago after the EPA's Paul Kahn learned about the wreck. He set the process in motion that ended with the dives to the McAllister, which sits in about 165 feet of water. Over the last week, divers for a contractor hired by McAllister, Towing and Transportation made 13 deep-water trips to the sunken tug. On Monday, officials concluded there was no fuel at all in the tanks. Lighter-than-water oil products were found stuck in high places or under overhangs within the wreck. The EPA estimated it was 200 gallons of an oil-water mix, but Buckley McAllister said it represented only about 2 gallons of lubricating oil. The oil was pumped to the surface and it will be disposed of. "Our survey is comprehensive. We're confident that there aren't additional oil sources on board," Humphrey said. The dives were paid for by McAllister, Towing and Transportation, the successor of the company that was operating the tug when it sank. Humphrey did not know how much public money was spent on the project. McAllister said it cost his company more than \$200,000 — more than \$100,000 per gallon of recovered lube oil, he noted. The McAllister was headed back to southern New York after delivering a load of aviation fuel to the now-closed Plattsburgh Air Force Base on Nov. 17, 1963,

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when it struck Schulyer Reef. The eight-man crew climbed onto the barge and drifted to shore. There were no injuries. Humphrey said officials probably will never know how much diesel fuel "was lost in the first 12 hours of the sinking versus how much may have been lost during a period of years."

<http://moneywatch.bnet.com/economic-news/news/small-amount-of-oil-found-in-sunken-champlain-tug/6305344/>

USA, CA, ANGELUS OAKS, SEPTEMBER 28 2-11. MOUNTAIN HIGHWAY REOPENING AFTER FUEL SPILL

Cleanup of 6,000 gallons of gasoline on State Route 38, a main route to Big Bear Lake, is nearly complete and the roadway will reopen early Tuesday. A big-rig tanker overturned Sept. 19 in the Angelus Oaks area. The California Department of Transportation says a hazardous materials contractor has been working around the clock to remove contaminated soil. Swift initial response to the spill kept fuel from flowing into a creek that drains into the Santa Ana River. Caltrans spokeswoman Terri Kasinga says State Route 138 will reopen at 5 a.m. Tuesday. Highways 330 and 18 remained open as alternate routes for State Route 138 travelers in the San Bernardino Mountains.

<http://www.sfgate.com/cgi-bin/article.cgi?f=/n/a/2011/09/26/state/n113259D44.DTL>

AUSTRIA, BURGENLAND, SEPTEMBER 28 2011. ROAD TANKER CRASHES IN BURGENLAND

A lorry transporting tens of thousands of litres of fuel came off the road in Burgenland this morning (Tues). The driver lost control of the tanker truck for unclear reasons on the A3 south-eastern motorway near Hornstein at 4.30am, traffic police said. He sustained slight injuries, they added. Around 15 litres of petrol from the truck's own tank were spilled on the soil and successfully collected and removed by firemen. Its 30,000-litre fuel container was not affected in the accident. One lane of the highway was closed until midday following the crash. Meanwhile, police said a driver pulled over for lacking the front registration plate was found to be almost five times over the drink-driving limit. The 44-year-old from the province of Carinthia was driving along the A10 Tauern motorway near St. Michael im Lungau, Salzburg, when he was stopped and breathalysed by officers on Friday evening. He had already lost his licence three years ago, according to traffic police. The man faces legal charges. His car was towed away.

http://austrianindependent.com/news/General_News/2011-09-27/9106/Road_tanker_crashes_in_Burgenland

NIGERIA, BENUE STATE, MAKURDI, SEPTEMBER 28 2011. TWO DIE IN TANKER INFERNO

No fewer than two persons lost their lives while one person was badly injured when a fuel tanker burnt into ashes at Okwungaga in Okpokwu local government area of Benue state on Sunday. The only survivor, Francis Aseyi, told our correspondent that the tanker driver lost control while descending Odoba Hills but was able to manipulate the situation until he reached the bad section of the Otukpo-Enugu road at Okwungaga and the vehicle caught fire. Aseyi who was reeling in pains also told Daily Champion that while the vehicle was burning, he suddenly found himself hanging on the door. He said on realizing that there was danger, he tried to save his brother but he couldn't, so, he jumped and landed with his head. Aseyi said as he stood up, he heard the driver and his brother screaming but the fire was so much that nobody could try to rescue them. "My brother and the driver are burning right now in the vehicle", he added. When Daily Champion visited the scene 15 minutes later, there were heavy explosions as fuel was burning while smoke enveloped the village and its environs. Daily Champion saw that another tanker which fell at the same place few days ago, caught fire as the tanker which loaded fuel from Benin and was heading to Makurdi was in flames. Five other tankers that fell last week were seen in the gully's on both sides of the federal road which some motorists abandoned after Governor Gabriel Suswam had rehabilitated the old federal road from Eke to Otukpa. Commenting on the incident, the Vice Chairman of Okpokwu local government, Mr Sunny Ebute, who was at the scene told our correspondent that over 100 persons have lost their lives at that very spot. Ebute who is the son of the former Senate President, Ameh Ebute, said that section of the federal road became bad about 15 years ago and that appeals for its rehabilitation have not yielded good results. He said the Senate President, David Mark, has been making efforts towards ensuring the reconstruction of the Otukpo-Enugu road and expressed the hope that the Minister of Interior, Comrade Abba Moro, would use his good offices to push for the early completion of work on the road. Ebute sympathized with the families of the victims and promised to handle the treatment of the survivor, Mr Francis Aseyi, who was being taken to the hospital. Some soldiers were trying to disperse the crowd that gathered as the tanker was burning while the police were yet to be alerted on the incident. As over 50 vehicles stopped to see the raging fire, the vehicles using the road reconstructed by the Benue state government were passing at the speed of 140 kilometers per hour.

http://www.menafn.com/qn_news_story.asp?storyid={c31ab634-d105-44d7-b61a-3ef770167a32}

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