



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 849 Newsy Stuff

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

June 16 2012



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USA, WA, SEATTLE, LAKE UNION, JUNE 4 2012. BOAT FIRE CAUSED BY SPILLED COOKING OIL

 Watch the Video

- [Fire Aboard Yacht in Lake Union](#)
- [Boat Fire Caused by Spilled Cooking Oil](#)

 Photo's [6] [Boat Fire on Lake Union](#)



A 40-foot boat that went up in flames at a Lake Union marina Saturday night was caused by hot cooking oil that spilled, Seattle Fire Department investigators said. The boat owner told firefighters he was cooking with hot oil when the wake from a speeding boat caused the oil to spill and ignite. Medics checked the woman at the scene; she was not injured. Seattle Police Harbor Patrol, Seattle Fireboat Engine One and firefighters responded to the 911 call just after 8:30 p.m. in the 2400 block of North Northlake Way. They managed to move the boat from the marina into the lake to prevent the fire from spreading to nearby boats. Rick Miner, who owns a boat house nearby, captured video of the fire (see above) as police boats raced to fight the flames. "I am a realtor and specialize in waterfront and floating home sales and never seen a boat fire of this magnitude ever before," said Miner. Damage to the boat is estimated at \$250,000. Meanwhile,

the Red Cross is assisting the boat owner who had been living on board the boat.

<http://www.ktvb.com/news/regional/Boat-fire-caused-by-spilled-cooking-oil-156908745.html>

CANADA, B.C, VANCOUVER, JUNE 4 2012. VANCOUVER OIL SANDS TANKER SPILL COULD CAUSE EVACUATION NIGHTMARE >> DILUTED BITUMEN CREATES TOXIC CLOUD PUBLIC WOULD BE FORCED TO FLEE, AS OCCURRED IN KALAMAZOO.

mitchell anderson

Tankers in Vancouver harbour to steeply increase. Second pipeline to Kitimat could eclipse proposed Enbridge project. Stinking. Toxic. Explosive. These words could describe the cloud of fumes filling the airshed of the Lower Mainland if there was a tanker spill of diluted bitumen in Vancouver harbour. The public health emergency and potential evacuation of large parts of the city might easily overshadow the more well known consequences of an oil spill as local authorities struggle to move hundreds of thousands of people out of harm's way. This nightmare scenario for Vancouver residents and local emergency planners has been created by a confluence of global forces, corporate decisions and lack of government oversight that may result in a steep increase in tanker shipments of hazardous cargo through the "greenest city in the world" and regional home to more than two million people. Companies operating in the oil sands are increasingly shipping unrefined bitumen because it is more profitable for them to refine it elsewhere. This lack of value-added processing, [supported](#) by the Harper government, not only limits the long-term employment and economic benefits of bitumen extraction, it also creates enormous public safety hazards downstream. Bitumen is too thick to pump through a pipeline so it must be diluted with a variety of volatile and toxic chemicals imported from elsewhere around the world. This mixture is called "diluted bitumen" and is more abrasive, corrosive and acidic than conventional crude, and typically [must be piped](#) under higher temperatures and pressures -- raising the risk of pipeline failures. The additional risk is that the toxic solvents used to dilute bitumen can quickly evaporate when released into the environment, increasing public safety risks and complicating clean-up efforts if the heavy bitumen sinks into water. When the pipeline carrying diluted bitumen ruptured near Kalamazoo, Michigan in 2010, these chemicals began off-gassing into the local area, acutely [impacting the health](#) of almost 60 per cent of residents living within a mile of the spill. People reported nausea, vomiting, nosebleeds, headaches, coughing and dizziness from exposure to chemicals such as benzene and toluene, which are known carcinogens. Local authorities implemented a three-week voluntary evacuation of residents to limit exposure to dangerous levels of benzene detected in the air more than a mile from the creek



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where the spill occurred. Even weeks after the accident local residents reported smelling strong chemical odors up to 50 kilometres away.

Few Escape Routes

The challenges of responding to tanker spill of diluted bitumen in Vancouver harbour would be far more daunting [click [here](#) for a visual explanation created by The Tyee]. There are more than 2.5 million people in the Lower Mainland. The area has limited escape routes that are choked with cars even during normal rush hour traffic. The prevailing winds are also from the west, which would blow the volatile chemicals used to dilute bitumen into the confined airshed of the Fraser Valley. This scenario would be worse in the summer when the Fraser Valley acts like a "closed circulation cell," as a meteorologist contacted by The Tyee explained. Summer winds tend to carry pollution from the city up the Fraser Valley to Abbotsford, which often endures the worst air quality in the Lower Mainland. Rather than quickly dissipate beyond Abbotsford, the pollution tends to stagnate and cycle back towards Vancouver under closed circulation cell conditions. Emergency planners might be forced to choose between advising people to stay indoors and risk dangerous exposure to airborne chemicals, or try and organize an evacuation on a massive scale into areas which might not be any safer. Put another way, there are not that many motel rooms in Hope, and the plume of poison would be blowing that way anyway. This situation is not far-fetched. Kinder Morgan is proposing to more than double the pipeline capacity from Alberta to Burnaby by 2017 to 750,000 barrels per day. This would result in up to 20 tankers per month moving through Vancouver harbour. Each of these ships must transit under the Second Narrows bridge during a 20-minute high tide window, with [less than two metres](#) of under-keel clearance. If a loaded tanker became grounded in the channel, assist tugs would have little time to free the vessel before it became perched on a portion of the hull in a fast falling tide, as the 20-km long Indian Arm fjord drains towards the ocean. Industry representatives [have assured](#) local government that these tanker transits are done in "total safety," citing the move towards double-hulled vessels as a rationale. However, even double-hulled vessels are [not structurally designed](#) to withstand supporting the weight of a loaded tanker on a portion of the hull. Aframax tankers now making these dangerous transits can hold 40 times as much diluted bitumen as spilled into the Kalamazoo River. There are plans to move to larger Suezmax tankers that carry 80 times the Kalamazoo spill amount. A spill of that magnitude might make large parts of the Lower Mainland uninhabitable for weeks.

Chemicals in Diluted Bitumen Kept Secret

Oil sands operators have considered the composition of diluted bitumen blends a [trade secret](#) and regulators are often not provided detailed information on the types of chemicals they might have to respond to in the event of a spill and subsequent public health emergency. What information is available is not reassuring. The [Material Safety Data Sheet \(MSDS\)](#) for one common variety of diluted bitumen warns: "High vapour concentrations are irritating to the eyes, nose, throat and lungs; may cause headaches and dizziness; may be anesthetic and may cause other central nervous system effects, including death. Hydrogen sulphide gas may be released. Hydrogen sulphide may cause irritation, breathing failure, coma and death, without necessarily any warning odour being sensed. Avoid breathing vapours or mists." Expert testimony last year to the U.S. Congress [also flagged](#) the possibility of off-gassing bitumen solvents "exploding with catastrophic results." The [MSDS sheet](#) from Imperial Oil states "Extremely flammable; material will readily ignite at normal temperatures... may release vapours that form flammable mixtures at or above the flash point."

Cuts to Response Preparation

The lead oil spill response agency is the federal government, but it seems little has been done to prepare for the air quality emergency created if a tanker accident happened in the Lower Mainland. A recent auditor general's [report](#) on spill preparedness revealed that the Canadian Coast Guard has not done a national risk assessment of oil spills from ships since 2000 -- long before Alberta started scaling up deliveries of diluted bitumen to the B.C. coast. Rather than increasing capacity to respond to potential spills, the Harper government is slashing front line staff. More than 760 jobs [are slated](#) to be lost from the Coast Guard. The B.C. command centre for emergency oil spills is [being closed](#) and moved to Quebec. Almost all of the Fisheries and Oceans scientists involved in pollution monitoring [learned recently](#) that they are being fired. So why has Vancouver become the major Pacific outflow for unrefined bitumen? Squeezing loaded tankers through the Second Narrows channel is far from the safest route for this dangerous cargo to access international markets. However, it may merely be the easiest for the oil industry to scale up. There has been strong public opposition to proposed pipelines to the north B.C. coast and through the U.S. Midwest. However, the pipeline right-of-way owned by Kinder Morgan from Alberta to Burnaby was approved almost 60 years ago, originally to supply modest amounts of conventional crude to refineries in Burrard Inlet. Kinder Morgan can upgrade this existing pipeline without triggering significant regulatory approvals, even if this results in tanker transits almost on a daily basis through the largest metropolitan area in Western Canada. There is an added potential benefit



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for oil companies to scale up shipments of bitumen to Asian markets. So much [diluent](#) is now needed that thousands of barrels per day are being imported into Alberta from elsewhere in the world. If foreign chemicals are used to dilute bitumen for delivery to U.S. markets it [could result](#) in millions of dollars in duties under NAFTA since it might be considered a "non NAFTA good." The increased risk of a tanker spill in Vancouver's harbour posed by Kinder Morgan's plans to greatly increase the bitumen it pumps from Alberta has sparked concern and alarm among local politicians, but little has been said about the toxic cloud leaked bitumen likely would send drifting over one of Canada's most densely populated regions -- and the evacuation nightmare that could create. Any debate over whether the pipeline upgrade should proceed needs to include the real possibility of the scenario outlined here, based as it is on available facts, views of experts, and the three-week evacuation prescribed when a smaller spill of diluted bitumen changed life for thousands in Kalamazoo, Michigan.

Related Links

- [Spill from Hell: Diluted Bitumen](#)
- [Pipeline spills are not just an environmental concern: study](#)
- [Kinder Morgan's Grand Plan to Pipe Oil Sands Crude](#)

<http://theyee.ca/Opinion/2012/06/04/Tanker-Nightmare/>

NIGERIA, DIEBU CREEK, JUNE 5 2012. RAMPANT OIL THEFT RAVAGES NIGERIA'S DELTA

joe brock

- Illegal oil refining destroying Delta environment
- Larger scale oil theft costing billions of dollars
- Poverty, corruption feed criminality, unrest
- Gangs warn of growing risk of violence

The sound of fleeing feet rustles from the undergrowth in this swampy enclave in Nigeria's Delta, where a fire burns beneath an open tank of crude oil and black smoke fills the sky. Criminal gangs are quick to run when boats approach the illegal refineries all over the [Niger](#) Delta, a region of creeks and waterways latticed by hundreds of kilometres of ungarded pipelines pumping valuable oil. Standing in a foot of oily water, behind a steel tank of hot crude percolating down pipes, Peter, 38, explains how it's done. "We carry the crude, put it in these drums and then we cook it and it runs down these pipes," he said, oil dripping off his hands, a hood covering his face. "First we get gasoline, then kerosene and then diesel," he added, coughing as a wave of smoke gets sucked into his lungs. He gave only his first name; others asked not to be named at all. Almost three years since an amnesty was agreed with 26,000 Niger Delta militants, oil theft remains a major headache and is now on the rise, authorities and oil firms say. Although the illegal refiners only make up for a small portion of the theft, the environmental damage they do is huge. Oil spills from leaky pipes pollute vast tropical waterways. Shell, the biggest operator, says 150,000 barrels per day is stolen from Africa's top oil producer. Nigeria's Finance Minister Ngozi Okonjo-Iweala said that as much as one-fifth of government revenue is lost to oil theft. The small amount that is refined locally finds a ready market in a country whose legal refineries are largely defunct. "We're doing what they can't," quips one oil thief from his barge, a swipe at the Nigerian government's failure to refine much of the fuel it produces because of decades of corruption.

Grand Theft

Most of the theft happens on a larger scale, when coordinated groups of workers tap into oil infrastructure, siphoning crude into barges and motorboats before transporting the oil onto larger crafts a few miles offshore. The complicity of corrupt security officials and politicians means this is unlikely to end any time soon, although President [Goodluck Jonathan](#)'s administration has pledged to crack down. Floating down waterways in Jonathan's home state of Bayelsa, dozens of plumes of smoke are visible from micro-refineries. The damage is incalculable: broken pipelines are abandoned and left to hemorrhage into the creeks, while deadly accidental fires desecrate several square kilometres of wetland vegetation. A visit to one site shows mangrove shoots tipped black where they immerse themselves into the water, dying trees sagging over the creeks and fires raging where illegal refineries are set ablaze by soldiers in periodic crackdowns. One barge carrying illegally refined fuel can be seen dropping off jerry cans to soldiers at a jetty. "I can assure you we are on top of the situation," Onyema Nwachukwu, Joint Task Force (JTF) spokesman, told Reuters in a barracks in Bayelsa's capital, Yenagoa. He gave few details. At the height of the conflict in the Delta, in the late 2000s, militants could move global oil prices with large-scale sabotage attacks on pipelines and flowstations. In 2009, the government agreed an amnesty with the militants, who agreed to give up their arms in return for training programmes and a 65,000 naira-per-month stipend, about three-and-a-half times Nigeria's minimum wage.



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Although thousands have been trained in everything from welding to flying planes, there are not always jobs for them, and more than 10,000 have yet to be trained in anything at all. Many ex-militants complain that they only receive a small portion of the stipend, while their former commanders pocket most of the hand-out. The militants said they were fighting for freedom from the shackles of foreign oil firms and corrupt government. But many were criminal gangs stealing crude, kidnapping oil workers and fighting turf wars with little interest in changing the Delta.

Angry Youths

Since the amnesty, violence has subsided and at first oil theft dipped. But while former militant leaders sit in opulent homes in the capital Abuja or enjoy lucrative government contracts, their foot soldiers, bereft of such luxuries, are reverting to old habits. And newcomers are joining in. "Small scale bunkering and illegal refining is becoming more decentralised and freelance because of turf left open by militants," an oil security official in the Delta told Reuters. Although the government allocated a portion of the budget to regenerating the Niger Delta after the amnesty, many local politicians have not delivered the promised jobs, roads, schools and hospitals, and unemployment has not fallen. "Don't talk to me about the amnesty. I get 25,000 naira, not the 65,000 they promised. It was all a scam," said a large figure sitting on the edge of a barge, who identified himself by the nickname 'Killer'. "If they had given me a job I wouldn't be doing this." On the far side of the river bank, crude oil worth hundreds of dollars every minute was being pumped into barges balanced and shifted by six ex-militants, barking orders at each other, nervously looking around to check for the JTF. The destructive methods of the thieves have helped to further ruin fishing habitats and contaminate water already degraded by decades of oil production in the area. Children wash in rivers filmed with shiny oil. There are no roads to many villages, pushing food and fuel costs three times higher than in wealthier urban regions. The United Nations Environment Programme (UNEP) said it would take 30 years and an initial \$1 billion to clean up the dangerous levels of pollution and environmental degradation in Ogoniland, a small portion of the Delta. The report found one community was drinking water contaminated by deadly levels of benzene, which causes [cancer](#). Security sources believe without genuine regeneration, criminals could return to war. "Yeah, we got amnesty, but nothing changed. This is all we have to do," one of the oil thieves said. "If nothing changes we'll be back to the guns," another said. "We'll kill the oil companies, the JTF, all of them."

<http://www.chicagotribune.com/sns-rt-nigeria-delta-feature-tv-pixl5e8qlcvq-20120604,0,33383,full.story>

USA, IA, DES MOINES, JUNE 5 2012. MADISON COUNTY MAN DEAD AFTER FUEL TANK EXPLOSION

A rural Truro man has died after an explosion on Saturday at his home in Madison County. Eric Albrecht, 42, was transported by a helicopter ambulance to an Iowa City hospital, where he died from his injuries, according to the Madison County sheriff's department. His son, Kyle Albrecht, 19, told authorities they had been using a cutting torch to cut a fuel tank when it exploded. Kyle Albrecht was taken to a Des Moines hospital, where his condition wasn't immediately available on Sunday night.

<http://www.desmoinesregister.com/viewart/20120604/NEWS/120604001/Man-dead-after-fuel-tank-explosion?odyssey=tab%7Cmostpopular%7Ctext%7CFRONTPAGE>

AUSTRALIA, QUEENSLAND, GOLD COAST, JUNE 5 2012. HIGHWAY DRIVER HIT LIKE PINBALL>> CONCERNS OVER FUEL IGNITING, SETTING FIRE TO THE FERTILISER, WHICH COULD CAUSE A MASSIVE EXPLOSION.

tanya westthorp

Photo's [15] Car Collides with a Fertiliser Laden Semi-Trailer



A car collided with a passing semi-trailer on the Pacific Highway near Pottsville, near the Cudgera Creek exit, sending the vehicle spinning out of control.

A woman miraculously escaped a horrifying road smash near Pottsville when her car collided with a passing semi-trailer, sending the vehicle spinning out of control along the Pacific Highway. The accident happened just after 11.30am yesterday on the highway near the Cudgera Creek exit. Police said the woman's silver Mazda 3 started to spin out of control when she hit a grass verge separating the two sides of the highway. In an attempt to get back into her lane the driver over-corrected her steering, crossing two lanes and smashing into roadside safety barriers. Senior Constable Michael Kelly said her car then bounced off the safety barriers like a pinball and into the path of a



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semi-trailer, full to the brim with highly explosive fertiliser. "As she's spun back the truck has collected her and spun her again," he said. "It then picked her up and pushed her down the road about 50m before she finally came to a stop facing the wrong direction of the highway. "Miraculously, she has walked away uninjured but her car is a write-off." Emergency services immediately rushed to the accident scene, which stretched 500m and blocked one southbound lane of the highway for several hours. Frustrated motorists heading towards Byron Bay were reduced to a crawl as they tried to merge into the one lane and make their way past the crash. The frustration was compounded by drivers slowing down further to take a look at the crash site. Hazmat officers were called after one of the truck's fuel tanks ruptured, threatening to spill diesel on the road. Authorities had concerns over the fuel igniting and setting fire to the fertiliser, which could have caused a massive explosion. Four officers from the Hazmat team donned bright orange protective clothing and siphoned the remaining diesel from the damaged fuel tank. The driver of the truck also walked away without injury although the woman in the car was severely shaken. Police would not speculate about the crash last night, saying it was still unclear how the woman veered on to the grass verge.

http://www.goldcoast.com.au/article/2012/06/05/421705_tweed-byron-news.html

USA, CA, ALAMEDA COUNTY, JUNE 5 2012. COSTCO TO PAY \$3.6M HAZMAT SETTLEMENT >> WASTE-DISPOSAL COMPLAINT CASE ORIGINATED IN SAN JOAQUIN.

Retail giant Costco will pay \$3.6 million for alleged environmental violations under a settlement with the district attorneys of more than two dozen California counties, including San Joaquin County, where the problems first came to light. An Oakland judge approved the settlement Friday. It stems from a civil case brought against the company by the county prosecutors, who alleged that Costco violated state laws for the safe storage, handling and disposal of hazardous waste, including pharmaceutical and pharmacy waste. David Irey, a San Joaquin County deputy district attorney, said the violations involved Costco stores and distributions centers statewide, including the big-box outlets in Stockton, Manteca, Tracy and Lodi. While the company maintained a hazardous-waste program in its stores, it covered only major, large-volume materials and didn't include smaller items, such as cleaning products used by store workers and discarded pharmaceuticals, he said Monday. Irey said he had heard about potential problems from Costco employees as early as 2006 but took action on issues raised by inspections conducted by San Joaquin County officials last year. He spoke to other county prosecutors, who found similar violations had occurred from 2007 to 2012. Prosecutors say Costco officials were cooperative and quickly came into compliance with regulations. "They should have done it years ago, but once they were focused on some of the discoveries of the investigation, they stepped up and did the right thing," Irey said. "They didn't really have a pharmaceutical hazardous-waste program in place, and now they do," he said. The \$3.6 million settlement, which covers all Costco facilities in California, includes civil penalties, costs and funds for environmental projects. A call to the company Monday was not immediately returned.

http://www.recordnet.com/apps/pbcs.dll/article?AID=/20120605/A_BIZ/206050307

CHINA, BEIJING, JUNE 5 2012. CONOCOPHILLIPS REPORTS OIL LEAK IN CHINA'S BOHAI BAY

pierre bertrand



A labourer walks toward the Jidong Nanpu oilfield in Bohai Bay of north China's Hebei province. A Chinese court accepted a lawsuit that claims leaks from offshore oil-production platforms operated by ConocoPhillips on Friday, suggesting a change in how governments are dealing with energy companies.

Chinese oil company CNOOC Limited announced on Monday it received word that the local subsidiary of U.S. oil company [ConocoPhillips](http://www.conocophillips.com) is cleaning up a "small and contained" oil spill, on the site where a much larger spill occurred last year. The spill was caused when a hose carrying oil decoupled from the ConocoPhillips's Penglai 19-3 oil facility. The company said 600 kilograms (about 1,200 pounds) of oil leaked into the Bohai Bay in North [China](http://www.china.com), said CNOOC, which is co-developing the oil field with the U.S., company. By Monday afternoon local time, there was no more oil left from the spill. The Penglai 19-3

oil field was the site of a previous oil spill in 2011, in which 700 barrels of oil and 2,600 barrels of drilling mud seeped into the bay. In June 2011, two leaks were reported to Chinese officials. The first leak came from oil seeping through a fault line on the ocean floor. The other, noticed 13 days later, was detected from an existing well. [ConocoPhillips](http://www.conocophillips.com) has since apologized and



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with the help of CNOOC established two relief funds to help pay for environmental damage following the first leak. The 2011 spill is the subject of a lawsuit by Chinese farmers against the U.S. company. "[CNOOC] will keep close watch on the incident and will actively assist the [ConocoPhillips] with the related work," CNOOC said.

<http://www.ibtimes.com/articles/348458/20120604/china-conocophillips-penglai-19-3-oil-leak.htm?fs=d674d>

ISRAEL, TEL AVIV, JUNE 5 2012. TEL AVIV TO CLEAN UP CONTAMINATION BY SHUTTERED MILITARY FACTORY

Once the cleanup is complete, a school, residential buildings, and commercial properties will be built on the land. The Tel Aviv municipality will soon launch the first phase of a major project to clean up an area where the groundwater and soil were contaminated by the Israel Military Industries; once the cleanup is complete, a school, residential buildings, and commercial properties will be built on the land.

<http://www.haaretz.com/print-edition/news/tel-aviv-to-clean-up-contamination-by-shuttered-military-factory-premium-1.434412>

SCOTLAND, SHETLAND ISLANDS, JUNE 5 2012. OIL SLICK

The maritime & Coastguard Agency has been alerted after a three mile long oil slick was reported 62 nautical miles east of Shetland. A passing offshore helicopter contacted Shetland coastguard at 10am on Monday, and they tasked a fisheries protection aircraft to overfly and investigate. An MCA spokesman said the pilot had confirmed the slick was three miles long and 500 metres wide at 11am. "We are waiting for some photographs that were dispatched," he said. "The weather and currents show that the slick is not going to move very far over the next 12 hours."

<http://www.shetnews.co.uk/news/newsbites/4232-oil-slick.html>

USA, ILL, EAST ST. LOUIS, JUNE 5 2012. JURY: \$181M TO 3 HURT IN ILL. GRAIN ELEVATOR BLAST

 **Watch the Video**

-  [3 Men in Grain Belt Explosion Awarded \\$180M](#)
-  [Victims in Grain Bin Explosion Awarded Over \\$180 Million](#)
-  [3 Burned in Southern Illinois Silo Explosion awarded a Total of \\$180 Million](#)

A federal jury sided against ConAgra Foods Inc. and a subcontractor Friday in awarding roughly \$181 million in damages to three workers severely injured in a 2010 explosion at a southern Illinois grain elevator. Omaha, Neb.-based ConAgra, one of the nation's biggest food companies, swiftly vowed to appeal the outcome of the monthlong trial, calling the accident tragic but insisting "we do not believe our actions caused the injuries." "While we have insurance policies that we believe cover the full amount of this judgment, we will further defend our actions and practices as this case continues," ConAgra said in a statement. Jurors, after 10 hours of deliberations, assessed a total of \$100 million in punitive damages that will be split among victims John Jentz of St. Peter, Minn., Robert Schmidt of Hutchinson, Minn., and Justin Becker of Cedar Rapids, Iowa. Compensatory damages include \$41.5 million to Jentz, roughly \$34 million to Becker and \$2.9 million to Schmidt. Jentz was awarded \$1 million in additional punitive damages by Westside Salvage Inc., ConAgra's co-defendant. Any such payouts would hinge on the outcome of ConAgra's planned appeal, which could take months and more likely years to resolve. Crediting the jury as "very deliberative," an attorney for Becker appeared unfazed by the prospect of a protracted appeal. "We're ready, willing and able to fight it as high as we need to take it, and we're confident this verdict will be affirmed," attorney Marc Taxman said. He also called ConAgra's statement Friday "the first time they've shown any remorse in the two years this matter has been pending." According to the lawsuit, the victims were removing equipment from a concrete grain bin at ConAgra's flour-milling site in the Mississippi River city of Chester, about 60 miles southeast of St. Louis, on April 27, 2010, when that bin exploded into flames. The men's attorneys argued the bin had not been properly cleaned in nearly two decades and despite an unusual odor, smoke and unusually high temperatures in it, ConAgra failed to properly instruct the workers about precautions that may have averted the explosion. "I would say a variety of errors were made by each of the companies," said Kevin Durkin, an attorney for Jentz and Schmidt. "ConAgra had ample information to stop this from happening in the days and weeks before the occurrence." Jentz's burns over three-quarters of his body required various surgeries and skin grafts. Becker sustained facial, hand and eye burns and heat-related damage to his lungs, decreasing his lung function to the point he's relegated to largely sedentary jobs, Taxman said. ConAgra's brands include Banquet, Marie Callender's, Healthy Choice, Chef Boyardee, Peter Pan and Slim Jim. ConAgra shares fell 57 cents, or 2.3 percent, and closed at \$24.58 on Friday.

<http://abclocal.go.com/wls/story?section=news/local/illinois&id=8686153>



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CANADA, ONT, KITCHENER, JUNE 5 2012. DIESEL FUEL SPILL STAINS SCHNEIDER CREEK

brent davis

Firefighters and city crews fanned out along Schneider Creek on Monday, trying to find the source of a diesel fuel spill. A distinct odour hung in the air as an oily sheen stained some of the water moving through the concrete-lined creek. The spill was initially reported by Kitchener resident Cynthia Clasper, who noticed it as she walked across the pedestrian bridge at the foot of Benton Street before 3 p.m. "When I first went down there, the smell was overwhelming," said Clasper, whose parents live nearby. Within a few minutes of seeing contaminated water running along the side of the channel, Clasper said the entire width of the waterway was covered in the multicoloured slick for several minutes. Two families of ducks, with about two dozen ducklings, were bobbing in the polluted water. "It's a shame," Clasper said. "There's a lot of wildlife down there." As the first responders to hazardous materials calls, Kitchener firefighters converged on the area with seven trucks. Crews headed upstream to the creek's origins in Victoria Park see whether they could pinpoint the source of the spill, while others joined city workers in stringing floating booms across the creek in order to contain some of the fuel. Often reduced to a trickle in the summer months, the creek was about 15 cm deep thanks to recent rains. It eventually drains into the Grand River. City crews worked to stop the spill further downstream, and will continue to investigate the incident with regional officials. "Nothing's presented as an obvious source," said Kitchener Fire Assistant Platoon Chief Andy O'Reilly. It's not known how much fuel entered the waterway. Area resident Alfred Rempel said it's not the first time he's noticed pollutants in the creek. "I didn't know anybody cared," he said. O'Reilly said they take incidents like this seriously because of the environmental impact pollutants can have on the watershed and the wildlife within it. Fortunately, he said, spills like this aren't very common.

<http://www.therecord.com/news/local/article/737656--diesel-fuel-spill-stains-schneider-creek>

AUSTRALIA, NORTHERN TERRITORY, BORROLOOLA, JUNE 5 2012. XSTRATA SUBSIDIARY CHARGED OVER FUEL SPILL

A subsidiary of Swiss mining giant Xstrata is facing a fine of more than \$1 million for leaking thousands of litres of fuel at a Northern Territory mine. McArthur River Mining (MRM) notified the NT Department of Resources in May last year that a leak had been detected from a pipe connected to the main fuel storage area at its zinc mine at Borroloola. A statement from the department said the valve was believed to have been open for nearly two days and it was estimated more than 27,000 litres of diesel had leaked into the ground. The NT government slapped MRM with a complaint of serious environmental harm, which if proved would mean a maximum penalty of \$1.05 million. The matter was brought before the Darwin Magistrates Court last week. MRM general manager Etienne Moller said the company would address in court the matters raised in the government's complaint. "McArthur River Mining has confirmed receiving a complaint and summons by the Northern Territory government in relation to a diesel fuel leak on site during 2011," the company said. The McArthur River mine supplies 70 per cent of global demand for high grade bulk zinc/lead/silver concentrate, according to the company's website.

<http://news.ninensn.com.au/article.aspx?id=8478863>

ENGLAND, ESSEX, JUNE 6 2012. CORYTON REFINERY CLOSURE THREATENS 850 JOBS



The Coryton refinery in Essex is to close, according to administrators PwC. Its Swiss owner, Petroplus, filed for bankruptcy earlier this year. There are likely to be a "substantial" number of redundancies among the 500 workforce, PwC said, while around 350 contractors will learn their fate within the next few days. PwC said it had failed to find a potential purchaser for the refinery, which supplies 20% of London and South East England's fuel. The remaining UK refineries are situated at South Killingholme and Lindsey, both in North Lincolnshire; Fawley, near Southampton; Grangemouth, near Falkirk; Stanlow in Cheshire; and Milford Haven and Pembroke, both in Pembrokeshire. BP, a major customer of the Coryton refinery, said there were many alternative suppliers in the area, and added: "There will be no disruption to our customers." PwC entered into an arrangement in February which allowed operations to continue at the Coryton refinery while various restructuring and sale options were explored. Some 20

million barrels of oil have been refined in that time. A spokesman for the Department of Energy and Climate Change said: "We want to reassure people that there will not be any impact on fuel supply from this development. Continuing jetty operations at



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Coryton means that there should be no loss of supply through the terminal to London and the South East. "Closure of the refinery reflects overcapacity in the European refining sector and a number of other refineries have closed across Europe in recent years." According to a report in the Guardian on June 3, there was speculation that the refinery at Milford Haven in Wales could also shut because of overcapacity. Volker Schultz, the chief executive of Essar Oil UK, owner of Stanlow refinery on the Wirral, said Coryton has been hit by a perfect storm. British drivers are using more fuel-efficient cars which has cut demand and there has been growing use of biofuels, which do not need refining. To compound this, big refineries being built in the Middle East and Asia – Essar is an Indian conglomerate – have created a glut in capacity. Schultz said: "In the north Atlantic basin [east US, UK and northern Europe] alone, you hear that 10 to 20 Corytons would have to shut down to get the north Atlantic market into a balanced state. There is quite a considerable amount of overcapacity."

http://www.hazardxonline.net/article/50784/Coryton-refinery-closure-threatens-850-jobs.aspx?utm_campaign=NL120606&utm_source=emailCampaign&utm_medium=email#Coryton

USA, WASHINGTON DC, JU7NE 6 2012. BARGE SPLITS IN HALF, SPILLS FUEL

The U.S. Coast Guard and local authorities are working to clean up a diesel fuel spill in the Potomac River along the Southwest Waterfront in Washington, D.C. Tuesday. Watchstanders at Coast Guard Sector Baltimore were notified at about 12:45 p.m. that a barge split in half and its 500 gallon fuel tank was leaking fuel into the Potomac River. It has not yet been determined how much fuel was in the tank, and the fire department was able to contain the spill with a boom. The responsible party is hiring an environmental response contractor to clean up the spill. The Coast Guard will also continue to monitor the cleanup efforts. "Coast Guard Sector Baltimore has dispatched a pollution response and investigation team to the scene," said Lt. Cmdr. Jonathan Andrechik, a member of the response department at Coast Guard Sector Baltimore. "The team will meet with D.C. Fire Department, D.C. Department of the Environment, and the responsible party to determine the best course of action for clean-up of the spill."

<http://www.abc2news.com/dpp/news/state/barge-splits-in-half-spills-fuel>

USA, FLA, ZELLWOOD, JUNE 6 2012. ZELLWOOD FUEL LEAK CLEANUP COSTS CONTINUE TO CLIMB

 **Watch the Video** [Fuel Leak Clean-up Costs Continue to Climb](#)

For more than a decade diesel fuel has been poisoning Zellwood's ground water. Now, [Orange County](#) thinks it has a plan to fix the mess at the fire station on Washington Street. Cleanup efforts have already reached \$1 million, and it appears that it could cost taxpayers more to finish the job. The [Orange County](#) firefighters in Zellwood keep Station 20 immaculate. What can't be seen is the mess 25 feet below the station. In 1999 a diesel tank beneath the station, which was used to refuel fire trucks, cracked, and diesel fuel seeped into the ground water. No homes or businesses were affected because they are all on city water, not wells. "I would think they would have cleaned it up as soon as they knew about it ... Got it taken care of," said Zellwood resident Dolly Hines. Over the past 12 years, the county has spent \$1 million to clean up the mess, but their efforts have failed. They said cancer-causing chemicals are still in the soil and groundwater. John Hines lives down the road from the fire station. "What are they going to have to do? Take the building down to clean it out?" asked Hines. The soil has a lot of silt, which holds onto the contaminants and makes them difficult to clean. Now the fire station uses above-ground tanks that are much thicker. Another leak is less likely. [Orange County](#) commissioners just passed a new plan to clean up, treat and monitor the ground water. But it's going to cost another \$500,000 over the next five years. "Do you have faith in them, that they can do it this time?" WFTV reporter Tim Barber asked Hines. "I'll get back to you on that," said Hines. Money for the cleanup is coming out of the fire rescue budget.

<http://www.wftv.com/news/news/fuel-leak-cleanup-costs-continue-climb/nPMSP/>

USA, ILL, WINNEBAGO CO, JUNE 6 2012. ROCK RIVER FISH KILL SIGNIFICANT FROM 2009 FATAL TRAIN WRECK

leslie brefeld

The Illinois Department of Natural Resources (IDNR) found 72,350 fish were killed as a result of the 2009 train derailment at a highway and railway crossing on South Mulford Road in Winnebago County. "By the numbers, this was the single-largest fish kill that was not a natural fish kill in the history of the state of Illinois," said Chris McCloud, spokesman for the IDNR. Studies covering the impact and cause of the accident were conducted for the National Transportation Safety Board's federal (NTSB) investigation and released in an accident report in February. The derailment included 19 of 114 tank cars, all carrying the fuel



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ethanol. Thirteen were breached and spilled 60,000 gallons, a quarter of the train's cargo, into a tributary of the Rock and Kishwaukee rivers. Canadian National Railway Company spokesman Patrick Waldron said all personal litigation has been closed, yet they continue to work with the Illinois Attorney General on pending environmental litigation. A few days after the accident and several miles downriver in Grand Detour, the Illinois Conservation Police fielded calls reporting fish dying in the Rock River. Investigations by the IDNR, including measuring and counting different species of fish, followed for the next 36 hours. They determined 53.6 miles of the Rock River between Grand Detour and Erie were affected. The IDNR estimated the fish loss at a monetary value of \$272,300. The emergency response to the accident and environmental recovery efforts were timely and appropriate, according to the NTSB report. According to the NTSB report, following are details of what happened after the accident: "The fire department appropriately allowed the burning ethanol to be consumed while cooling uninvolved adjacent tank cars. Real-time air monitoring that was established by the CN's contractor around the perimeter of the accident scene about 7 1/2 hours after the accident found no air pollutant concentrations in excess of applicable action levels. The EPA oversaw the recovery and restoration efforts that began immediately after the fire was extinguished. Tank car residues, spillage and contaminated soils were promptly removed from the accident scene under the surveillance of the EPA Federal on-scene coordinator. Testing showed that the groundwater and nearby community wells were not polluted by the tank car spillage. About 25 percent of the lading was recovered from the 15 tank cars involved in the pileup. The remaining 75 percent of the lading was consumed in the post-accident fire, released into the air and soil, or discharged into a waterway that entered the Rock and Kishwaukee rivers. Once the post-accident fire was extinguished, spilled ethanol that entered the surface waters could not be recovered. Although the discharged ethanol dissipated through dilution and natural bio-gradation processes, a significant fish kill resulted downriver from the accident scene and was most likely due to dissolved oxygen consumption rather than any toxic effect of the discharge." Several factors were cited in causing the derailment of the train, which was traveling between Freeport and Chicago. A washout of the tracks occurred on "an unusual weather event day," according to the Cherry Valley Fire Protection District Fire Chief Craig Wilt. His crew was one of 34 departments that responded to the accident. He said more than 8 inches of rain fell that day in a matter of hours. The federal investigation also reported failure in some of the retention ponds nearby the track washout. Wilt said engineering changes have been made in the drainage system at the railway crossing to prevent its happening again. Another major contributing cause, according to the report, was a failure of the Canadian National Railway Company's emergency communications. Although attempts to notify the train crew of the weather emergency began an hour before the accident happened, they were never received. The NTSB issued recommendations as a result of the report to the U.S. Department of Transportation, the Federal Railroad Administration, the Pipeline and Hazardous Materials Safety Administration, the Association of American Railroads, the American Association of State Highway and Transportation Officials, the National Association of County Engineers, the American Public Works Association, the Institute of Transportation Engineers, the National League of Cities, the National Association of Counties, the Association of State Dam Safety Officials, the National Association of Towns and Townships, the U.S. Conference of Mayors, and the Canadian National Railway Company. The NTSB also reiterated two previously issued recommendations to the Federal Railroad Administration and to the Pipeline and Hazardous Materials Safety Administration, which urged them to work together to provide real-time communication about information regarding the location of hazardous materials on a train. A fire resulting from the crash killed one Rockford woman and injured several others who waited in their cars at the railroad crossing.

<http://rockrivertimes.com/2012/06/06/rock-river-fish-kill-significant-from-2009-fatal-train-wreck/>

BAHRAIN, HIDD, JUNE 6 2012. STRICKEN TANKER TO BE REPAIRED

mandeep singh



A chemical tanker that has been adrift at sea for nearly three months which at one point threatened Bahrain's coastline will soon be towed to the country for repairs. A fire on board the Liberian-registered Stolt Valor on March 15 had resulted in an explosion which crippled the vessel that was on its way from Jubail in Saudi Arabia to Bahrain. It was carrying 12,700 metric tonnes of a volatile flammable liquid chemical, petrol additive and several tonnes of lube oil and other additives. Plans to safely haul the vessel to Bahrain's territorial waters before undergoing extensive repairs at Asry were yesterday discussed during a meeting at the General Organisation of Sea Ports (GOP) offices in Hidd. Present during the meeting were representatives of Bahrain's Public Commission for the Protection of Marine Resources, Environment and Wildlife,



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Bahrain Coastguard, Bahrain Customs, Marine Emergency Mutual Aid Centre, SMIT Salvage and Asry as well as representatives of Stolt Valor owners, their insurance company and the vessel's agent. They also discussed strategies to ensure maritime safety and manage technical, legal and environmental issues that could pose a threat when towing the vessel. "We have been working closely with all of the involved parties to ensure that the situation remains under control," said GOP director-general Hassan Ali Al Majed, who chaired the meeting. "The necessity of having a sound and secure route plan in place before the ship can be towed to Bahrain is important. "We need to ensure a direct route for the vessel, clear of all possible obstructions and outside of Bahrain's main navigation channel." Mr Al Majed said the vessel is currently in stable condition and has been anchored with minimum stresses applied. He revealed that the GOP had been monitoring the situation closely since the incident and was in regular communication with all parties concerned to resolve the situation. The fire was extinguished on March 22, while the removal of all pollutants - both chemical cargo and fuel - was completed by April 29, with no spillage during the transfer, added Mr Al Majed. The GOP will also ensure that the tanker's passage to Asry will not cause any environmental pollution, he added. Bahrain was on red alert for more than a week after the incident, following fears of pollution due to an oil spill from the tanker could reach its coastline and affect its marine resources as well as damage its three main desalination plants. Twenty-four seamen on board the vessel, all from the Philippines, were rescued by US Navy personnel while one, who is still missing, is believed to have died in the blast.

<http://www.gulf-daily-news.com/NewsDetails.aspx?storyid=331503>

USA, TX, ROUND ROCK, JUNE 7 2012. MAN FOUND DEAD IN CAR FILLED WITH HYDROGEN SULFIDE GAS IDENTIFIED

 [Watch the Video Man Found Dead in Car Filled with Hydrogen Sulfide](#)

Round Rock police are investigating one death from an extremely poisonous gas, and they say there could have been more. All remnants of hydrogen sulfide, a dangerous and potentially lethal gas, were washed off the protective gear of HAZMAT crews. They were called out just after 10 a.m. Wednesday to Old Settlers Boulevard near Mays in Round Rock because of a man sitting inside his vehicle with a note on the window warning about a deadly gas. Investigators say the car had been parked there all night. The victim has been identified as 25-year-old Jarrod Banks. "I can't say that it was suicide," said Officer Dee Carver with the Round Rock Police Department. "That hasn't been confirmed. It's still under investigation." Death from hydrogen sulfide is not uncommon. The gas occurs naturally in confined spaces such as sewer lines. But Palmer Buck, the special operations chief responsible for hazardous materials for the Austin Fire Department, says in the last few years, the gas has become another option for those wishing to commit suicide. "Hydrogen sulfide in a confined space is extremely lethal," said Buck. "Even one or two breaths, if the concentration is high enough, will kill you immediately." Buck says the ingredients needed to make hydrogen sulfide are found in many common household products, including toilet bowl cleaner. Mixed together, they form a highly poisonous gas. "There is the smell of rotten eggs," said Buck. "The sulfur smell would be indicative of a problem. When you start smelling it, you are already too close to the incident. You need to back away." Buck says rescue crews with their breathing devices are usually well equipped to handle such a situation. He worries about the good Samaritan. "If you are able to touch the car door, you are too close," said Buck. "If you open up that door, and you get a face full of it, you can be dead. You are in immediate danger. It is not holding your breath. You can instantly be dead." Health officials report 45 people in the U.S. died from hydrogen sulfide poisoning between 1998 and 2007. The Travis County Medical Examiner says there has been only one other case like this in Central Texas.

Related Links

- [Round Rock police find deadly gas, body inside car](#)
- [Man commits county's 2nd suicide by poisonous gas](#)

<http://www.kvue.com/news/Central-Texas-man-found-dead-in-car-filled-with-Hydrogen-Sulfide-gas-157654155.html>

AUSTRALIA, WESTERN AUSTRALIA, PERTH, JUNE 9 2012. LATEST NEWS - DANGEROUS GOODS SAFETY

Important changes to high risk work licence's:

Please be aware that changes are being implemented to high risk work licences. This type of work was previously covered by a 'Certificate of Competency' issued by WorkSafe. This certificate is now being replaced by a 'High Risk Work Licence' under the National Licensing Standard. Further information about the required licence conversions, including the relevant forms, can be accessed via the WorkSafe link below.



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Dangerous Goods Safety Internet Quicklinks

To assist in locating key information, Resources Safety has developed a series of internet 'one stop shops' or quicklinks. The Dangerous Goods Safety Quicklinks page provides a single entry point for the following groups:

- Mine sites
- Licensed companies and businesses
- Licensed individuals
- Unlicensed companies
- Homeowners
- Access the Dangerous Goods Safety Quicklinks page below.
- Regulatory amendments

Miscellaneous amendments to Dangerous Goods Safety regulations were gazetted on 1 April 2012. These form the first phase of a comprehensive regulatory reform program. The other reforms will come into effect progressively through 2012. The information sheet below outlines the recent changes.

- [High risk work licensing](#)
- [Dangerous Goods Safety Quicklinks](#)
- [Amendments to the Dangerous Goods Safety Regulations 2007 \(effective 1 April 2012\) - information sheet\(PDF 121 kb\)](#)

Recent Releases - Dangerous Goods Safety

- [Managing risk from underground storage of explosives \(Safety Bulletin 0212\)\(PDF 87 kb\)](#)
- [MineSafe magazine - April 2012 \(full version\)\(PDF 27845 kb\)](#)
- [Inadequate security involving explosives in underground mining equipment \(Safety Bulletin 0112\) \(PDF 81 kb\)](#)
- [Overview of dangerous goods reportable situations and incidents 2011 \(PDF 162 kb\)](#)
- [Dangerous goods transport documents - guidance note \(PDF 63 kb\)](#)
- [Licensing and exemptions for storage and handling - guidance note \(PDF 116 kb\)](#)
- [Storage of explosives - guidance note \(PDF 331 kb\)](#)
- [Transport of explosives on roads and at mines - guidance note \(PDF 169 kb\)](#)
- [Dangerous goods safety matters - self check guide for petrol stations – guide PDF 6312 kb\)](#)
- [Applying to register a dangerous goods pipeline – guide \(PDF 62 kb\)](#)
- [Amendments to the Dangerous Goods Safety Regulations 2007 \(effective 1 April 2012\) - information sheet \(PDF 121 kb\)](#)
- [Overview of explosives regulations - information sheet \(PDF 109 kb\)](#)
- [Overview of the explosives manufacture approval process - information sheet\(PDF 416 kb\)](#)
- [Overview of storage and handling regulations - information sheet\(PDF 108 kb\)](#)
- [Overview of security risk substances regulations - information sheet\(PDF 91 kb\)](#)
- [Explosives and security risk substances - roles and responsibilities\(PPT 674 kb\)](#)
- [Approved dangerous goods transport training providers\(PDF 73 kb\)](#)

<http://www.dmp.wa.gov.au/12367.aspx>

USA, WA, SEATTLE, JUNE 8 2012. VIRAL VIDEO OF SHELL OIL PARTY DISASTER IS FAKE, UNFORTUNATELY

 [Watch the Video Viral Video of Shell Oil Party](#)

If this video of a PR disaster at a private party hosted by Shell Oil atop of Seattle's Space Needle last night seems too good to be true, that's because it is. The video is a hoax, but a very good one! The story [went](#) that this video was shot by an Occupy Wall street protester named Logan Price who infiltrated a private party called "New Frontiers" thrown by Shell to celebrate the impending expansion of offshore drilling operations [into the Arctic](#). Shell set up a replica of the Kulluk oil rig that will be doing the drilling and invited the widow of the man who designed the rig to symbolically "tap the arctic" and fill her glass with liquor poured from the top of the model rig. But, whoops, the pump malfunctioned and spewed all over her. Now that's symbolism! "if Shell can't even handle a three-foot replica of a rig that pumps booze, how is the company going to fare in the Arctic deep?" laughed [Tree hugger](#). The story was also picked up by the [Seattle Post Intelligencer](#), [Gothamist](#) and our geeky cousin



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[Gizmodo](#). Unfortunately, the whole thing is an elaborate fake. The event was ostensibly organized by the communications firm Wainwright & Shore, according to the "New Frontiers" [page](#) on Eventbrite. There's a fancy invitation, which looks legit. But a note at the bottom thanks the Joint Pacific Energy Leadership Council, which, [according to Google](#), does not exist outside of this event. The main proof that this is a hoax comes from the website of [Wainwright & Shore](#), "a full service, integrated marketing public relations and interactive firm" supposedly based in Houston, Texas. Wainwright & Shore boasts "The company donates more than 300 hours of pro bono services to non-profit clients each year." But according to the whois [records](#), the domain was registered just last month. And the clincher: The domain name server is Mayfirst.org, a lefty-radical hosting company which was also used by notorious pranksters the Yes Men to host a fake Bank of America website [back in April](#). The video is fake. We're guessing the whole thing is an anti-Shell Yes Men stunt. (Logan Price, the guy who shot the video, was once quoted in a Yes Men [press release](#).) Good one, guys.

Update: Shell spokeswoman Kayla Macke emails:

Recently groups that oppose Shell's plans in offshore Alaska have posted a fraudulent video that appears to show Shell employees at an event at the Seattle Space Needle. Shell did not host, nor participate in an event at the Space Needle and the video does not involve Shell or any of its employees. We continue to focus on a safe exploration season in 2012.

Update II: Although the game is up, whoever was behind the hoax is trying to keep it going a bit longer. When we called the number listed on the Wainwright & Shore website a man with a British accent claiming to be with Wainwright & Shore answered and said he had "no idea" about the hoax, but promised someone would call back. Meanwhile, Logan Price, the guy who "infiltrated" the party, is keeping mum on Twitter. He just got on a plane:

Update III: AdAge [reports](#) that someone is now sending out fake press releases on Shell's behalf claiming Shell is going to sue the activists responsible for this fake video. Shell denies sending them. Fakes upon fakes!

<http://gawker.com/5916661/hilarious-video-of-shell-oil-party-disaster-is-fake-unfortunately>

AUSTRALIA, QUEENSLAND, GLADSTONE, JUNE 8 2012. ORICA FACING FINES FOR GLADSTONE HARBOUR RELEASES

 [Click-2-Listen](#) [Matt Wordsworth's interview with Andrew Powell \(PM\)](#)

 [Watch the Video](#) [Orica charged for alleged environmental breaches \(7pm TV News NSW\)](#)



[Maps: QLD](#)

Multinational chemical manufacturer Orica is in trouble yet again, this time in Queensland, over the alleged release of heightened levels of cyanide into Gladstone Harbour. The state's environment watchdog has charged the company with more than 250 breaches relating to discharges in January and February. That follows the leaks at its ammonia plant near Newcastle last year. Queensland Environment Minister Andrew Powell says if found guilty, the company faces a maximum penalty of \$1 million per offence. "This investigation started in March this year. We were made aware of allegations that on multiple occasions Orica had discharged effluent water containing cyanide in excess of its permitted levels," he said. "Orica's been charged with 279 offences of what in the technical term is wilfully contravening a development condition of a development approval, in contravention of section 4351 of the Environmental Protection Act 1994." Mr Powell says Orica has a long history of non-compliance and that is why the department is seeking prosecution. "The Premier's given me a very clear mandate: where industry is doing the right thing I'm not to be a roadblock, but where they are doing the wrong thing I have the full force of the Environmental Protection Act at my disposal," he said. Gladstone Harbour has been the site of fish deaths and abnormalities in the past several months, but Mr Powell says the Government is still waiting on expert opinion to determine if there is a connection. "At this stage, Gladstone Harbour has a lot going on at the moment. It will be a case of getting that expert opinion to give more confidence around that," he said. "What I can comment on is the fact that there was significant dilution of the cyanide upon the release. "So there is an initial assessment that the environmental and human health risks are relatively low, if non-existent." Orica has issued a statement saying it intends to defend the complaints and believes there has been no environmental harm or risk to human health.

Related Links

- [Gladstone fisher demands cyanide release compo](#)
- [Authorities probe cyanide discharge into Gladstone harbour](#)

<http://www.abc.net.au/news/2012-06-08/orica-facing-fines-for-gladstone-harbour-releases/4061340>



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BULGARIA, SLIVEN, JUNE 8 2012. THREE MISSING IN BULGARIA ARMS DEPOT BLASTS



Three workers were missing and nine injured after a series of blasts that rocked an old munitions depot in eastern Bulgaria on June 5. The explosions were at a depot owned by a private company and used for storing old ammunition near the eastern village of Lozenets, a government statement said. A search for three workers in the workshop where the first explosion occurred came up empty handed, and deputy chief prosecutor Boyko Naydenov said nothing was left of the building and that it was highly unlikely that any of the three workers had survived the massive blast. A daily shift of 21 workers was employed dismantling old munitions at the site, and 18 managed to escape by themselves or with the help of rescuers. It was still unclear what caused the blasts, which continued to rock the area for hours, sparking several large fires and prompting authorities to evacuate Lozenets and divert all traffic from a major highway intersection near the area. Two shells also landed in the courtyard of a house in the village of Gorno Alexandrovo, several kilometres from the depot, forcing

more evacuations. According to Prof. Nikolay Miloshev, Director of the Geophysics Institute at the Bulgarian Academy of Sciences, the blasts caused tremors with a magnitude of 1.5 on the Richter Scale. Desislav Delev, the owner of Bereta Trading, which ran the site, reassured people on state media that the plumes of smoke did not contain any dangerous chemicals, as the depot stored only conventional weapons. About 15,000 tonnes of munitions from the Warsaw Pact era between 1995-1991 are stored in Bulgarian defence ministry and private depots awaiting destruction. But lack of funds has delayed the process. Munitions blasts rocked two other depots in 2008 and 2011 but caused no casualties.

<http://www.hazardexonthenet.net/article/50926/Three-missing-in-Bulgaria-arms-depot-blasts.aspx?ArealD=2>

USA, FLA, BREVARD COUNTY, JUNE 8 2012. HAZMAT CREWS CLEAN UP TOXIC CHEMICAL SPILL IN SHUTTLE HANGAR

 **Watch the Video** [Hazmat Crews Clean Up Toxic Chemical](#)

Hazmat crews cleaned up a dangerous chemical that leaked out of a pipe inside a shuttle hangar on Wednesday. NASA officials said the rocket fuel known as hydrazine is one of the most toxic that crews have had to contend with. Experts said short-term exposure can lead to seizures, and even put people in comas. NASA said it is a chemical that it does not want to leave behind as it prepares the shuttles for display in the museums. Hydrazine is used for steering thrusters in space, but it is so toxic it will burn the skin, and inhaling small amounts can kill, officials said. So when workers inside one of the shuttle hangers on Tuesday noticed an odd smell, they stopped what they were doing. "They are all trained to when they smell something like that; note it and we evacuated the orbiter processing facilities," said NASA Spokesman, Mike Curie. The workers were clearing out pipes once used to load and offload hydrazine from the space shuttles. NASA officials said the crews knew there could be trace amounts of hydrazine still inside. "That was the plan, was put in the place to clean out the pipes before they would be removed," said Curie. There were a few dozen people inside the processing centers when they were evacuated. No one showed any symptoms from coming in contact with the chemical. Monitoring equipment picked up trace levels of hydrazine, but they were still above safety standards. Specialized teams with self-contained breathing units went in early Thursday morning to clear out the remnants of the chemical and open the hangers back up to resume work. Officials said pouring citric acid over the chemical compound neutralizes it.

<http://www.wftv.com/news/news/local/hazmat-crews-clean-toxic-chemical-spill-shuttle-ha/nPN36/>

USA, PA, HARRISBURG, JUNE 9 2012. PA. MAY PAY FOR CLEANUP OF SHELL REFINERY SITE

Lawmakers briefed on Gov. Tom Corbett's package of financial incentives for a planned petrochemical refinery in western Pennsylvania said Friday that it could also include the cost to clean up pollution from the zinc smelter that has operated there for decades. The revelation by two state senators is the latest about Corbett's negotiations on the facility with Shell Oil Co., a subsidiary of Netherlands-based oil and gas giant Royal Dutch Shell PLC. The Republican governor's administration has shared with the public sparingly those plans on what lawmakers say would be the biggest package of taxpayer-paid incentives in Pennsylvania's history for a project being billed as the reindustrialization of the state. Two senators briefed on the project,



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Dangerous Goods - Hazardous Materials Group & Network Release 2012 – 849 Newsy Stuff

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

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Sen. John Blake, D-Lackawanna, and Sen. John Wozniak, D-Cambria, said the project deserves serious consideration. Blake cautioned that the Corbett administration must show that the cost of the incentives must match the potential economic benefit to the state. The projected multibillion-dollar ethane cracking plant would convert ethane from the area's bountiful Marcellus Shale natural gas liquids into more profitable chemicals such as ethylene, which are then used to produce everything from plastics to tires to antifreeze. Blake said the administration's financial incentive plans for Shell revolve around a recently disclosed tax credit worth up to \$1.65 billion over 25 years and a newly created tax-free zone for the site that the Legislature approved in February. Department of Community and Economic Development Secretary Alan Walker and the other administration officials who briefed Blake and Wozniak on Wednesday could not immediately provide a figure on the value of the newly created tax-free zone site to Shell, the senators said. The tax-free zone "is a very lucrative tool, and I don't think we could have lured Shell without it," said Blake, who briefly served as the department's secretary under former Gov. Ed Rendell. But because Shell likely would have no state tax liability, it could sell up to \$66 million in tax credits a year to companies that use its feedstock as a way to encourage a local market in Pennsylvania, senators said. "If they don't do business here, they can't use the credits," Blake said. The tax credits will need legislative approval. In the meantime, some of the wet gas from the Marcellus Shale region is already under contract to be piped down to ethane crackers on the Gulf Coast, taking the lucrative business elsewhere. "If we have our ethane facility and all the manufacturing around it," Wozniak said, "we are getting the value added, and that's where you're going to be getting the jobs and building the manufacturing base." Besides the potential of offering a taxpayer-paid cleanup of the zinc smelter, the administration officials did not mention any other potential taxpayer-paid incentives for Shell, the senators said. But Wozniak said the cost of an environmental cleanup would be limited since the site is being turned into another industrialized use. "You're not making a park out of it," Wozniak said. A spokesman for the Department of Community and Economic Development, asked whether the Corbett administration had offered taxpayer money to clean up the site, responded that any company purchasing a potential brownfield site could apply to a state land recycling program. In March, Shell announced that it had picked a site on the banks of the Ohio River, near Monaca, about 30 miles northwest of Pittsburgh, and signed a land option agreement so it can further evaluate the site. Ohio and West Virginia also had sought the plant and offered Shell substantial tax incentives. The Horsehead Corp. zinc smelter that is billed as the country's largest and is operating on the site is shutting down. In September the company announced plans to shut the factory by 2013 and relocate to North Carolina, along with most of its 600 workers. Horsehead has said it would have to vacate the 300 acre-plus site by April 30, 2014, under the terms of the option agreement with Shell. Horsehead and Shell did not immediately respond to messages seeking comment on Friday.

<http://www.canadianbusiness.com/article/87166--pa-may-pay-for-cleanup-of-shell-refinery-site>

USA, AZ, PHOENIX, JUNE 9 2012. MECHANIC DIES FROM BURNS IN TRUCK FIRE >> HE WAS WELDING ON AN EMPTY FUEL TANK," SAID ANN JOHNSON

breann bierman, jadiann thompson & steve stout

Watch the Video

- [Man Injured in Fire at Phoenix Trucking Business](#)
- [1 Injured at Phoenix Truck Yard Explosion](#)
- [Man Dies from Severe Burns in Phoenix Business Fire](#)

Slideshow [10]

- [One Person was Burnt in a Phoenix-Area Fire Thursday Night.](#)



A mechanic has died from severe burns he suffered after a truck he was working on caught fire at a Phoenix business Thursday night. Bob Doyle, who was described in his 50s, suffered burns over 90 percent of his body and died overnight, according to Michael Murphy with Maricopa Medical Center. The fire started at about 7:15 p.m. Thursday at M & P Contracting, near 28th Avenue and Osborn Road. M & P Contracting offers trucking and hauling services in Phoenix and surrounding cities, according to its website. Scott McDonald, with the Phoenix Fire Department, said the blaze started when Doyle was working on a dump truck at the business. "This is a big shop full of transmission fluid, oil drums, 55-gallon drums of solvents, break cleaners, everything you could



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imagine in a mechanic type of shop. Once that flashed, then the rest of the shop got going," McDonald said. Fire officials moved people a block away from the fire for fear of explosions. Multiple trucks were burned. No other buildings were damaged. McDonald said he has no cause yet on the fire.

<http://www.kpho.com/story/18733931/mechanic-severely-burned-working-on-truck>

CANADA, ALBA, RED EARTH CREEK, JUNE 9 2012. GRANDE PRAIRIE MAN KILLED IN TANKER TRUCK BLAZE AT RED EARTH CREEK



A 21-year-old Grande Prairie man is dead after being engulfed in flames inside a tanker truck at Red Earth Creek. RCMP are investigating. No name is being released pending notification of next of kin.

A 21-year-old Grande Prairie, man is dead after being engulfed in flames inside a tanker truck. Red Earth Creek RCMP were called to the parking lot of the Red Earth Inn located on Highway 88 around 3 a.m. where they found a tanker truck with flames shooting up from the cab. The fire had also spread to the tanker truck parked next to it. Because firefighters didn't know what was in the tankers, they evacuated the hotel. An employee at the hotel said guests were scared when they were awoken in the middle of the night and rushed away from a burning tanker truck. "If it had oil inside, it could have blown up right outside our building," said the employee who did not want to be named, "So we did have an evacuation that lasted about an hour." Fortunately, both trucks' tanks were

empty. The fire was extinguished and the Inn's building was unaffected. Combing the burnt wreckage of the cab, responders found the body of the truck's driver. He was a regular guest of the Inn, confirmed the employee. His name is not being released pending notification of next of kin. The cause of the fire is still under investigation.

<http://www.dailyheraldtribune.com/ArticleDisplay.aspx?e=3580974>

NIGERIA, CROSS RIVER STATE, CALABAR, JUNE 9 2012. ONE FEARED DEAD, AS FUEL TANKER CRASHES INTO BUILDING



The burning tanker after the accident... yesterday.

At least one person died, while properties worth millions of naira were destroyed in an inferno caused by a fuel tanker which veered into Addax Petroleum terminal office in Calabar shortly after loading the product at a farm tank along Marina Street, Friday. The inferno which caused serious damage to the facilities at the company was, however, put under control by the quick intervention squad of the emergency response centre. Eyewitnesses at the scene, Mr. Paulinus Effiong and Mr. Emmanuel Effiong told newsmen that the driver of the tanker suddenly lost control while trying to negotiate a hilly T-junction in front of the office when it hit the building and exploded, leaving the properties destroyed and over 10 vehicles burnt. Reacting to the incident, the Special Adviser to the Cross River State governor on Security, Mr. Rekpene Bassey, described the incident as unfortunate coming at the time the nation was still mourning the over 150 people that died in

the recent Dana Air mishap. "It is so unfortunate that this is happening at this time as you can see, the quick intervention squad and other security agencies are on ground, including the state fire service. We don't know the cause of the inferno but we are going to investigate to ascertain the cause and what transpired," he added. Also speaking, Director, Fire Service, Cross River State, Mr. Sylvester Theo, who attributed the incident to electrical cum fuel fire disaster, warned tanker drivers to always heed to advice by avoiding unnecessary negotiation especially at dangerous corners of the roads, adding that such accidents would have been averted if the driver had driven with caution. Meanwhile, efforts to speak with the management of Addax Petroleum proved abortive as of press time.

<http://www.tribune.com.ng/sat/index.php/news/7630-one-feared-dead-as-fuel-tanker-crashes-into-building.html>



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