



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,007 Newsy Stuff

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September 30 2013



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USA, FLA, TALLAHASSEE, SEPTEMBER 13 2013. STATE OVERHAULS LEAKY-TANK PROGRAM THAT'S SLOW, COSTLY

Florida taxpayers have spent hundreds of millions of dollars since the 1980s to clean up thousands of gas-station petroleum tanks leaching fuel into the groundwater people drink. But almost 30 years later, more than 25,000 of the leaking tanks remain — including more than 1,500 in Central Florida alone. Now lawmakers angry at the tortoise pace of the cleanup — and by a recent audit by the Department of Environmental Regulation citing high costs and "personal relationships" between the owners of the property being cleaned up and the contractors cleaning it — have forced a restructuring of the program. A legislative budget-writing committee Thursday signed off on DEP's proposal to target dollars to sites where leaks are an "imminent threat" to groundwater supplies, require competitive bids for the often-lucrative contracts and speed the pace of cleanup efforts. But lawmakers, who last spring blocked spending of \$75 million in cleanup funds to force reforms, remained skeptical. "This is an ongoing situation, and nothing seems to be getting better," said Rep. Mark Pafford, a West Palm Beach Democrat on the Joint Legislative Budget Commission, which reviewed the plan. The leaking-tank sites — most at current and defunct gas stations and convenience stores — are scattered all over the state. But they're concentrated in Miami-Dade, Tampa Bay and the Orlando area. Just 7,064 of them have been cleaned up since the program's inception in 1984; about 900 of those are in Central Florida, according to state data. More than 6,000 sites haven't been evaluated since the 1980s, so the state has no idea how badly they may be leaking. At the current pace, cleaning them all up could take decades and cost more than \$1 billion. Still, it has not been a high priority for Florida's environmental groups, who have barely taken notice of the proposed changes this summer. The DEP plan, which could still require legislation next year, has drawn complaints from service-station owners and retailers who want to reserve the right to select their own cleanup crews. They told the committee Thursday that was important to preserving their "property rights." DEP officials say the reform is designed to cut back on cozy relationships between owners and the contractors hired to clean up the sites. Its investigators reviewed nearly 1,000 cases earlier this year and found some evidence in 24 cases that owners had financial stakes in the companies being hired to clean up the sites. In 19 such cases, DEP investigators found, cleanup costs averaged \$643,000 — compared with the average cleanup cost of \$400,000. Since the program was created in 1986, state officials have sporadically found evidence of fraud — reforming the program back in 1996 after an attorney-general investigation determined there was widespread "abuse, inefficiencies and fraud." Current DEP Secretary Herschel Vinyard ordered a review of the program last year. "Job sites were approved by DEP, but the work wasn't completed, and there was less than arm's length dealings," said Rep. James Grant, R-Tampa. After the report, lawmakers prohibited DEP from spending more than \$50 million of the \$125 million budgeted for the program this year until the agency had addressed the problems — and required all new contracts issued since July to be competitively bid. The DEP bureau chief in charge of the program resigned. "We've built a new program-management team and developed a new long-term strategy to run this program effectively and efficiently," DEP Deputy Secretary Jeff Littlejohn told the panel. The changes, which could be in place later this year, "will result in the cleanup of sites faster and at an overall reduced price." DEP now is planning to try to recruit a pool of contractors to competitively bid for the projects and divide the state into three regions to balance the "playing field" between large and smaller contractors. The agency also plans to reshuffle the waiting list of projects to prioritize those it deems an "imminent threat," which "currently, or will likely soon, pose a direct exposure risk to human health or environmental receptors."

http://www.orlandosentinel.com/news/politics/os-gasoline-tanks-overhaul-20130912_0.6932035.story

INDIA, WEST BENGAL, MIDNAPORE, SEPTEMBER 13 2013. EXPLOSION IN CRACKER FACTORY KILLS 2

Two persons were killed in an explosion in a cracker factory in West Midnapore district on Thursday. An explosion took place at the cracker factory in Thakurda Gurtala on Thursday morning, Additional Superintendent of Police, [Kharagpur](#), B Chandrasekhar said. Two persons died in the explosion and many are injured, the ASP said. Fire tenders have rushed to the spot to extinguish the fire, the ASP added.

<http://ibnlive.in.com/news/wb-explosion-in-cracker-factory-kills-two/421345-3-231.html>

PAKISTAN, LAHORE, SEPTEMBER 13 2013. WORKERS AT SERVICE STATIONS, AUTO GARAGES EXPOSED TO SERIOUS HEALTH HAZARDS

Friday, September 13, 2013 - Lahore—Workers at petrol stations and auto garages are continually exposed to leukemia due to benzene evaporating from petrol during refueling and servicing of the vehicles, oncologists told Pakistan Observer. They said that workers dealing with petrol should take such precautionary measures as wearing goggles and gloves to avoid direct



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contact with petrol. They expressed particular concern regarding child workers using petrol as a solvent to clean auto parts in garages. This posed numerous hazards to their health - inhalation and skin absorption of petrol fumes can cause depression, low red cell counts, de-fating of skin and even cancer due to the benzene in petrol, they said. Dr Kamal Bajwa of the Children Hospital Lahore said that according to a study conducted by the Agha Khan University, a child living in the vicinity of a petrol station or a commercial garage was four times more likely to develop leukemia than a child living elsewhere. He said the risk appeared to be even greater for acute non-lymphoblastic leukemia, which was seven times more common among children living close to a petrol station or commercial garage. Dr Muhammad Asif of Sir Ganga Ram Hospital said that benzene was recognised as a 'class-one' carcinogen by the International Agency for Research on Cancer. He said that workers exposed themselves to cancer every time they refueled the vehicles, breathed exhaust fumes or drove in traffic. He said there was no safe level of exposure to a carcinogen so any contact should be completely avoided. Pakistan Medical Society chairman Dr Masood Akhtar Sheikh said the government and NGOs should collect the blood samples of those working at petrol stations and auto garages and test them in labs. He said the workers showing leukemia symptoms should be immediately treated free of cost as they could not pay for the expensive treatment. He said that thousands of petrol pumps in Lahore and its suburbs were causing air pollution. "1,250 persons die annually due to air pollution in Lahore only," he said, adding that no figures were available regarding the incidence of cancer in workers at petrol stations. Dr Hafiz Butt of King Edward Medical University's Oncology Department said the United States and many European countries had imposed restrictions on the use of benzene in petrol and diesel, and all petrol stations were required to install a vapour recovery system. Such restrictions and provisions are but dreams in Pakistan, he added. He said that as little as five years of benzene exposure could cause various forms of leukemia and could even result in death in certain instances. Oncologist Dr Rasheed Khan said there were acute chances of leukemia in the blood cells of workers at petrol stations but no authorised organisation had ever conducted a survey in this regard. Dr Kamran Malik said that the International Agency for Research on Cancer had listed benzene's concentration cut off level at 0.1 percent weight. He said there was no classification for benzene in petrol and other products in Pakistan, and that this was negligence on the government's part. He said that fuels contained two to three percent benzene but 20 to 40 percent aromatics, which produced benzene on combustion. He said that benzene evaporating from petrol mixed in water and contaminated it, and water available at petrol stations could be more hazardous than the fumes in air.

<http://pakobserver.net/detailnews.asp?id=217913>

ALGERIA, ALGIERS, SEPTEMBER 13 2013. LACK OF PREPARATION BEHIND ATTACK IN ALGERIA GAS FIELD, REPORT SAYS

mariano Castillo

Key Points:

- An Algerian gas field was attacked in January
- The site didn't have security measures that could have stopped the attack, report says
- A different response would not have changed the outcome, says report from Statoil
- At least 37 hostages were killed in the four-day ordeal



Empty coffins are transported to collect victims killed during the Algeria hostage crisis on January 21, 2012 in In Amenas.

Inadequate security measures and an unprepared military are two factors that allowed a group of Islamists to attack and take [hostages at a gas field in Algeria](#) in January, a report says. The report by Statoil, whose employees were among those taken hostage, says the companies that ran the gas field never anticipated a scenario where a large force of attackers hit the facility. The companies were too dependent on the Algerian military, which was "not able to detect or prevent the attackers from reaching the site," the report says. [At least 37 hostages were killed](#) in the four-day ordeal. The plant is run by In Amenas

Gas, a joint venture between oil giant BP, Statoil, and Sonatrach. Among the victims were five Statoil employees, which led the company to conduct an investigation into the circumstances surrounding the attack. "The terror attack against In Amenas was an unprecedented attack," lead investigator Torgeir Hagen said in a statement. "It clearly demonstrates that also companies like Statoil today face serious security threats." The investigation team concluded that a different response to the attack would not have changed the outcome. But the lesson is that the site was not designed with security measures that



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would stop or slow an attack on that scale, the report says. The militant siege caught the world's attention as it ensnared citizens from several nations and dragged on for days. Algerian authorities said they believe the attack was revenge for allowing France to use Algerian airspace for an offensive against Islamist militants in neighboring Mali. A group led by the jihadist commander known as "Mr. Marlboro," [Moktar Belmoktar](#), was responsible for the deadly attack. The plant in southern Algeria employed about 790 people, including 134 foreign workers.

 **Related Stories** [Algeria attack changes terror landscape in North Africa](#)

<http://edition.cnn.com/2013/09/12/world/africa/algeria-attack-report/index.html>

CANADA, ALBA, CALGARY, SEPTEMBER 13 2013.

kelly cryderman, carrie tait & jeffrey jones

 **Watch the Video** [Train derailment containing toxic material scares Calgary](#)



The cleanup continues in Calgary today after eight train tank cars carrying a flammable petroleum product derailed in an inner-city Calgary neighbourhood on Wednesday night. Canadian Pacific Railway Ltd. said the slow moving northbound train derailed after leaving its Calgary rail yard just after 5 p.m. local time. According to CPR and the Calgary fire department, the derailed cars did not leak, and no one was injured.

CPR spokesman Ed Greenberg said the tank cars contained liquid diluent, a petroleum product that is mixed with bitumen so the heavy oil can move through pipelines. He said for CPR's reporting purposes, it counted eight tank cars that derailed. However, the eighth car was one that just had a wheel off the tracks

and was not noticeable. On Wednesday night, roads in the area were blocked off and the rail yard, a public pool and 142 houses in the Inglewood neighbourhood were evacuated, although residents were quickly allowed to return. Days after Calgary's June floods, six CPR train cars derailed and a bridge partially collapsed, leaving tank cars containing petroleum products hanging precariously over Calgary's Bow River. This newest derailment is not far from that site, and local Alderman Gian-Carlo Carra said concerns about train safety in cities and towns deserves a "no holds barred" public discussion. Later Thursday, Calgary Mayor Naheed Nenshi will hold a press availability to comment on the newest derailment. Although fire department officials initially said there was no gas leak, on Thursday morning they said a break in a natural gas line alongside the rail line exacerbated the emergency situation on Wednesday night, but the line was quickly shut off. On Thursday, heavy machinery was being used to off-load the liquid product from the train cars. When the product is completely removed the cars will be righted. Transportation Safety Board officials were also on the scene. The railway company has had several recent oil spills. Five tank cars ferrying crude oil and operated by CPR derailed near Jansen, Sask., in May. One car leaked about 575 barrels of oil. A CPR freight train holding oil derailed in April in Ontario. Two of the roughly 20 cars contained crude. About 400 barrels of oil spilled, although CP's original estimate was four barrels of oil. In March, CPR had a derailment and spill in Minnesota. There, 14 of a train's 94 cars derailed, leaking about 1,000 gallons, or about 24 barrels, of oil. A train carrying crude oil derailed in Lac-Mégantic, Que., in July, killing dozens of people. CPR was contracted to ship the crude, and it handed off the cars to Montreal, Maine & Atlantic Railway Ltd. MM&A was operating the train when it derailed in Lac-Mégantic. Energy companies have turned to rails to transport oil products as growth in the oil and gas industry outpaces pipeline capacity.

 **Related Stories**

- [Canadian municipalities call for swift federal action on rail safety](#)

- [Train derails in Calgary: no injuries or chemical leaks reported](#)

<http://www.theglobeandmail.com/news/national/crews-work-to-remove-flammable-cargo-from-scene-of-calgary-derailment/article14284943/>

USA, LA, HAMMOND, SEPTEMBER 14 2013. 5 INJURED IN CHLORINE MISHAP

jacob rester

Five people were injured when granulated chloride used for cleaning swimming pools exploded inside a home south of Independence Wednesday. Independence Volunteer Fire Department Chief Tony Parrozzo said two women were mixing 25 or 30 pounds of the chlorine in the kitchen sink of a home on Gulatta Lane before they planned to put it in their swimming pool. "There was a chemical reaction and an explosion," he said. "Four people were treated and released and one was brought to



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Baton Rouge General's burn center with chemical burns to her face, arms and legs." Firefighters responded around 5:20 p.m. Later additional firefighters from the Hammond Fire Department's hazmat unit were sent to the scene. Parrozzo said the people who sold the chemicals told the women it had to be mixed in water before they put it in the pool. "That's what they were doing, but they did not read to do that outside," he said. "It was a small detail that was left out that proved costly." In total 12 firefighters were on scene, including two from Hammond and Hammond Fire Chief John Thomas as well as eight Independence firefighters and Parrozzo. "It was definitely a unique call," Parrozzo said. "It was a freak accident and a failure to follow instructions."

http://www.hammondstar.com/news/local/crime/article_e64993be-1c31-11e3-8607-001a4bcf887a.html

USA, VT, RUTLAND, SEPTEMBER 14 2013. CLEAN UP FOR CONTAMINATION, COSTS HIGH BUT REQUIRED TO ENSURE PUBLIC HEALTH

Iani duke

Dry cleaning solvent from the former Fillipo Dry Cleaners on Woodstock Avenue is migrating through the soil toward a residential neighborhood, creating what state officials are considering an "environmental emergency." The Vermont Department of Environmental Conservation convinced the state legislature to pay for a remediation project that is more than 10 times larger than the statutory cap on this kind of project. Although state law calls for a cut-off at \$100,000 for this sort of clean-up, the legislators agreed to a \$1.2 million price tag. The traveling chemical is a plume of tetrachloroethylene (also known as perchloroethylene or PCE), not only a dry-cleaning solvent but also a known human carcinogen that seems headed toward a nearby residential neighborhood. The chemical is already found in an adjacent lot. Testing will assess how far it has traveled. If cleanup isn't completed inside 12 months, the chemical may migrate through two adjacent Harrington Avenue lots to the residential neighborhood, according to George Desch, head of the Waste Management and Prevention Division of the Department of Environmental Conservation. If the groundwater in the Harrington Street neighborhood were to become contaminated, the PCE could enter residences' indoor air and become a public health hazard. Brownfields specialist Matthew Becker, directing the cleanup, outlined the steps it will take, beginning with a two-foot-wide, 20-foot-deep trench, from which contaminated soil and water are removed. The trench then is filled with iron filings which react with and purify contaminated water, but do not bond with it. Contaminated groundwater is to be removed and stored, so that it can be run through the filing-filled trench and purified. A second phase of the project calls for removing the source of the contamination, the soil beneath the building footprint, and storing it in a special landfill. Need for the remediation would not have been so urgent had the property owner not torn down the building that housed the dry cleaning company, anticipating redeveloping the site in the near future, a future that didn't occur. When John Ruggiero had the structure removed from and its quarter-acre parcel, the site was exposed to rainwater, which washed the PCE into lower soil layers and apparently speeding up its travel to the neighboring land. Had remediation taken place in 2010, when the property was proposed as a brownfields site, engineers estimated clean-up to cost \$161,000, but didn't figure in expenses for toxic water removal/disposal. Ruggiero couldn't afford it. The following year, the Agency of Natural Resources directed him to immediately clean up the property; when he didn't, ANR fined and sued. After another year, the Environmental Court levied a \$5,000 fine and with a state lien on the property, saying that Ruggiero and his landholding company had to reimburse the state for ANR's clean-up. The ruling provides for the state to mitigate the contamination, and then have the state Attorney General sue for cost recovery.

<http://www.mountaintimes.info/news/important-community-bulletins/2013/09/clean-up-for-contamination,-costs-high-but-required-to-ensure-public-health/>

USA, LA, LAWTELL, SEPTEMBER 14 2013. LAWSUITS FILED AFTER LAWTELL TRAIN DERAILMENT

caroline balchunas

 **Watch the Video** [Lawsuits Filed after Train Derailment](#)

It's been over a month since nearly 20% of Lawtell residents were forced to evacuate their homes after a chemical train derailment. Residents are back in their homes, but several class action lawsuits have been filed from plaintiffs seeking monetary damages. Lawsuits are expected after any disaster and the Union Pacific train derailment is no exception. Three class action suits have been filed, including one in the hands of attorney Charles Cravins. Cravins is representing nearly 200 people who are seeking damages which may result from the chemical spill. "Property damage has been done in that area. We don't know how many farmers and we don't know how much livestock are going to be impacted or products that are marketed in that area," said Cravins. Last month, the Department of Environmental Quality confirmed the substances found in water



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near the site to be lube oil and dodecanol. While the DEQ says those are not considered toxic, there are still potential side-effects. News 10 obtained a copy of research funded by Union Pacific. It claims the chemicals involved in the spill pose little to no long term harm to humans or livestock that may have consumed water from the nearby ditches or Bayou Mallet. But Cravins says he doesn't agree with their findings. "I think that you can expect Union Pacific will paint the rosiest picture that they possibly can. Is that to say that they're just going to lie? I would never accuse them of that. But, they're going to paint the rosiest picture possible," said Cravins. The claims range from being inconvenienced by the short evacuation to millions of dollars in property damage. "The facts are going to come out," said Cravins. "Experts are going to testify and those affected will be made whole." The case is expected to go to Federal District Court on May 19th.

<http://www.klfy.com/story/23419732/lawsuits-filed-after-lawtell-train-derailment>

TAIWAN, TAIPEI, SEPTEMBER 14 2013. CHLORINE GAS LEAK LEAVES 25 HOSPITALIZED IN TAOYUAN

A chlorine gas leak from a factory in Taoyuan County left 25 people sick yesterday. They were sent to nearby hospitals, but none of them had life-threatening conditions firefighters said. The leak resulted from a chemical reaction occurring inside a pipeline when the electroplating factory used it to transport diluted sulfuric acid, the firefighters said. The pipeline had been used to carry sodium chlorate but had not been cleaned before the sulfuric acid was pumped in, triggering a chemical reaction, the firefighters added. The county's environmental authorities said sodium chlorate and sulfuric acid are not classified as toxic chemicals, and the accident resulted from the factory's failure to observe proper work safety regulations.

<http://www.chinapost.com.tw/taiwan/national/national-news/2013/09/15/388909/Chlorine-gas.htm>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 14 2013. CALTEX CHIEF DENIES ENERGY SECURITY RISK

angela macdonald-smith



According to Caltex's Julian Segal, Australia's refineries cannot compete against mega-plants in India and China

Caltex Australia chief executive Julian Segal has vehemently rejected the suggestion the closure of refineries is putting the country's energy security at risk, but does not believe the local industry will disappear altogether. Mr Segal told a business lunch in Sydney on Thursday that it would make sense to keep one refinery on the west coast and one on the east coast to take advantage of the crude oil that is produced in Australia. But otherwise, Australia's refineries are generally too small and their output ill-suited to today's demand to be competitive against mega-plants in India and China, he said. "It's really hard to compete," Mr Segal said. "At a minimum [two refineries] make sense. But at the end of the day the actual consideration for each refinery is in the hands of the operator and the owner." Caltex's decision last year to close its Kurnell refinery south of Sydney and convert it into an import terminal heightened worries about security of supply of petrol and diesel

which had already been raised by Shell's earlier decision to close its Clyde plant. Shell has since also put its second Australian refinery, at Geelong in Victoria, up for sale, with interest understood to be coming from refiners and traders in Asia and beyond. Mr Segal noted that Australia currently imports more than 80 per cent of the crude oil that it uses in its refineries, from as far afield as West Africa. Closing refineries will require more imports of finished fuels, but they will come from large, reliable plants in closer locations such as Singapore.

Local Supply Boils Down to Crude

Mr Segal said the shutdown of Kurnell would actually strengthen the supply chain because importing refined fuels was quicker and more guaranteed than importing crude oil. He said petrol and diesel could be imported from Singapore or South Korea and be ready for sale in Australia in ten days, while importing crude from west Africa and then refining it here would take up to 10 weeks. "You can figure out yourself what is the more reliable supply chain," he said. "If you replace imported crude with imported product I can't see that security of supply is impacted in any way." Mr Segal said that in a military crisis, neither ships carrying oil nor those carrying finished fuel would reach Australia. "So really the security of supply in the context of a military situation boils down to the 15 per cent of crude that we produce locally." The shutdown of Clyde and Kurnell, which will be converted into an import terminal by the end of 2014, will leave five refineries in Australia: BP's plants in Western Australia and Queensland, Caltex's plant in Brisbane, ExxonMobil's Altona plant in Victoria and Shell's Geelong refinery. Mr Segal said he didn't expect the potential sale of Geelong to a new entrant into the local refining sector would change the market dynamics.



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"Whoever operates that refinery would want to make it as efficient as possible, and would want a return on the investment, so from that perspective I don't see it as game-changing in the market," he said.

http://www.afr.com/p/australia2-0/caltex_chief_denies_energy_security_w7ZwDwdfINQaO7746mERKM

RUSSIA, MATISEN STRAITS, SEPTEMBER 15 2013. RUSSIAN TANKER LOADED WITH DIESEL FUEL COLLIDES WITH ARCTIC ICE FLOE

carey restino

 **Watch the Video** [Northern Fleet's voyage along the Northern Sea Route \[In Russian\]](#)



The 138 meter long, 6403 dwt tanker Nordvik was struck by ice while in the Matisen Strait, off the Russian Coast. The coastal tanker was holed by an ice flow and suffered water ingress. The Nordvik was loaded with diesel fuel at the time.

A fully-loaded tanker carrying diesel fuel struck an ice floe and started taking on water last week while traveling the Northern Sea Route. The 453-foot Russian-flagged tanker Nordvik is rated to travel in non-Arctic seas in thin ice, but collided with an ice floe in Matisen Strait, causing a hole that resulted in water ingress. The Northern Sea Route Administration had given the vessel permission to sail in the Kara Sea and the Laptev Sea, two of the most northern seas. There are as yet no reports of diesel fuel spills in the area, and the vessel was reportedly traveling toward Murmansk. A graphic of sea ice concentrations shows ice in that region, though the majority of the passage is shown to be ice-free. A Russian union spokesperson said the accident is an example of the need for more emergency response capacity in the region prior to allowing vessels to travel in the Arctic seas. "Yesterday's accident was a direct threat to the lives of sailors and the ecology of the Arctic," Aleksander Bodnya says to the union's web site. "Vessels like that should not be sailing on NSR, simply because they are not capable of withstanding the ice conditions." Alaska's state officials responded with similar concern, saying the incident illustrates why Alaska and the United States need to continue to push an Arctic marine safety and life safety agenda. "We have an Arctic Council agreement signed this year to help each other in cleanup, but need more work in prevention," said Lt. Gov. Mead Treadwell, one of the state officials who has been leading Arctic policy efforts, in an email. Treadwell said one of the proposals from the Arctic Marine Shipping Assessment includes a mandatory code defining what kind of ships can make these voyages. "Russia and other nation's crude oil and product tankers now come through the Bering Strait, through waters that are a major food source for Alaskans and the world," Treadwell said. "They should have contingency plans and the support of an oil spill response organization in case of a problem. That is not cheap, but we have to find a way to make it happen." In 2012, 46 ships sailed the entire length from Europe to East Asia. In 2013, administrators of the Northern Sea Route had granted permission for more than 400 ships to sail. The accident was initially reported in the Barents Observer, which is based in Norway. The website also recently reported the opening of its first Arctic search and rescue center in Naryan-Mar, Russia. The country reportedly wants to open nine more centers across the Northern Sea Route by 2015, and allocated \$27.6 million to do so in 2009. Treadwell said the Arctic Council's agenda for the next two years is to work on oil spill prevention. "This incident shows we are talking about real risks, not future, far off and theoretical ones," he said. Data from the [Northern Sea Route Administration](#) shows that the "Nordvik" now is moving forward at 3.1 knots in the Kara Sea.

Related Stories

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<http://www.alaskadispatch.com/article/20130913/russian-tanker-loaded-diesel-fuel-collides-arctic-ice-floe>



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CANADA, N.S., DARTMOUTH, SEPTEMBER 15 2013. NOVA SCOTIA REFINERY MOVES TOWARD CLOSURE



The company failed to find a buyer for the 95-year-old refinery.

Bunker fuel deliveries from the soon-to-be defunct Imperial Oil refinery in Nova Scotia are set to stop after Sunday, September 15, Canadian newspaper the Chronicle Herald [reports](#). Imperial Oil spokesman Merle MacIsaac declined to say whether the plant, which is in the process of being converted to a storage terminal, would stop its refining operations on that date. "Work continues to progress toward the initial conversion to terminal operations," MacIsaac said. "Full conversion will be a multi-year process, while dismantling will be a longer-term program of work." Dave Collins, vice president of Atlantic Canada fuel supplier Wilson Fuel Co. Ltd., said his understanding is that there will be no more deliveries of bunker fuel after Sunday. Imperial Oil decided to close the 95-year old refinery in Dartmouth, Nova Scotia after failing to find a buyer for it, and some industry-watchers have said the older facility is not able to compete

against new refineries like one [Irving Oil is planning](#) in Saint John, New Brunswick. ExxonMobil, a majority owner of Imperial Oil, announced in June that it was planning to [stop selling bunker fuel in Halifax](#) as the refinery is converted to storage.

<http://shipandbunker.com/news/am/640724-nova-scotia-refinery-moves-toward-closure>

CANADA, SASK, REGINA, SEPTEMBER 15 2013. REFINERY FACES OH&S CHARGES FOR FIRE AND EXPLOSION

pamela cowan



The Consumers' Co-operative Refineries Ltd. is facing five Occupational Health and Safety Act charges stemming from a fire at its Regina refinery nearly two years ago and will appear in Regina Provincial Court for the first time on Sept. 24.

The Consumers' Co-operative Refineries Ltd. is facing five Occupational Health and Safety Act charges stemming from a fire at its Regina refinery nearly two years ago and will appear in Regina Provincial Court for the first time on Sept. 24. After being seriously injured in the massive Oct. 6, 2011 explosion and fire at the Co-op Refinery Complex, Kim Janvier is relieved to hear charges have been finally laid. "We have waited two years to hear charges have been laid," said Janvier, one of the Skyhigh Canada employees who was working in the blast

area. The charges, laid July 31, come after municipal and provincial authorities released the findings of their investigation on Aug. 16, 2012. They found the series of four explosions was caused by a "catastrophic failure" of a pipe thinned by corrosion. Investigators concluded the incident was accidental. The fire and explosions occurred in a diesel processing area called the Middle Distillate Unifiner — a unit scheduled for refurbishment. After the August 2012 findings were released, the Occupational Health and Safety division of the provincial government's Labour Relations and Workplace Safety Ministry continued its investigation. The results were sent to the Ministry of Justice for review in August and September, 2012. When asked why it took the Crown so long to press charges, Ministry of Justice spokesman Noel Busse said: "It is extremely important that before charges are laid that the investigation that supports those charges is thorough and complete. So in a case of some complexity, like this one, that can take a considerable amount of time." Court documents allege that on or about the Oct. 6, 2011, the refinery failed to take a number of steps that led to workers being injured, including:

- implementing a regular general corrosion monitoring program with respect to the six-inch reactor effluent line on the Middle Distillate Unifiner;
- ensuring that all equipment at the Middle Distillate Unifiner was maintained at intervals that were sufficient to ensure the safe functioning of the equipment;
- providing the provision and maintenance of a plant, systems of work and working environment that ensured the health, safety and welfare of workers, by failing to adequately monitor and maintain the six-inch reactor effluent line on the Middle Distillate Unifiner;
- ensuring that all work was sufficiently and competently supervised; and,
- ensuring the health, safety and welfare of workers at its Regina plant.



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On Thursday, Vic Huard, vice-president of corporate affairs at Federated Co-operatives Ltd., said the company didn't have enough details about the charges to comment. "We're waiting for the first court date," he said. He added: "We know the Crown is bringing charges, but there are so many details that we don't know yet. Until we get into the process, we won't know those details." The rupture of the corroded pipe resulted in 52 people injured in the fire. Janvier was among the 13 who required immediate medical attention in hospital. The explosion occurred at 2:05 p.m. on Oct. 6 with some 450 refinery employees and 1,000 contractors working in the area. One contractor described the combustion explosion as a "huge fireball" that "went up about 250 feet in the air." The contractors were working on a \$1.9-billion renovation and expansion of the refinery. The fire damaged an 11,700-square-foot area of the refinery and resulted in \$100 million in property damage and production loss.

<http://www.leaderpost.com/business/Refinery+faces+charges+fire+explosion/8905962/story.html>

NEW ZEALAND, AUCKLAND, SEPTEMBER 15 2013. GAS EXPLOSION COMPANY MUST PAY \$400,000

simon day



Killed: Philomen Gulland, 48, died in the 2011 explosion.

Watercare must pay more than \$400,000 for the harm to its employees caused by the 2011 gas explosion in Auckland that killed a worker and cost another his legs. The company, which is responsible for Auckland's waste and drinking water, was fined \$81,000 and ordered to pay \$315,000 in reparations to the victims of the blast in Onehunga on June 4, 2011. The family of Philomen Gulland, 48, of Canada, who was killed in the explosion, was awarded a total of \$100,000. Each of her children was given \$40,000 to be held in a trust. Ian Winson, who lost both his legs, was granted \$40,000. Two further Watercare employees and three contractors were awarded a total of \$175,000. "Fixing amounts of reparation in no way is an attempt to place a monetary value on a tragic loss of life, or the range of injuries suffered by survivors. That is an impossible task," Judge Rob Ronayne said in the Auckland District Court today. However, the money went some way to recognising the pain and suffering caused by the accident, he said. The explosion occurred when natural gas leaked into a water mains pipe which was being upgraded. The gas was ignited by contractors using a blowtorch while replacing an air valve. Watercare employees were inspecting the pipe at the time of the blast.

The company had pleaded guilty to two charges under the Health and Safety in Employment Act, of failing to ensure the safety of its employees, and employees of a contractor. Watercare failed to alert the contractors of the history of natural gas in the area, and previous leaks. Their employees had failed to follow the company's health and safety procedures in confined spaces and in the presence of explosive gases. The company is liable for the failures of its employees. "If those steps had been taken there probably wouldn't have been an explosion at all, and there certainly wouldn't have been any injuries," Judge Ronayne said. The reparations were fair but could never replace the loss of life, said Gulland's mother, Margaret Penner, 80, who had travelled from Canada for the hearing. "It's not been an easy two years, either for people who knew Philomen here in Auckland and relations. It's not been easy for us in Canada," she said. Her grandchildren would value the money, but it was small replacement for their mother, she said. "It's not what they would have received from their mother, but they'll make use of it," Penner said. Watercare accepted the financial penalties and reparations of the court, chief executive Mark Ford said. "They will, of course, never bring Philomen back. She was a very popular member of staff and she is still very much missed today," Ford said. Watercare acknowledged the effect the accident had had on the employees and their families. "We deeply regret the incident that led to the injuries that occurred. We continue to offer our support and offer our ongoing sympathy to our employees and their families," Ford said. Earlier, the victims and their families had told the court of the physical and emotional damage the explosion had caused. Penner spoke on behalf of her family. Even after Gulland had moved to New Zealand with her New Zealand husband, she stayed in close contact with her mother, she said in a victim impact statement. "I was very close to her, we share so much. I was her confidante as well as her mother," Penner said. "This I will never be able to replace or forget, along with the laughter and joy that we shared," she said. Her husband Bernard is 82 and unable to travel. Gulland's death has left him dazed with sadness. "He has not accepted her death. He struggles with his sorrow. Bernard seems to have little desire to leave his home," Penner said. Katherine Winson, the wife of double amputee Ian Winson, read a statement to the court describing the way the accident has destroyed the lives of their family. Doctors told Katherine Winson her husband, an ironman and triathlete, survived only because of his health and fitness at the time. Now he is unable to participate in his former sports or the lives of his children, she said. "He is now forced to be an observer rather than a participator. Ian grieves



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for the loss of his legs every time he sees other fathers playing with their children," she told the court. "Ian had dreams of having a full and active life with his boys, which he never had with his own father. "It is just so, so sad, being an athlete and a father with no legs," she said. Watercare employee John "Harry" Barnett was left with significant physical injuries after this explosion. His wife, Ann Barnett, told the court of the pressure the accident has put on their personal lives. "The Harry I married went to work one Saturday morning, someone else came home. It is not until something like this happens that you realise how much you love someone," she said. James Millard, a Watercare employee, was left with significant post-traumatic stress and ongoing physical injuries after the explosion. "I have lost the ability to do the things I used to do and enjoy. I feel sad, angry, guilty for the changed person I have become," he said. "I feel like life is a sentence for me and for the other victims."

<http://www.stuff.co.nz/national/9162759/Gas-explosion-victims-anguish/>

SCOTLAND, EDINBURGH, SEPTEMBER 15 2013. BALTIC SEA THREATENED BY WARTIME CHEMICAL WEAPONS

matthew day

The Baltic Sea faces contamination by thousands of tons of corroding chemical weapons dumped on the ocean bed after the Second World War. Research carried out by marine scientists has found that thousands of shells, many containing mustard gas, have now started to leak and pollute the surrounding seabed. Historians estimate that in 1947 Britain and the Soviet Union dumped up to 65,000 tons of German chemical weapons and chemical weapons agents into the Baltic under an international agreement. There have long been fears that the metal cases of the shells, missiles and drums containing the highly-toxic chemicals would corrode, and now scientists studying the Gotland Deep, the area of the Baltic where many of the munitions were dumped, have said those fears appear to have been realised. "Our research has shown that in the Gotland Deep there are about 8,000 shells and missiles that could pollute the environment," said Dr Jacek Beldowski, for the Polish Institute of Oceanography. "We have now confirmed that these objects are contaminating the seabed. Until now we could only speculate this would happen. As part of the project we also studied fish swimming in the area of the dumping site," he added. "We found that they have more illness than fish in other areas of the Baltic and genetic defects." The cold waters of the Baltic turn mustard gas into a dense solid but it can escape and remains highly toxic and so poses a serious long-term threat to the marine environment. There have been sporadic incidences since the war of Baltic fisherman suffering burns from lumps of solidified mustard gas caught in their nets, and once a mustard-gas seeping from a canister washed up on the shores of the Polish seaside town of Darlowo burnt about 100 people and left four victims blind. However, Dr Beldowski said a greater danger to human health stems from the possibility of eating contaminated fish. Deep-water fishing is prohibited around the dumping sites and general fishing discouraged, but complicating the issue is the fact that it is unclear just where all the chemical weapons lie. "Unfortunately the Russians, once they found out what they had onboard, often threw them [the weapons] overboard as soon as land was out of sight," said Dr Beldowski. This has raised the prospect of hundreds or even thousands of undetected weapons leaking toxic waste into the shallow waters of the Baltic and into the fishing fields. However, Captain Jacek Fabisiak, from Poland's Naval Academy, stressed there was little risk to humans. "We are not threatened with an ecological disaster on the scale of Chernobyl," he told Polish Radio. "But, of course, fishermen, and seabed researchers have to be very careful. Sooner or later this problem will have to be resolved." Removing any leaking weapons from the seabed could prove difficult as scientists have warned that the operation could spread contaminated silt, and that the rusting cases and drums could break up during their journey to the surface. The Polish research heaps more environmental woe on the Baltic. Shallow, almost enclosed and fed by numerous, and sometimes very polluted, rivers the sea is particularly vulnerable to pollution. There have also been accusations that during the early 1990s Russia dumped chemical and nuclear weapons into the sea following the break-up of the Soviet Union, although this has been denied by former officers of the Russian Baltic Fleet.

<http://www.scotsman.com/news/environment/baltic-sea-threatened-by-wartime-chemical-weapons-1-3090752>

BRAZIL, RIO DE JANEIRO, SEPTEMBER 15 2013. OIL SPILL: CHEVRON TO PAY \$41.6 M COMPENSATION

US energy giant Chevron and Swiss-based rig operator Transocean have signed a deal with Brazilian prosecutors to settle the lawsuits over an oil spill off the coast of Rio de Janeiro. Chevron has agreed to pay \$41.6 million in compensation over the leak of 3,000 barrels of crude in November 2011 from the deepwater Frade field, 370 kilometers northwest of the picturesque coastal city, the Rio prosecutor's office had said yesterday. The deal requires Chevron to accept "unprecedented obligations" to prevent new incidents and provide compensation to "put an end" to two civil lawsuits, the office said in a statement. Chevron



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and Transocean did not immediately comment on the agreement. The deal was reached with the consent of Brazil's National Oil Agency and the Brazilian Environmental Institute, but must be approved by a federal court. The offshore field, which produces 60,000 barrels of oil a day, was operated by California-based Chevron and Transocean, which ran the offshore rigs. Though relatively small, the operation was important for Brazil to reach its goal of producing two million barrels per day. In March 2012, a second but much smaller leak was detected in the same area in the Campos basin, and Chevron voluntarily suspended its operations in Brazil. More than a year later, in April, Chevron was authorized to partially resume oil production in Brazil. Chevron has already paid about \$15-million fine for 24 violations stemming from the first leak. The fine imposed by the nation's oil agency was reduced by 30 per cent because Chevron did not appeal it. The Brazilian Environmental Institute imposed two separate fines in 2011 totalling some \$14.6 million for environmental damage and failures in the company's accident emergency plan. A criminal suit against the companies for environmental crimes and damage to the national patrimony was dismissed in February. Brazil owns massive oil and gas reserves under a thick layer of salt in the Atlantic Ocean. But the country needs millions of dollars in investments to explore the reserves, which could turn Latin America's top economy into one of the biggest hydrocarbon producers in the world.

<http://www.thehindubusinessline.com/news/international/oil-spill-chevron-to-pay-416m-compensation/article5128100.ece>

STATEN ISLAND OIL SPILL FOULS WATERS ALONG BAYONNE SHORELINE

brandon gould



Photo's [24] [Oil Spill Fouls Waters Along Bayonne Shoreline](#)



Workers clean up an oil spill on Newark Bay at the Elco Boat Basin Marina behind the Boatworks luxury waterfront development in Bayonne on Friday, Sept. 13, 2013.

An oil spill in Staten Island last night released thousands of gallons of oil into area waters, and currents have brought the oil to the Newark Bay shore of Bayonne, according to the Hudson Regional Health Commission. The incident involved Clean Water of New York, which spilled the oil during an equipment malfunction that occurred as a transfer between a barge and a shore-side tank was being made, New Jersey Department of Environmental Protection officials said. The spill involved slop oil, No. 4 and No. 6, as well as waste oil. The amount of oil that flowed into water could be as much as 6,000 gallons, according to officials, but a

precise amount cannot be determined at this time, they said. According to one report, though, there are currently 2,000 square feet of crude oil on the Bayonne shore near Avenue A and North Street with the bulk of it concentrated at Elco Boat Basin Marina. The spill created no health hazards, the DEP said. "There have been no wildlife issues, no public health issues," DEP spokesman Larry Ragonese said. "There is oil in the water, but it's not a potable source and they're cleaning it up. At this point, we have the remains of a 6,000-gallon spill, which is not something we'd like, but it's not a major spill." While much of the oil has been recovered, Ken's Marine Services has been called in to help with the rest of the cleanup along with the DEP and the U.S. Coast Guard. Officials from Ken's Marine Services say they are using containment booms to keep the oil from spreading and will use absorbent pads in addition to flushing the area with water to deal with the oil, a process that they say can take over a week.

http://www.nj.com/hudson/index.ssf/2013/09/post_375.html

CANADA, ALBA, INNISFAIL, SEPTEMBER 15 2013. FIERY TANKER TRUCK COLLISION NEAR INNISFAIL DAMAGES HWY 590 BRIDGE

jo ann lawrence

A 90-year old man who was taken to hospital as a precaution due to his age was the only person hospitalized following a fiery crash involving a tanker truck filled with sour gas and a minivan near Innisfail on Friday afternoon. The crash occurred about 15 Km east of Innisfail on Highway 590 just east of the Highway 805 junction at about 2 p.m. Cst. J St Croix of the Innisfail RCMP says the Gibson's Energy tanker truck was hauling a second tanker eastbound on Highway 590 when it lost control crossing the fog line and hit the ditch just as it came upon a small bridge. As the truck lost control, it began to swing into oncoming traffic on the bridge. The truck hit the guard rail and abutment of the bridge and caught fire. The tanker trailer swung into oncoming traffic and collided with a westbound minivan, pinning it in place. The 90-year old man who was taken to



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hospital was a passenger in the minivan. The truck and trailers were completely destroyed by the blaze and burned extensively for several hours according to Cpl. Jeff Hildebrandt of the Innisfail RCMP. Alberta Transportation and Alberta Environment personnel were called to the scene for assistance along with Red Deer County Emergency Services. No nearby homes were evacuated, but emergency personnel remained at the scene to continually assess the situation. The bridge was damaged during the collision and fire and Highway 590 will be closed at the bridge for some time until the structural integrity of the bridge can be assessed. In the meantime, traffic is being diverted. The driver of the tanker truck has been charged with failing to maintain the centre of his lane.

<http://beaconnews.ca/blog/2013/09/fiery-tanker-truck-collision-near-innisfail-damages-hwy-590-bridge/>

USA, WI, OSHKOSH, SEPTEMBER 15 2013. STORAGE TANK CRACKS LEADING TO OSHKOSH CHEMICAL SPILL? CAUSTIC CLOUDS FLOATS OVER CITY FORCING THOUSANDS TO EVACUATE!

 **Watch the Video's:**

- [600 Gallons of Muriatic Acid Spilled](#)
- [Chemical Spill Leads to Evacuations in Oshkosh](#)



According to authorities, after police discovered the source of the Oshkosh chemical spill, they had ordered for an evacuation in the area that stretched from West Waukau to Perimeter Road to West 28th Street, where Hydrite Chemical Company is located.

An Oshkosh chemical spill at Hydrite Chemical led to massive evacuations after a storage tank cracked and 60,000 to 70,000 pounds of muriatic acid spilled, leaving a giant caustic cloud to float over the city, Inquisitr reported Friday. Reports said that the Oshkosh Fire Department crews worked with the company to contain the 60,000 to 70,000 pounds of muriatic acid spill, and although the spill has been cleaned up by 4 p.m., officials ordered for an evacuation of the

Oshkosh Corp. manufacturing plant as well as its company headquarters. The company, which was formerly called Oshkosh Truck, is famous for being the leading manufacturer of specialty vehicles. Oshkosh Corp. Spokesman John Daggett said the company had canceled its second shift Friday as a precaution to the Oshkosh chemical spill. "The main threat would be inhalation issues," Oshkosh Fire Department Spokesman John Holland said. "The good news is you have to be very close to it have any issues." Meanwhile, several residents were alarmed after noticing that the Oshkosh chemical spill left a caustic cloud floating over the south side of the city in Wisconsin. Postcrescent reported that muriatic acid is a highly corrosive chemical to proteins such that it can damage respiratory organs, eyes, skin, and the intestines. The chemical is commonly referred to as hydrochloric acid and in extreme cases it can lead to blindness or death when a certain amount has been inhaled or ingested. According to authorities, after police discovered the source of the Oshkosh chemical spill, they had ordered for an evacuation in the area that stretched from West Waukau to Perimeter Road to West 28th Street, where Hydrite Chemical Company is located. Residents nearby were asked to stay inside their homes and keep their windows and doors closed. However, the evacuation order was lifted by the Oshkosh Fire Department almost three hours after the spill was discovered. An Oshkosh police officer reportedly arrived at 3:15 p.m. to inform the evacuees that they could return to their homes within the hour. No reports mentioned the exact number of evacuees or if there were any injured people due to the spill, but there are approximately 160,000 people in the Oshkosh metro area. A year ago, 4,700 gallons of muriatic acid spilled in a northeastern Pennsylvania creek, leading to the death of several fishes. Fortunately, officials were able to build a dam to keep the acid from flowing into a larger creek.

<http://www.jobshhire.com/articles/5488/20130914/storage-tank-cracks-leading-oshkosh-chemical-spill-caustic-clouds-floats.htm>

USA, IN, ORLAND, SEPTEMBER 15 2013. MAN INJURED AFTER TANKER TRUCK CRASH ON INDIANA TOLL ROAD

emma koch

A man was injured and flown to the hospital after he crashed the tanker truck he was driving on the Indiana Toll Road. It happened around 6 p.m. Thursday. The tanker was westbound on the toll road, crossed the median and two lanes of oncoming traffic before crashing into a wooded area. Orland Fire/Rescue & Parkview LaGrange EMS were at the scene. The driver was pulled from the truck by Orland Rescue crews and flown to a Fort Wayne hospital by Samaritan. The truck was



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carrying ink oil, but none of the contents spilled from the tanker. The condition of the driver is not known at this time. All lanes of the toll road were shut down for approximately 20 minutes.

<http://www.indianasnewscenter.com/news/local/Man-Injured-After-Tanker-Truck-Crash-On-Indiana-Toll-Road-223615391.html>

USA, N.H, CONCORD, SEPTEMBER 15 2013. NH FUEL CO. FACES MORE FINES FOR TANK CLOSURE LAG

A northern New Hampshire fuel dealer faces additional fines for taking too long to close its above-ground oil storage tank. The attorney general's office says Munce's Superior Petroleum in Gorham agreed in 2010 to bring its tanks into compliance with state laws but didn't do so until June of this year. The tanks needed containment walls to protect the Androscoggin River from oil pollution in the event of a leak. Including the \$420,000 penalty announced Friday, the company has been fined a total of \$612,000. The court suspended payment of \$210,000 for five years if the company complies with the law going forward. Company officials did not immediately return a call seeking comment Friday.

<http://www.boston.com/news/local/new-hampshire/2013/09/13/fuel-faces-more-fines-for-tank-closure-lag/qCbGbqYdEFseT3mwdOi3H/story.html>

USA, S.C, FAIRFIELD CO, SEPTEMBER 15 2013. TANKER TRUCK DRIVER KILLED ON SC HIGHWAY 34

 **Watch the Video** [Tanker Truck Driver Killed](#)

The driver of a tanker truck was killed after colliding with another vehicle in Fairfield County Friday night. Troopers say the tanker truck and the vehicle were traveling east on SC Highway 34 near Ridgeway when the two vehicles collided and ended up in a ditch. The driver of the Chevy Lumina and two passengers were transported to Palmetto Health Richland, troopers say. Their conditions are not known. The driver of the tanker truck had to be extracted from the truck and did not survive. Authorities have not released the victim's name. The cause of the crash is still under investigation.

<http://www.wistv.com/story/23431201/truck-driver-killed>

USA, ARK, MAYFLOWER, SEPTEMBER 15 2013. LAWSUITS AGAINST EXXON MOBIL MOUNT OVER BIG OIL PIPELINE SPILLS



A 22-foot long rupture on Exxon Mobil's Pegasus pipeline sent around 200,000 gallons of crude oil into a residential neighborhood in Mayflower, Ark.

Six months ago, 200,000 gallons of oil came rushing through the streets here, winding past homes and a shopping plaza before eventually ending up in a popular fishing lake. The culprit would later be determined to be a 65-year-old oil pipeline owned by Exxon Mobil Corp., of the type that federal pipeline officials had warned for two decades posed a higher risk of failure because of an old manufacturing flaw. Two years earlier, another Exxon pipeline had ruptured on Montana's Yellowstone River despite government warnings about high floodwaters. Now litigation is mounting against the Irving-based oil giant, contending that it was negligent in maintaining its 8,000-mile U.S. pipeline network. At the center of the lawsuits is the question of whether Exxon officials heeded the government warnings and took the necessary steps to protect against accidents as seen in Arkansas and Montana. Exxon declined to make executives or attorneys available for an interview. But in response to written questions, the company said inspections before the spills had yielded no

evidence that the pipelines were about to fail. Exxon Mobil "manages its pipelines with a detailed and systematic integrity management program, consistent with the requirements outlined by the federal regulators," a company spokesman wrote in an e-mail. But as documentation of a missed alarm in its control room and a spotty maintenance record mount, plaintiffs' attorneys argue that Exxon dangerously allowed the pipelines to operate to avoid costly shutdowns. "Of course, they don't want an accident they have to spend money to clean up. But at the same time they make a conscious business decision we'll risk other people's property and lives so we'll save some maintenance dollars now," said Don Barrett, the Mississippi attorney who in the 1990s helped win a \$246 billion settlement from the tobacco industry. Barrett is part of a legal team in Little Rock, Ark., seeking class-action status for residents around Lake Conway and those living along the entire length of the Pegasus pipeline. Since 2010 there have been more than 600 oil pipeline spills in the United States, the worst of which sent more than



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840,000 gallons of crude into Michigan's Kalamazoo River when a line owned by Embridge ruptured. Such incidents are decreasing, according to the U.S. Pipeline and Hazardous Material Authority. But Carl Weimer, executive director of the nonprofit watchdog Pipeline Safety Trust, said it is difficult to determine how individual companies perform because maintenance and inspection records are largely kept out of the public eye. "The lack of data makes it tough," he said. "Some of the companies have so many different names, and ownership structure is vague. It's really hard just to find out the incidence per mile." Meanwhile, in Mayflower the cleanup is progressing slowly. In the neighborhood around the spill site, a minivan pulled into one driveway last month just long enough for a family to run inside to grab some clothes and sniff at the odor of oil still lingering in the air. Down the street, work crews dug up soil between houses, while a police car stood guard over the nearly empty neighborhood. "In my 28 years living here, I never knew ... [that pipeline] was here," said Genieve Long, who has a lawsuit pending against Exxon. "There's the people who just believe what Exxon and the government tell them, but I'm not that sort of person."

'Guillotine Break'

Just east of Montana's Rocky Mountains, Exxon's Silvertip pipeline crosses beneath the Yellowstone River bound for an oil refinery upstream. The winter of 2011 produced historic snowfall, and by late spring the river was running high with runoff from the mountains. Worried that the flooding would erode the river bottom covering the pipeline, exposing it to the tree limbs and other debris washed into the floodwaters, the federal pipeline agency contacted Exxon to express "continuing concerns," according to a report filed earlier this year. On May 25, as the flooding worsened, Exxon and another company that operates a pipeline under the Yellowstone, WBI Energy, agreed to shut off their lines. Two years earlier WBI had watched another line break in a flood, and this time the company decided to keep its line down. But Exxon, after closing its line a few hours to assess the river, was running the Silvertip again. At 10:40 p.m. on July 1, Exxon's control center in Houston got an alarm that pressure on the Silvertip was dropping. Federal authorities would later learn that the line had become exposed to the floodwaters and suffered a "guillotine break" caused by passing debris. But that night the staff manning Exxon's control center missed or did not understand the alarm, and the foot-wide pipeline ran for almost another hour, dumping more than 60,000 gallons of oil into the river, according to federal authorities. "The time kept changing," recalled Cliff Edwards, a local attorney representing landowners along the Yellowstone in a suit against Exxon. "Exxon said it was leaking for 10 minutes and then half an hour and then most of an hour. But it kept changing about how much oil got in the river." Earlier this year, federal pipeline officials fined Exxon \$1.7 million for the spill, saying the company had "failed to consider all relevant risk factors" in operating the Silvertip. Exxon denied the charge and is awaiting a hearing before the U.S. Department of Transportation.

Tiny Cracks, Big Gash

Determining whether an underground pipeline spanning hundreds of miles is on the verge of rupturing is not an exact science. The federal government sets basic standards on pipeline safety but the question of how best to inspect and maintain the lines is largely left to the industry, Weimer said. "The industry is supposed to take all the risks into consideration and devise their own plan," he said. Engineers run water through the lines at high pressure, and robot-like devices called "smart pigs" scan the interior for signs of corrosion and flaws in the metal. Most problematic are the hair-thin cracks that form in the walls of pipe manufactured before 1970 because of what is now known to be a faulty welding technique. The U.S. Pipeline and Hazardous Material Safety Administration first warned oil companies about the problem in the late 1980s. But with a quarter of the nation's 180,000 miles of petroleum pipeline potentially containing the defect, the agency has opted against a recall and advised companies to inspect those lines more closely. "There are not universal problems with these pipelines. The feasibility of replacing a lot of these miles of line is not very realistic. You'd have to take major supply lines out of service. It would be extremely costly," said Peter Lidiak, pipeline director for the American Petroleum Institute, which represents oil and pipeline companies. When workers dug up the Pegasus pipeline in Mayflower, they found a 22-foot gash running along its spine. A lab that Exxon contracted with in Dallas later noted that the metal around the break was brittle and riddled with fractures and concluded that the aged Pegasus suffered from the same welding flaw the government had warned about. Federal pipeline investigators are now trying to determine whether Exxon followed established protocols in maintaining the Pegasus line, which runs more than 850 miles between Patoka, Ill., and Nederland, Texas. The company has run afoul of pipeline regulations in the past, federal records show. In 2010 the Transportation Department fined the company \$26,200 for not inspecting the Pegasus where it ran under the Mississippi River. Three years later, Exxon Mobil was fined \$112,300 for not performing required pressure tests on another oil pipeline in Louisiana. That case remains under review. At the crux of the investigation is a 2006 decision to reverse the flow of oil, an action known to increase stress on a pipeline, according to the federal pipeline agency. For decades the Pegasus had transported oil from the Texas Gulf Coast north to Illinois, but once Canada's oil sands



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fields took off, demand shifted. Before reversing the line, Exxon performed what is known as a hydrostatic test to check Pegasus' integrity. The results, released during the public outcry after the spill, showed multiple points along the line where the flawed weld failed to hold — though the Mayflower section came back clean. The findings of a "smart pig" test performed earlier this year have not yet been made public but could explain what happened after Exxon reversed the Pegasus, said Rick Kuprewicz, a pipeline safety engineer who is consulting for an Arkansas water utility. "The rupture occurred well below their ... [maximum operating pressure], and that's a bad place to be," he said. "It says something's wrong with their integrity management approach." In 1989 the oil tanker Exxon Valdez ran aground on a reef in Alaska's Prince William Sound, spilling more than 11 million gallons of crude. That led to creation of a companywide system dedicated to reducing risk. But within Exxon's pipeline division, executives have long struggled with how to manage the welding flaw, said Robert Luckner, a former pipeline executive who retired from Exxon in 2005. "It's a daggone tough problem," he said. "If you hydrotest the pipe, you cause that crack to grow. If they were going to take 10 years to fail, now you might have made the pipe fail in five. ... [Smart pigs] have gotten more sophisticated, and the software used to read the result has gotten better, but it's not perfect."

'Hardball all the Way'

In Mayflower, a quiet, wooded town known largely as a place to buy bait and groceries on the way to Lake Conway, men in hard hats collected water samples along the shores of the lake last month. Of the approximately 200,000 gallons that spilled, only about 84,000 has been definitively accounted for. Much of the rest would have been taken up in thousands of tons of soil and water that have been carted off, but no one is sure how much, said Ryan Benefield, deputy director of the Arkansas Department of Environmental Quality. That leaves unknown quantities of benzene, a known carcinogen, and other chemicals languishing in Mayflower. State water testing shows the lake is clean. But residents are worried that the stigma of the spill will forever hurt real estate values. The Arkansas attorney general and the U.S. Department of Justice have sued Exxon for alleged violations of state and federal environmental law. Attorneys are lining up, and expectations of big settlements are spreading. But Exxon, which has a reputation for not settling lawsuits, is not expected to pay out easily. Five years after the Valdez spill, an Alaska jury found Exxon liable for \$5.3 billion for the losses sustained by fishermen and business people. But Exxon appealed, and the case was not resolved until 2008, when the U.S. Supreme Court ruled that the jury had overstepped and reduced the award to \$1.4 billion. "They hire the best and play hardball all the way. They make you bleed through the nose if you sue them to show other people it's not a good idea," said Brian O'Neill, the now retired Minneapolis attorney who tried the case. "We estimate between lawyers and lobbyists, Exxon spent \$400 million in defense of the case." In Mayflower, Exxon is pushing to make its case to residents. It has donated hundreds of thousands of dollars to local governments for emergency equipment and paid for the Fourth of July fireworks display. And when the environmental group Oil Change International bought air time on local television stations for a spot criticizing Exxon, the company quickly sent letters to the stations. The ads never ran. The 28-year-old Long, the Mayflower resident with the suit pending against Exxon, now runs a popular Facebook page chronicling developments on the spill. When an Exxon executive recently floated the possibility of shutting the Pegasus down for good, she was inundated with responses from residents. "We want it out of our town," she said. "It's already ruined enough."

<http://www.dallasnews.com/business/energy/20130914-suits-against-exxon-mobil-mount-over-big-oil-pipeline-spills.ece>

MALAYSIA, PAHANG, MUADZAM SHAH, SEPTEMBER 15 2013. 3 TEENAGE MOTORCYCLISTS KILLED IN CRASH WITH OIL TANKER

Three teenagers were killed after their motorcycles crashed into an oncoming oil tanker at Km120 Jalan Kuantan-Segamat here early this morning. The victims, Mohd Ilham Kusyairy Ahmad Roslan, 16, Mohd Hakim Ghazali, 17, and Mohamad Mubarak Mohamad Sabri, 18, were riding their respective motorcycles in the 12.30am accident and died on the spot due to severe injuries. District police chief Deputy Superintendent Johari Jahaya said the tanker driver was attempting to overtake a car and did not notice the trio, who were believed to be speeding along the stretch. He said investigations revealed that the victims tried to slow down but ended up crashing into the front of the lorry before being thrown off nearly five metres away from their bikes. "Their machines were dragged for several metres and the lorry driver lost control of the wheel, causing the tanker to land on its side. Luckily the oil tanker was empty and did not cause any fires or explosions. "We believe the victims along with several others were involved in an illegal race along the stretch but the others managed to avoid from crashing into the lorry," he said, adding the bodies were taken to the Muadzam Shah hospital for post mortem. Johari said the tanker driver fled from the scene and had yet to lodge a police report.

<http://www.nst.com.my/latest/three-teenage-motorcyclists-killed-in-crash-with-oil-tanker-1.355823>



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USA, VIRGIN ISLANDS, CHARLOTTE AMALIE, SEPTEMBER 16 2013. FUEL TANKS EXPLODE AT VIRGIN ISLANDS GAS STATION

Authorities say fuel tanks at a U.S. Virgin Islands gas station have exploded, resulting in a huge blast and fire but causing only two injuries. Residential areas around the Gas Works station in the St. Thomas community of Bovoni were evacuated and traffic was diverted after the explosion on Saturday night. Firefighters and other emergency personnel contained the blaze shortly before midnight, about three hours after the tanks ignited. Government spokesman Jean Greaux said there was a flare-up early Sunday but it was quickly extinguished. An all-clear has been issued, allowing residents to return home. Authorities say a man who was at the gas station received burns to 18 percent of his body. A woman also received injuries. Investigators were scouring rubble Sunday looking for the cause of the blast.

<http://www.miamiherald.com/2013/09/15/3628653/fuel-tanks-explode-at-virgin-islands.html>

USA, N.C, FAYETTEVILLE, PERSON DIES AFTER EXPLOSION IN FAYETTEVILLE YARD

Police say a person standing near a fire pit at a Fayetteville home has died after an explosion. A news release from Fayetteville police says the explosion occurred Saturday night in the front yard of a home where several people were standing around a fire pit. Police weren't immediately able to elaborate on what kind of explosion happened. They say that one person was pronounced dead at the scene, and several other people were injured. Those people's injuries didn't appear to be life threatening. No further details were immediately available. A phone number listed for the home rang unanswered Saturday night.

http://www.wlos.com/template/inews_wire/wires.regional.nc/39f79c22-www.wlos.com.shtml#UjZwAsanp9U

PAKISTAN, KHANGARH, SEPTEMBER 16 2013. THREE CHILDREN DEAD IN FIREWORK FACTORY EXPLOSION NEAR MUZAFFARGARH

Three children died in an explosion in a fireworks factory near Muzaffargarh, Express News reported on Sunday. Four people were also injured in the explosion. One of the injured was identified as Younus. Two children reportedly died on the spot while one succumbed to the injuries a little later. Police reached the scene soon after the explosion. Earlier, an explosion in a nearby house owned by Jawad – the brother of a victim of this explosion – left three brothers dead, according to reports.

<http://tribune.com.pk/story/604554/three-children-dead-in-an-explosion-in-a-firework-factory/>

USA, TX, EL PASO, SEPTEMBER 16 2013. AIR FORCE REPORT: BIGGS AIRFIELD BUNKER RADIATION 7 TIMES ACCEPTABLE LEVEL

diana washington valdez



The metal doors are shown open at the bunker where low levels of radioactivity was detected in a remote area of Biggs Army Airfield in July.

Radiation levels detected at an old Biggs Airfield bunker were nearly seven times higher than established acceptable safe levels, according to a U.S. military report obtained under the Freedom of Information Act. The U.S. Air Force Safety Center prepared the July 3 report for Fort Bliss titled, "Trip Report, Inspection of Former Air Force Weapons Storage Area (WSA), Biggs Army Airfield." During a site visit in June, the Air Force inspectors took alpha and beta particle readings in a storage igloo or bunker (Building 11507) with two devices, a Ludlum Model 2360 meter and a Ludlum Model 43-89 probe. They also conducted complex calculations, and applied estimates that the inspectors described as

"conservative." Inspectors said they found high levels of uranium activity concentration levels at location "Painted 3." "This level is in excess of the acceptable maximum level in (Atomic Energy Commission) Regulatory Guide 1.86 for uranium isotopes," the report said. The contaminated bunker is in the Snake Pit area at Biggs Airfield, roughly north of Fred Wilson and east of Railroad Drive in Northeast El Paso. "The radioactivity of the painted site on the floor of Building 11507 was estimated in the report to be contaminated at a level almost seven times greater than is considered acceptable," said John Walton, an expert at the University of Texas at El Paso who reviewed the figures for the El Paso Times. "Some of the initial contamination has been removed over time as the paint wore off the floor." Overall, "this is not huge, but the danger from radiation depends on how long you've been exposed to it," Walton said. According to the National Institutes of Health, radiation poisoning



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symptoms may include bleeding from the nose, gums, mouth and rectum, open skin sores, ulcers in the esophagus, stomach or intestines, skin burns, weakness and bloody stools, among others. "Exposure to enriched uranium is harmful when it is inhaled into the lungs or ingested," said Walton, who speculated that "workers might have tracked small contaminated paint chips home where they were eventually inhaled or ingested. Most likely, this would have resulted in a very small and limited exposure of soldiers and their families over the past 50-plus years." He also said, "Generally, it takes thousands of years for uranium to reach the groundwater given the depth of groundwater in this part of El Paso. In the desert, windblown dust can be a greater problem." The Air Force report stems from a site inspection June 26, which was prompted by a tip from a former Air Force nuclear weapons maintenance technician who was concerned that potential development and construction in the Snake Pit area could expose people to radiation poisoning. A second veteran also provided details that helped the safety inspectors locate the igloo/bunker that the Air Force Strategic Air Command formerly used to store and maintain unsealed nuclear weapons from 1955 to 1959, according to the report. The Air Force "maintained early-design, unsealed nuclear weapons from 1955-1959 at Biggs AFB," which contained enriched uranium, the report said. "Enriched uranium is highly radioactive uranium." "After that time, the (Air Force) would have only maintained sealed-design nuclear weapons," the report said. "Though the Air Force ceased fielding unsealed nuclear weapons in the mid-1960s, the Army had a stockpile of unsealed weapons well past this time." Air Force inspectors found most of the contamination on the paint of the floor of the 300-square-foot storage igloo or bunker. The epoxy paint, which has deteriorated over the years, was used in the past to contain radiation. A former airman who served at Biggs from 1956 to 1959 recently told military officials that "uranium oxidation was removed from fissile capsules at work stations outside of the vault, but within both C-structures (buildings 11507 and 11513)," the report said. Back then, during one incident, the report said, "an excessive amount of uranium oxidation came off one fissile capsule during maintenance, which caused an area of contamination on the floor. To mitigate the contamination, the contaminated floor area was covered with a layer of paint." The report said, "Igloos with (Air Force weapons storage areas) were commonly used for storage of the bomb assembly sections of early, unsealed nuclear weapons and later complete sealed nuclear weapons." Fort Bliss officials said the Army Environmental Command is looking for areas near the contaminated bunker where sealed containers of radioactive residue might have been buried. Such deposits are believed to contain rags or other items used to clean nuclear weapons that were housed in the bunker during the 1950s and 1960s. One of two former Air Force workers told officials that the containers with waste were buried in a drilled hole about 12 feet deep and 18 inches in diameter, and covered with dirt. A satellite image attached to the report shows two areas that were circled where officials suspect the containers might be buried based on what the former Air Force worker remembered. The report has pictures of the bunker interior that show steel storage shelves, a high security vault door, and the painted areas where special measuring devices detected the radiation contamination. The former Air Force Weapons Storage Area at Biggs includes eight storage igloos or bunkers, two C-structures, and the slab remnant of a former structure (Building 11508). After the Air Force turned Biggs over to the Army in 1966, Fort Bliss reactivated the airfield in 1973 and began using the bunkers to store and issue conventional training weapons. Walton said the former Air Force worker is to be commended "for coming forward as a potentially serious problem has been averted. New construction might have unearthed the burial site, leading to widespread dispersion of the contamination." "Finding the precise location of the burial site and cleanup of both contaminated areas to meet modern standards will be expensive but is feasible," Walton said. The 2013 Air Force Safety Center report said that similar surface contamination was found in former Air Force Weapons Storage Areas at Carswell AFB (Texas), Medina Base (Texas) and Bunker Hill AFB (Indiana). At Bunker Hill, the report said, "the contamination was attributed to the handling of accident debris from a 1964 nuclear weapons accident, while for Medina Base, the contamination had the potential attribution to a 1963 nuclear weapons accident on the installation, when the AEC (Atomic Energy Commission) was responsible for the site." The Carswell AFB contamination could not be attributed to incident or accident, the report said. Walton said pre-1960 nuclear weapons had unsealed enriched uranium that oxidized (rusted like iron or steel) over time in the triggers. "Modern nuclear weapons have the trigger sealed inside a metal container," Walton said. "This improves safety, security, and longevity of the weapons. Modern nuclear weapons do not leak radioactive materials." Fort Bliss officials said the Army's investigation into the extent of low-level contamination in the Snake Pit area is ongoing. The Army post also set up a hotline to handle questions about the contamination. Anyone with concerns about radioactive contaminants is asked to call a 24-hour hotline: The numbers are 744-1255, 744-1962, 744-8263 or 744-8264.

Fort Bliss Possible Radiation Hazard

- [Fort Bliss bunker a relic of race for nuclear supremacy](#)
- [Fort Bliss officials: Biggs bunker radiation not a threat](#)



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- [update: Fort Bliss Radiation](#)

http://www.elpasotimes.com/news/ci_24097994/air-force-report-radiation-contamination-at-biggs-bunker

CHINA, SHANGHAI, BAOSHAN, SEPTEMBER 16 2013. 5 IN FATAL LEAK CASE MAY FACE TRIAL

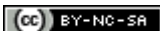
Five people responsible for a fatal liquid ammonia leakage at a refrigeration company in Baoshan District were handed over to prosecutors for a possible trial, according to a statement from the Shanghai government yesterday. They are Wen Wenbin, the company legal representative, work safety manager Miao Baiqiang, technical engineer Sun Jinkuai, ammonia compressor operator Pan Zexu and an individual business contractor Chen Yongbiao. Chen Beili, in charge of the production at the firm processing workshop, is severely injured and may be charged after treatment. But Le Suying, director of the workshop, died in the accident. Twelve government officials responsible for the leakage were also given disciplinary punishment, including Qin Wenbo, deputy director of Baoshan District. The liquid ammonia leak occurred at around 10:50am on August 31 in a factory at Shanghai Weng's Cold Storage Industrial Co Ltd which left 15 people dead, 25 others injured. It caused a direct economic loss of 25.1 million yuan (US\$4.1 million). Liquid ammonia is a colorless liquid frequently used in industrial sterilization and refrigeration processes. The corrosive and volatile chemical may cause suffocation after heavy inhalation. The liquid ammonia was used in food refrigeration units at the company, which imports, exports, stores, processes and sells seafood. An investigation into the deadly ammonia leak earlier this month showed that a detached pipe cap was the direct cause of the accident. Investigators also found the firm illegally built the workshop, blocking the fire exits. The company employees and temporary staff did not receive work safety training, according to a statement from the Shanghai work safety supervision bureau. A report also faulted the Baoshan District government, Baoshan City Industrial Park and the district quality and technical supervision bureau, work safety administration, planning and land resource administration and public safety fire control detachment for not doing their job well.

<http://english.eastday.com/e/130915/u1a7662447.html>

PHILIPPINES, CEBU CITY, SEPTEMBER 16 2013. LESSONS FROM THE OIL SPILL

jessa zabala

Several years after the dreadful Guimaras oil spills, another incident of similar breadth is happening in the Visayas, in Cordova's coastal area near Talisay City. The oil slick is reported to have reached Lapu-Lapu City. "The oil spill caused by the collision of the passenger vessel MV St. Thomas Aquinas and cargo vessel Sulpicio Express Siete in the seas of Cordova is the very first recorded incident in Central Visayas," Dr. Edgar Llameda, information officer of the Department of Environment and Natural Resources (DENR) 7, said during an episode in "Pagtuki", the official radio program of Ramon Aboitiz Foundation Inc. (RAFI). Last August 16, 2013, the two marine vessels collided resulting to the oil spill in Cordova's seas. The passenger vessel MV St. Thomas Aquinas carries with it 120 liters of crude oil and 20,000 liters of diesel. Approximately 5,000 fishermen were affected. Consumers from the neighboring barangays, after hearing about the incident, became hesitant to buy seafood products for fear of contamination. The affected area in Cordova included 15 kilometers of coastline where 12 barangays are located. Hectares of mangrove were also affected by the oil spill, not to mention other marine species. The most damaged mangrove plantation is in Barangay Bang-bang where 76 hectares was affected. "Right now, we are preparing the demand letter of P6.5 million damage compensation for the affected newly planted mangroves that are enrolled in our Integrated Coastal Resource Management (ICRM) Project," Llameda disclosed. The ICRM Project, where the Philippine Government has a counterpart, gained funds through the loan granted by the Asian Development Bank. To help in reviving the damaged area, people's organizations in Cordova, together with the DENR 7 conducted a coastal cleanup where oil in the coastlines was collected. "We from DENR, through the Environmental Management Bureau, can accredit certain corporations or individuals to



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handle these hazardous wastes. Last Sunday (Aug. 25), one of our treatment storage disposal holders provided us with empty drums to gather the collected oil," Llameda further explained. According to him, it would be better for those who would like to join the cleanup to have protective gears like hand gloves, face masks, and boots. "Our fishermen started catching fish again but no one would buy because many have died during the accident. So as an example, last August 30, we from the municipal hall ate fish for lunch," Cordova Mayor Adelino Sito shared. Because the damage done to the coastal area was huge, its restoration process would also take long. The local government made plans on giving training for alternative livelihood to those who would like to quit fishing and for the wives of fishermen. "We just have to make efforts. This is a challenge to the whole Cordova on how we could survive," Sito said as a message to his constituents. For the cleanup of the coastal areas, indigenous materials such as coconut husks are encouraged as oil dispersants because they can decompose faster. Cement plants could use the collected oil as fuel. "As precautionary measures, we could focus on our rescue and retrieval operations. Second is organizing and convening our treatment, storage and disposal (TSD) holders because they are the ones capable of handling, storing, disposing, and collecting the wastes produced by an oil spill," Llameda stressed. The current situation is something unforeseen by most people. The collision of the marine vessels is something that doesn't happen normally. "The situation pertaining to us is we see that the perception is based on fear. One way to address that is to educate ourselves on what really happened so it is really important that we listen to the radio or watch television for advisory from the DENR, DOH and other local government units," Evelyn Navario-Castro, executive director of RAFI's Eduardo J. Aboitiz Development Studies Center, urged. The government already has plans of establishing emergency response units specialized in handling certain situations such as oil spills. This way, they will be able to give a quick response that could help lessen the perceived damages of such calamities. "In the event that another thing like this happens, we already have a team on standby," Llameda said.

<http://www.samarnews.com/news2013/sep/c789.htm>

USA, CA, LOS ANGELES, SEPTEMBER 16 2013. INVESTIGATION INTO APOLLO FIREWORKS INCIDENT FIZZLES

When dozens of spectators were hurt in an accident at a Fourth of July fireworks show in a Los Angeles suburb this year, a probe was quickly launched. Efforts by police in Simi Valley included taking aerial photos of the scene from a helicopter as they worked to figure out what went wrong. The California Occupational Safety and Health Administration also was involved in the investigation. A launching station that fell over was believed to be the cause. The accident sent ignited fireworks into the crowd. When something apparently went wrong and people were hurt at a fireworks show at Owens Field in Apollo on the Fourth of July, the response was decidedly different. No authorities at the local, county, state or federal level are known to have investigated the apparent accident at the Apollo-Ridge football stadium, where at least three children were hurt. Witnesses described seeing an explosion on the ground. Brooke Wright, 14, of Kiski Township is believed to have been the most seriously hurt, suffering second-degree burns on both legs. Her mother, Lisa Culp, said no one has questioned her or her daughter about the incident. "It's disgusting," Culp said. "A little child was hurt, and nobody in the community seems to have any regard for her life." More than two months later, it is not known what happened that night at Owens Field. Pyrotecnico, the New Castle fireworks company that staged the show for the Apollo Salute to the Armed Forces, said the day after that it would conduct an investigation and share its findings with the public. But Pyrotecnico President and CEO Stephen Vitale said last week that company officials "have been advised by counsel not to make any comments." Jennifer Mason, an attorney representing Pyrotecnico, said the company's investigation is not complete. Mason is not aware of any officials looking into it. "A thorough and proper investigation is being done," Mason said. "If we are able to share the findings at the end of the day, we will." Vince Mazzon, chairman of the Apollo Salute to the Armed Forces, did not return numerous calls for comment. Apollo-Ridge Superintendent Matt Curci said the school district is not aware of any authorities at any level investigating the accident. The district has placed an indefinite hold on considering requests for fireworks displays at the field, Curci said.

Not Typical

That only the company is investigating the incident is troubling and odd, said Julie Heckman, executive director of the American Pyrotechnics Association, based in Maryland. "This industry is all about our pride and patriotism and making people feel good," she said. "The last thing the industry wants is someone to get hurt." Typically, the local fire authority would investigate an incident, Heckman said. Owens Field sits near the border between Apollo and Kiski Township. Kiski Township fire Chief Rich Frain, also a township supervisor, said firefighters did not investigate what happened. Firefighters from Kiski Township, Apollo and North Apollo were stationed around the area in case fireworks sparked a structure fire, Frain said. He said firefighters helped paramedics get the wounded into ambulances. "It was obvious to us what happened. There was



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Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,007 Newsy Stuff

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obviously an explosion over there," Frain said. "We assume it was a random shell. "That's just what it seemed like to us: a misfire. I didn't feel any need to go with an in-depth investigation. That's what it looked like to us." Apollo police were not working that night. Kiski Township police Chief Jerrod Thompson said his officers may have done traffic control on Route 56, but his department did not investigate. The fireworks were launched from a location in Apollo, he said. Karen Kenzevich, who as Apollo mayor oversees the borough's police and fire departments, did not return several calls for comment. The borough had issued a permit to Mazzon and his group for the fireworks display. Heckman said volunteer firefighters would not usually have the expertise to investigate a fireworks accident; Frain agreed, saying that kind of training would not be feasible for how infrequently it would be needed. "I would think that even though it was a tiny town, the state police in Harrisburg should have assigned someone to conduct the investigation," Heckman said. Pennsylvania State Police do not have an active investigation into the accident, said Trooper Adam Reed, a state police spokesman. "The reason we do not is that the accident took place at a licensed event and did not involve any illegal fireworks," he said. There was no record that state police responded to the scene that night, or that they were called, he said. "If someone had died, we would have responded. If fire, EMS or local personnel would have called for our assistance, we would have responded also. To my knowledge, we were never called," Reed said. "There is no requirement for accidents at these shows to be investigated and our department does not have any policy on the matter," Reed said. Regulations for professional fireworks vary from state to state, Heckman said. Pennsylvania law requires only a minimum \$500 bond for damages and that a "competent operator" be setting them off. Commercial operators must register with the state Attorney General's Office; a representative did not respond to a request for comment. Armstrong County District Attorney Scott Andreassi said his office was never contacted by Apollo or state police about the incident. "We had no reason to investigate. There was nothing ever indicated to this office any suggestion of criminal activity," he said. "We do not have the staffing or resources to conduct independent investigations."

Pyle: Consider a Law

State Rep. Jeff Pyle, R-Ford City, said the incident sounds like one that new law could be built from. "Western Pennsylvania is fireworks crazy. We like that stuff, but not at the cost of little girls getting burned," he said. As a former mayor, Pyle said he would want police present at a fireworks show. Even if lacking the expertise to investigate, they could at least secure an area and preserve evidence, he said. "I don't care if they're on duty or off-duty. You got a serious issue going on when you touch off some of those fireworks," he said. "You don't sacrifice safety. You put your cops on overtime, and you don't yell about what it costs you." Heckman said state police could set up a branch that would investigate fireworks mishaps. "Unfortunately, we often change our behaviors based on incidents," she said. "It's bringing to their attention there is this void that they should address in the future. It doesn't help the situation here and now. "They can do something to prevent that in the future so there is a chain of command, a clear path."

 **Related Stories** [Kiski Township girl still feels pain daily after apparent fireworks accident](http://triblive.com/neighborhoods/yourallekiskivalley/yourallekiskivalleymore/4674134-74/fireworks-apollo-police#axzz2f1TmbkOQ)

<http://triblive.com/neighborhoods/yourallekiskivalley/yourallekiskivalleymore/4674134-74/fireworks-apollo-police#axzz2f1TmbkOQ>

USA, IN, NEW CASTLE, SEPTEMBER 16 2013. SHERIFF: IND. 38 TANKER CRASH RESULTS IN MINIMAL SPILL; HIGHWAY REOPENS BY AFTERNOON

 **Photo's [19]** [Highway Closed after Tanker Crash, Spill](#)



A tow truck pulls a semi tractor-trailer mid-day Sunday after a crash that left Ind. 38 closed to traffic because of a resulting chemical spill.

Henry County Sheriff Butch Baker said the amount of sodium hydroxide that spilled from an overturned tanker truck was relatively minimal, but still enough to close Ind. 38 to traffic for much of the day and send two officers to the hospital for breathing problems. As of 12:30 p.m. today, the highway between Mechanicsburg Road and Henry County Road 975-W remained closed until 2 p.m. while the single-vehicle crash was investigated and the site cleaned up by a haz-mat team. Officials were not sure yet what caused the semi-tractor trailer to roll over around 6 a.m. Sunday, Baker told The Star Press. A valve leaked some of the contents of the tanker, but "it wasn't a big leak," the sheriff said. "They were catching it in a bucket." The driver of the truck was taken to the New Castle Hospital with non-life-threatening injuries, and two officers were treated for throat irritation and released, Baker said. The tanker had been righted by



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noon, and its contents were being offloaded into another vehicle before the truck was towed from the scene.

<http://www.thestarpress.com/article/20130915/NEWS01/130915003/Sheriff-Ind-38-tanker-crash-results-minimal-spill>

RUSSIA, MATISEN STRAITS, SEPTEMBER 16 2013. WRECKED RUSSIAN DIESEL TANKER SHIP SHOULD BE WAKE-UP CALL FOR ARCTIC NATIONS

Google [Nordvik](#), and you'll get a lot of hits, but very few of them talk about the 435-foot Russian-flagged ship that was traveling around the tip of Siberia last week carrying goodness-only-knows how much diesel. On Sept. 5, [the tanker hit some ice](#), which tore a 40-inch-by-4-inch-hole in its port-side ballast tank. The crew installed a cement box over the hole to stop the water flow, and the ship is now waiting for another ship to arrive to transfer its load. So far, no reports have been made of any oil spilled. Only one news source – the [Barents Observer](#) out of Norway -- and a couple of Russian official pages mention the incident, which occurred almost a week ago. But it speaks volumes on several different levels. First, the Nordvik was apparently not supposed to be operating in even light ice conditions without a Russian nuclear icebreaker escort. The conditions in the area north of Siberia where the accident occurred were listed as medium ice conditions. Russia has instituted regulations over travel in the Northern Sea Route, including the creation of the Northern Sea Route Administration, which issues permits for travel to all vessels transiting the passage. Fees apply for any required nuclear ice breakers, of which Russia has six Arctic class and two more built for shallow waters. Fees also apply for the use of any of the country's 17 ports along the passage. But even with all the infrastructure and all those rules, ships are getting into trouble. It begs the question of whether or not Russia has the manpower and equipment to enforce the rules it has created in the name of safe passage. If the Nordvik is any indication, there will be a steep learning curve as vessels attempt to go where few have gone before, even if ice conditions continue receding at a reliable rate. This is really only the second year when any significant number of vessels have gone through the Northern Sea Route. Last year, fewer than 50 ships went through the Arctic waters, which shave weeks off transit between Asia and Europe compared to using the Suez Canal and the Mediterranean Sea. This year, more than 400 vessels have registered for permits, and more than 200 were granted. The Chinese cargo ship Yong Sheng, a 19,000-ton vessel operated by Cosco Group, sailed from a northeastern China port on Aug. 8 and arrived in Rotterdam, Germany this week. But perhaps the bigger question the Nordvik incident illustrates is how little coordination there is currently between Arctic nations. Virtually no one in the United States is talking about this ship and you can bet that once word gets out about it, more than a few environmental organizations opposed to the opening up of Arctic waters are going to be pounding the drum that this is an example of why the world is not ready for Arctic ocean travel. But Russia, which recently rejected Greenpeace's request to travel through the passage, seems to be in no hurry to get the word out that a ship essentially defied its rules and got into trouble as a result. This country that has been heralded by many Arctic leaders as an example of a proactive approach to the opening Arctic market seems less than interested in showing its soft underbelly. So now what? There are literally hundreds of tankers, a good portion carrying diesel and other products, set to zoom through the Arctic this year, if ice conditions don't lock the travel down first. Alaska knows all too well the seriousness of what happens when the theory that oil and water don't mix is put to the test. Next year, assuming nothing changes regulations-wise, the number of shippers hot to jump on heels of China's first successful expedition through the Arctic will surely be significant. What if a vessel like the Nordvik encounters an ice floe closer to Alaska waters? How will Russia respond? How will the rest of the Arctic nations respond? What resources do we have to respond to such an incident in a timely manner so that a disaster can be averted? And, even more importantly, what guarantee do we have that we will even know about such an incident quickly enough to take action to protect Arctic waters. Currently, almost a week after its collision with the ice floe, the Nordvik is reportedly drifting in the Matisen Strait where the accident occurred, waiting for another vessel to arrive so it can transfer its load of diesel -- not the safest procedure in northern waters in the fall -- and is hoping to be escorted back to the port of Hatanga by a nuclear icebreaker. At least one agency, the Seafarer's Union of Russia, is up in arms about the accident, saying the Nordvik had no business being in the Northern Sea Route in conditions that were beyond its capacity. The union further claimed in a release that Russia's search and rescue system is under-developed and serious accidents may occur to mariners because of the rush to get the route up and running. The bottom line is this: Nordvik's mishap offers us much the same opportunity that the Shell oil rig Kulluk's grounding last New Year's Eve did. It provides a bright red warning flag on the horizon of Arctic shipping and development with very little, if any, cost to the environment. The question is, will lawmakers, not to mention the citizens whom they represent, heed this warning, or will it go ignored until the next, more serious, accident happens.

 **Related Stories** [Russian tanker loaded with diesel fuel collides with Arctic ice floe](#)

<http://www.alaskadispatch.com/article/20130914/wrecked-russian-diesel-tanker-ship-should-be-wake-call-arctic-nations>



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