



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,021 Newsy Stuff

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

**November 26 2013**



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### USA, CA, HACIENDA HEIGHTS, NOVEMBER 15 2013. FIRE ON BIG-RIG CARRYING HYDROGEN SHUTS DOWN 60 FWY

melissa pamer

 **Watch the Video's:**

 [Fire on Big-Rig Carrying Hydrogen](#)

 [Cylinders of Liquid Hydrogen involved in Truck Fire](#)

 **Photo's [3]** [Fire on Big-Rig Carrying Hydrogen](#)



*Initial reports indicated the truck was carrying compressed hydrogen, and the tubes were labeled Praxair, a industrial gases company.*

A fire on a big-rig truck hauling compressed hydrogen caused authorities to shut down the 60 Freeway in the San Gabriel Valley for nearly nine hours Thursday, prompting a shelter-in-place order and a massive rush-hour traffic backup across the region. The fire was reported at 2:48 p.m. in the area of 60 Freeway at Hacienda Boulevard in Hacienda Heights ([map](#)), according to the California Highway Patrol's [online incident site](#). The freeway, which links downtown Los Angeles to the Inland Empire, was shut down in both directions. As of 9:00 p.m. the westbound lanes were being reopened the [CHP said in a tweet](#). The

eastbound lanes were reopened around 11:30 p.m. The driver, who survived, said the truck was carrying carrying compressed hydrogen cylinders, the CHP's Southern Division [stated on Twitter](#). The entire cab of the truck was demolished. A column of smoke rose from the scene on the empty freeway, where firefighters were keeping their distance from the highly combustible material, aerial video showed. "This is a very dynamic situation. We are playing a safety-by-the-numbers game," fire Inspector Los Angeles County Fire Department Inspector Scott Miller said. "We're not going to have our personnel attack this thing head on. It's something we have to be cautious with." Residents in the area had been ordered to shelter in place, fire officials said. The firefight continued into dark even after the flames in the cab were extinguished, with 2,000 gallons per minute being streamed onto the truck, according to fire Inspector Tony Akins. The fire in the cab of the truck had spread to the cargo area, burning through relief valves on the hydrogen tanks, Akins said. Firefighters were watching the invisible flames from the hydrogen gas burn with thermal-imaging cameras, he added. It took nearly nine hours for the hydrogen to burn off completely, fire officials said. The tubes on the truck were labelled [Praxair, a Danbury, Conn.-based company](#) that produces industrial gases. The truck was stopped on the side of the eastbound freeway just before the Hacienda Boulevard on-ramp. For hours, traffic was backed up for miles.

<http://ktla.com/2013/11/14/tanker-fire-on-60-freeway/>

### USA, MA, PITTSFIELD, NOVEMBER 15 2013. NORTH ADAMS MUNICIPAL EMPLOYEE GETS PROBATION FOR SPILLING DIESEL FUEL

andrew amelinckx

A North Adams municipal employee who admitted spilling 22 gallons of diesel fuel that ended up in the Hoosic River last fall was given two years of probation and ordered to pay close to \$4,000 in restitution. Glenn A. Robert, 63, of North Adams, left a fuel pump unattended for about two minutes on Oct. 15, 2012, and about 20 gallons of diesel spilled onto the ground after the pump slipped out of the city vehicle that was being refueled, prosecutors said. The city-owned pump had a gauge that allowed it to lock in the "on" position. Robert attempted to use absorbents to soak up the fuel at the North Adams Department of Public Works facility on Ashland Street, and when that didn't work used a garden hose to try to remove the fuel from the pump area. The water exacerbated the problem when the fuel went running down a nearby storm drain and into the Hoosic River, said Assistant Berkshire District Attorney Joseph A. Pieropan. Residents near Mass MoCA complained about a strong smell of diesel fuel coming from the river and contacted the fire department. A containment boom was used to try to gather the spilled fuel. The fire department called the state Department of Environmental Protection, which investigated the incident. Pieropan said Robert initially told investigators he believed only about two gallons spilled. He admitted he didn't contact the DEP as required by law. "All he had to do was make a phone call," Pieropan said. On Wednesday in Berkshire Superior Court, Robert appeared with his lawyer, Richard D. LeBlanc, and admitted to violation of the notification requirement of a release or threat of release of oil or hazardous waste, illegal disposal of hazardous waste, and discharging a pollutant into the waters of the commonwealth. Pieropan asked that Robert be found guilty on the charges, pay almost \$4,000 in restitution, plus a \$2,500 fine



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and serve a year of probation. "We don't feel Mr. Robert is an evil person. It was not malicious," the prosecutor said. But, he said, these types of charges carry a maximum of 20 years in state prison -- "more than trafficking in cocaine" -- which showed how seriously the state takes the protection of the environment. He admitted the damage to the environment from this spill was "minor." A DEP report states that heavy rain on the night of the spill and into the next morning helped dilute any fuel in the river, that the actions of the fire department helped and that the spill did not pose a public safety risk. LeBlanc said his client was "upset" and "ashamed" by what he caused and was willing to pay restitution. The attorney said Robert was put on suspension without pay for 30 days because of the incident and lost about \$2,000 in wages. He asked that the charges be continued without a finding of guilt for two years because felony convictions could affect his client's job and his pension. Judge John A. Agostini followed the recommendation of LeBlanc, saying he felt finding Robert guilty on the felonies would be a "disproportionate" sentence. Robert will be on administrative probation, meaning he won't be under the direct supervision of the probation department. "Your real mistake was not calling anyone," the judge told Robert. He did not fine the defendant, but ordered him to pay \$3,868.11, the amount of money the city of North Adams paid a Springfield-based company that issued a report on behalf of the city to the DEP. According to the prosecutor, the type of fuel pumps used by the city were in violation of the law and have since been changed per a DEP order, which also requires the city to provide related training to its employees. Agostini said the city was partly to blame for the spill. "It was an accident waiting to happen," said the judge.

[http://www.berkshireeagle.com/news/ci\\_24519862/north-adams-municipal-employee-gets-probation-spilling-diesel](http://www.berkshireeagle.com/news/ci_24519862/north-adams-municipal-employee-gets-probation-spilling-diesel)

### USA, CO, FREMONT COUNTY, CAÑON CITY, NOVEMBER 15 2013. UNDERGROUND SPILL REPORTED AT COTTER SITE

carie canterbury



*Philip Krauth, mill superintendent, and John Hamrick, vice president of milling, stand on the ground Wednesday where an underground spill was detected Nov. 5 north of well No. 333 at the Cotter Corp. Uranium Mill site south of Cañon City. The old piece of the pumpback line that was replaced Nov. 6 can be seen in the photo.*

Workers at the Cotter Corp. Uranium Mill detected an underground water spill Nov. 5 during a routine check of the grounds south of Cañon City. John Hamrick, vice president of milling, said the spill happened because a pumpback line had parted a PVC coupler just north of well No. 333 on the property. The area of the leak was excavated and repairs were made the following day. Based on inspection times and flow, between 4,000 and 9,000 gallons of water were spilled,

Hamrick said. Some of the groundwater being collected discharged to the surface, but none of it left the property, he said. The area of the spill is a vicinity that eventually will be cleaned up, and the amount of chemicals discharged there is trivial in terms of the soil cleanup, he said. The water soaked back into the ground, and it will be repumped. "The total amount spilled was 12.6 grams (or .03 pounds) of uranium, that's about the equivalent of two or three nickels of uranium," Hamrick said. "The molybdenum was .15 pounds or 68 grams." He said that any spill is a concern, but the consequence of this most recent spill is trivial. Warren Smith, a spokesman for the Colorado Department of Public Health and Environment, told the Denver Post <http://bit.ly/17qWznu> none of the contamination from the spill escaped the property, and the on-site collection system worked as designed. "There was nothing negligent about this. It was just a leaky pipe," Smith said. "Because no water left the property, no member of the public was exposed, and therefore there was no public health risk." Hamrick said the line is older, and if spills were to be a problem, Cotter would look at replacing it. The Nov. 5 spill and spills in November 2010 and 2012 were in two different lines, Hamrick said, and each from a different cause. "If there is a common cause, then we need to start looking at addressing that, but there has not been a common cause so far," he said. Causes include a line freezing after a lid was shifted by winds; water being pumped out after a line froze; and the line breaking at a junction at the coupler. Hamrick said all of those problems were repaired and mitigated. Despite some media reports, Hamrick said Cotter is actively working toward cleaning up the site. "That's what we've been doing for quite a number of years," he said. "We have a lot of people out here, and we are spending a lot of money to get things clean." He said groundwater cleanup could take 30 years. Carol Dunn, co-chair of Colorado Citizens Against ToxicWaste, Inc., said the group is concerned that there have been three spills in the same area since 2010. "It seems to be occurring the same time of year when it starts to freeze," she said. "I understand that the spill was on their property, but it just seems that with the superfund history and the possibility with anything entering the



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groundwater that CDPHE should have them take a look at this area, maybe make some repairs, do some maintenance to see why this keeps happening over and over." Dunn said General Atomics, who owns Cotter, should be able to use some of their technology to fix the issues. She said the 2010 spill was below 500 gallons and the 2012 spill was about 800 gallons of water. Dunn said the representatives of the CDPHE and the Environmental Protection Agency will be at the regular meeting of the Lincoln Park/Cotter Community Advisory Group from 1 to 4 p.m. Nov. 21 at the Fremont County Administration building at 615 Macon Ave, Room 207. The public is welcome.

[http://www.canoncitydailyrecord.com/news/canoncity-local-news/ci\\_24519408/underground-spill-reported-at-cotter-site](http://www.canoncitydailyrecord.com/news/canoncity-local-news/ci_24519408/underground-spill-reported-at-cotter-site)

### USA, MI, CHARLEVOIX, NOVEMBER 16 2013. EPA SCANS FOR SOURCES OF OLD CONTAMINATION

morgan sherburne



*The Environmental Protection Agency used this ground penetrating radar in Charlevoix to scan for old pipes or holding tanks that may still have contamination in them. The right-hand side of the screen shows a small arc, which could mean an old tank is underneath the ground.*

Wednesday and Thursday, the Environmental Protection Agency was in Charlevoix, sweeping five areas for points that might still be releasing contamination from several long-closed businesses. Decades ago, a dry cleaners and a tool and die shop released contaminants — a degreaser called trichloroethylene and a dry-cleaning chemical called perchloroethylene — into the soil which penetrated Charlevoix's drinking water supply. The EPA declared the area a Superfund site, prompting city officials to move the town's water intake system a quarter mile into Lake Michigan in the late 1980s. The EPA has been cleaning the area beneath a triangular section of Charlevoix, near Garfield Street, since. In 2012, the EPA samples showed the contamination wasn't dissipating quickly enough. In June, the EPA tested soil samples, and still found contamination at a rate that prompted a follow-up. "We found levels in the soils that were high enough — they weren't at emergency levels, but we wanted to come back to look for where this contamination could be coming from," said Matthew Ohl, remedial project manager for the EPA, based in Chicago. "This site has been around since the late 1980s, and we wanted to follow up and see what's still the issue." Ohl said old tanks and pipes buried and forgotten beneath the ground could still contain contamination and could still be slowly releasing it into the ground. The officials tested sites contained in an area one third mile square, north of Garfield Avenue and bordered by Bridge Street, just west of Grant Street. Jim Ursic, geologist with the EPA, was sweeping the ground over a driveway near McCleod and Garfield on Thursday with a device called a "ground penetrating radar." The radar shows a picture of what's beneath the surface of the ground. He showed a picture of a difference in pattern in the soil — what could be an old tank. Ohl said they mark those spots and will come back with a different device to try to determine what might be buried there. "A lot of these tanks were removed, but pipes could have been left behind, and as businesses change, that knowledge is lost," said Ohl. The EPA was not taking soil samples that day, but plan to come back during the winter to take soil samples at that time. "We'd like to see what the levels are like then. The frozen ground can put a cap on vapors, and they can behave differently in the winter than in the summertime," said Ohl. Michigan Department of Environmental Quality was on hand to work with the EPA. "We're just here to help and assist in any way we can," said Nic Dawson, project manager for the DEQ's Superfund Program. "We're just doing follow up and like the opportunity to see what (the EPA) comes up with." The Charlevoix site was removed from the National Priorities List, EPA's list of the most hazardous sites in the United States — in 1993.

[http://www.petoskeynews.com/featured-pnr/epa-scans-for-sources-of-old-contamination/article\\_b3887018-4dfe-11e3-a5ba-001a4bcf6878.html](http://www.petoskeynews.com/featured-pnr/epa-scans-for-sources-of-old-contamination/article_b3887018-4dfe-11e3-a5ba-001a4bcf6878.html)

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, NOVEMBER 16 2013. TRUCK MAINTENANCE, SAFETY TO BE REVIEWED AFTER 2 PEOPLE WERE KILLED WHEN FUEL TANKER EXPLODES

A review into heavy vehicle maintenance and safety has been started after two people were killed and five injured when a fuel tanker exploded in Sydney's northern beaches. NSW Roads and Maritime Services grounded 10 vehicles and issued the company with 244 defect notices and 85 major defect notices following the crash on Mona Vale Road in early October. Many of the defects were mechanical and some trucks were found to have faulty brakes. Roads and Ports Minister Duncan Gay has



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been at the Standing Council on Transport and Infrastructure in Brisbane and says it's agreed to work on three initiatives to improve maintenance regimes. The National Heavy Vehicle Accreditation Scheme and heavy vehicle inspection schemes will be reviewed. The committee will also consider whether electronic stability controls for trucks carrying dangerous goods should be mandatory.

<http://news.ninensn.com.au/national/2013/11/15/17/55/truck-maintenance-safety-to-be-reviewed>

### USA, MISS, PASCAGOULA, NOVEMBER 16 2013. 1 KILLED IN MISSISSIPPI REFINERY BLAST, FIRE IDENTIFIED AS TONYA GRADDY

 **Watch the Video's:**

[Detonation, Fire Kills 1 at Chevron Pascagoula Refinery](#)

[1 Dead after Refinery Fire in Mississippi](#)



Authorities are investigating the cause of an explosion and fire at a southern Mississippi refinery Friday that killed one worker. An operator at the Cracking II Processing Unit died after something detonated inside a furnace and sparked a fire, Chevron Mississippi general manager Tom Kovar said. The operators were outside the furnace at the time and the fire was contained to a small area. He identified the victim as Tonya Graddy, who had worked as an operator at Chevron for five years. Graddy was among about a dozen workers in the area when the explosion happened, Kovar said, but there were no other injuries. Jackson County Coroner Vicki Broadus said Graddy was from Semmes, Ala. She was about 50 years old. The cracking area of the refinery is the first step in breaking down crude oil into various components so it can become gasoline or coke. It's a hot process and furnaces are involved. The refinery is located east of Pascagoula and runs round the clock. "We're trying to piece together all the

facts and data now," he said. "The most important thing now is that we keep the refinery running securely and deal with the investigation ... to get to the root cause of the event," Kovar said. Crews secured the unit and isolated the fire to keep it from spreading, and the refinery kept running, he said. "There was no danger to the community," he said. A company statement said the area was secured and safe for investigators and other personnel. "We have begun the process of investigation this incident and are cooperating with appropriate regulatory agencies," the statement said. Chevron said the last fatality at the plant was in 2003. "It's a very, very busy refinery and we're very proud of our safety record," Kovar said. Kovar said a 50th anniversary celebration of the plant's opening, planned for this weekend, has been cancelled. About 30 firefighters and police officers responded to the fire. Many of them remained at the site late Friday. The Pascagoula facility is Chevron's largest wholly owned refinery. It has a workforce of 1,610 and processes up to 330,000 barrels per day of crude oil to produce gasoline, jet fuel, diesel and other products. In 2009, Chevron's Pascagoula refinery was cited by the Occupational Safety and Health Administration for 11 violations relating to improper handling of hazardous chemicals. Two of those violations were dismissed in an informal settlement process and Chevron ended up paying a \$19,125 fine, online records show. OSHA also fined Chevron \$1,625 for bad lighting that year.

 **Related Stories** [Factbox-Recent History of Significant U.S. Refinery Accidents](#)

<http://www.businessweek.com/ap/2013-11-15/1-killed-in-mississippi-refinery-fire>

### BRAZIL, LONDRINA, NOVEMBER 16 2013. BRAZIL FINES GAS STATIONS \$5M OVER FUEL CARTEL

*melissa lipman*

Brazil's antitrust watchdog fined 12 gas stations and eight individuals 11 million reais (\$5 million) Wednesday for operating a cartel for fuel sales in one of the biggest cities of the country's southern region, marking the latest crackdown on price-fixing in the industry. The Administrative Council for Economic Defense, known as CADE, decided to fine the gas stations 9.3 million reais and the individuals 1.7 million reais for fixing the price of fuel sold in the metropolitan area of Londrina, a major city in southern Brazil. The agency said Thursday that the evidence "point[ed] unequivocally" to a cartel among the gas stations. Indeed, the vendors so thoroughly fixed prices that the agreements extended to the third decimal place in gas prices and the timing of when prices would change, according to Anna Frazao, the reporting commissioner on the case. The cartel members also used coercion to enforce the price hikes as well as to draw in new participants, according to CADE. "It is, therefore, an



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agreement considerably institutionalized, with no other rationale for its members if not the sole purpose of damaging free competition," Frazao said. The 12 fined companies are Auto Posto Paiaguas Ltda., Eitel Comercio de Combustiveis Ltda., Auto Posto Exposicao Ltda., Auto Posto Brasilia de Londrina Ltda., AVN Comercio de Combustiveis Ltda., Oil Petro Brasileira de Petroleo Ltda., Mazzarello & Cia Ltda., DGJR Comercio de Combustiveis Ltda., J Ramalho & Cia Ltda., Auto Posto 10 de Dezembro Ltda., Posto Novo Oriente Ltda. and C.O. Bolognesi & Bolognesi Ltda. CADE did not identify the individuals penalized in the case. Representatives for the gas stations could not be immediately located for comment Thursday. The decision is the watchdog's latest effort to crack down on price-fixing by gas station operators across the country. In March, CADE [handed down roughly](#) 120 million Brazilian reais in fines in several cases involving price-fixing at gas stations, in decisions the watchdog said were meant to discourage cartel activity throughout the country. Three unions or associations, 28 retail gas station companies and 31 people were penalized in six cases that involved the Brazilian cities of Teresina, Bauru, Manaus, Caxias do Sul and Londrina, CADE said at the time. CADE President Vinicius Marques de Carvalho noted in March that the matter was of great importance to the country because it affected both consumers and industry. "The purpose of these decisions is to dissuade cartels across the country. These trials warn gas station owners all over the country that if there is an inappropriate behavior from a competitive standpoint, it is very likely for CADE to identify and punish such conduct with the necessary rigor," he said. The largest fines — 65 million reais — were imposed for cartel behavior in Caxias do Sul, where anti-competitive practices allegedly took place from 2004 through 2006, CADE said. CADE also imposed 36 million reais in fines in Londrina, sanctioning nine companies, 10 people and the Fuel Retailers Association of northern Parana, the agency said.

<http://www.law360.com/articles/483025/brazil-fines-gas-stations-5m-over-fuel-cartel>

#### CANADA, ONT, TORONTO, NOVEMBER 16 2013. TRUCKS WITH RADIOACTIVE CARGO FAIL INSPECTIONS

*john spear*

More than one truck in seven carrying radioactive cargo has been pulled off the road by Ontario transportation inspectors since 2010. Since 2010, more than one truck in seven carrying radioactive material has been pulled off the road by Ontario ministry of transportation inspectors for failing safety or other requirements. The information is contained in a [notice](#) quietly filed with a panel studying a proposal to store low- and intermediate-level nuclear waste in deep underground near Kincardine. The information filed doesn't specify what sort of radioactive cargos the trucks were carrying. In theory, it could have been anything from uranium fuel for nuclear reactors, to radioactive isotopes for medical use. A spokesman for Ontario Power Generation said that none of its nuclear shipments has failed a vehicle inspection. "We have zero tolerance" for failed inspections, Neal Kelly said. "We've got no infractions. Period." What the information does show is that since 2010, inspectors have examined 102 trucks carrying "Class 7 Dangerous Goods (Radioactive material.)" Of those, 16 were placed "out-of-service," which means the vehicle "must be repaired or the violation corrected before it is allowed to proceed." Among the violations:

Faulty brake lights; unspecified "load security" problems; flat tires; false log; damaged air lines; and driver with no dangerous goods training.

Critics of the Kincardine waste project have said not enough attention has been paid to the transportation of radioactive material. A federal panel is considering a proposal by Ontario Power Generation to bury 200,000 cubic metres of low- and intermediate-level radioactive waste in chambers carved out of limestone 680 metres deep. The billion-dollar depository would be constructed at the site of the Bruce nuclear plant on the shore of Lake Huron, north of Kincardine. The site would not contain used fuel (although a separate process is considering sites for a used fuel disposal site in the area, as well as in other regions of Canada.) The material destined for the site would range from mops and protective clothing — much of it incinerated — to components from reactor cores, which will remain dangerously radioactive for many thousands of years. Some opponents of the site have closely questioned planners about transporting material to the site, which will contain waste from the Pickering and Darlington nuclear stations as well as the Bruce plant. That material is already being trucked to the Bruce site, and stored in warehouses or shallow underground vaults. Brennain Lloyd of Northwatch said in an interview that the number of trucks pulled over until defects are remedied is "shocking." "It only heightens the need for a real substantive discussion on transportation and what are the transportation safeguards," she said. The lack of detail in the statistics adds to the need for further information, she said. "I think it raises more questions than it retires, for sure," she said. Toronto city council joined the ranks of municipalities calling for the project to be halted this week. In a motion adopted unanimously, councillors urged that "neither this proposed nuclear waste repository near Kincardine, Ontario, nor any other underground nuclear waste repository,



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be constructed in the Great Lakes Basin, in Canada, or in the United States." Councillor Mike Layton, who made the motion, said it's impossible to guarantee the depository won't leak over the millennia. "We have a massive endowment of fresh water," he said in an interview. "We shouldn't be putting it at risk."

[http://www.thestar.com/business/2013/11/15/trucks\\_with\\_radioactive\\_cargo\\_fail\\_inspections.html](http://www.thestar.com/business/2013/11/15/trucks_with_radioactive_cargo_fail_inspections.html)

### USA, S.C, COLUMBIA, NOVEMBER 16 2013. DHEC: FORT JACKSON KNEW ABOUT GROUNDWATER CONTAMINATION IN 2012

 **Document** [Read DHEC Letter to Fort Jackson](#)



Officials at Fort Jackson knew about groundwater contamination for more than a year before reporting the irregularity to the state, according to Department of Health and Environmental Control director Catherine Templeton. In an October 25 letter to Fort Jackson's public works director, Templeton says it is DHEC's belief that the fort has been aware of the presence of Royal Demolition Explosive (RDX) in certain monitoring wells since July, 2012. The U.S. Centers for Disease Control and Prevention say the chemical compound used in ammunition can cause seizures in people who swallow a lot of it. The fort's permit states any potential area of concern must be reported within fifteen days of discovery. "We request that you immediately test any potentially impacted drinking water wells down gradient," wrote Templeton. Fort Jackson's public affairs office sent out news release Thursday to alert the media and public about the discovery in the groundwater at the southern edge of the Army training base.

The release did not mention when the irregularity was first reported. Base officials said they plan to test private wells near the fort to see if there is any contamination. A collection of samples will take place the first two weeks of December. Officials will notify property owners of the results approximately four weeks later. In the event RDX is detected above risk-based levels, appropriate action will be taken, base officials said. "The results of our assessment are encouraging," said Brig. Gen. Bradley Becker. "Although there are detectable levels of munitions components from operational ranges near the installation boundary, they are below the EPA health advisory levels." Becker said Army and Fort Jackson officials take the safety of community partners and the health of the environment seriously and as stewards simply want to be certain. "We are first and foremost committed to transparency in everything we do," said Becker. "We want to make sure that RDX is not migrating off the installation." Post officials are planning town hall meetings for property owners within a 2-mile radius of the southern boundary, just east of Weston Lake. Citizens will be able to speak with post and USAEC experts, as well as members of the firm conducting the study. The dates, times and locations for these meetings have not yet been determined.

<http://www.wistv.com/story/23978818/chemical-found-in-fort-jackson-groundwater>

### NEW ZEALAND, DUNEDIN, NOVEMBER 16 2013. DUNEDIN FIREWORKS INCIDENTS WORST IN THE SOUTH

*rosie manins*

Of the 23 fireworks-related incidents in the lower South Island during this year's Guy Fawkes period, the two most concerning were in Dunedin, the New Zealand Fire Service says. A vegetation fire behind the Dunedin Gun Club at Waldronville and a car fire at St Kilda appeared to have been caused by the misuse of fireworks, East Otago fire risk management officer Michael Harrison said. "In the case of the Waldronville fire, if weather conditions had been slightly different the fire could have escalated into a major blaze. Based on some of the behaviour shown over the Guy Fawkes period, the fact there were no serious injuries caused by fireworks in the Dunedin and Clutha areas was a case of good luck rather than good management," he said. Firefighters responded to 23 fireworks-related incidents in the fire service's Region 5, which comprised the lower South Island, including Otago. Of those incidents, 10 occurred in the Dunedin and Clutha districts. Mr Harrison said there was also a significant increase in vegetation fires during the Guy Fawkes period which could not be directly linked to fireworks, but which were potentially related to them. Incidents involving fireworks in Dunedin were "evenly spread" across the city, in South Dunedin, North Dunedin and Kaikorai Valley, he said. Firefighters warned people not to store fireworks in their homes, because they were a hazard in cases of fire or if not stored correctly. "Members of the public are basically storing pyrotechnics and other small explosive devices in their homes and other buildings. "There is the potential for them to ignite, resulting in a fire and/or enabling a fire to spread rapidly, not to mention the danger they pose to residents and firefighters in a fire situation,"



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

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Mr Harrison said. If stored, fireworks should be kept in a sealed metal container away from any heat sources or other combustible material. They should be used extremely carefully, especially during summer when vegetation was dry and burned rapidly.

<http://www.odt.co.nz/news/dunedin/281467/dunedin-fireworks-incidents-concern>

### USA, TX, EULESS, NOVEMBER 16 2-13. TANKER CAR DERAILS NEAR ARLINGTON-FORT WORTH BORDER

keaton fox



One tanker car went off the tracks along the northern Arlington-Fort Worth border late Thursday night. The train derailed at about 10:45 p.m. between Calloway Cemetery Road and South Main Street south of Euless. Arlington Fire Department dispatch said they were called to the scene at about 2:30 a.m. Upon arrival, they learned the rail car was carrying 28,000-lbs of ethanol. Firefighters searched the area, but found no leaks or hazards. Firefighters secured the area until a private company arrived at the scene to return the rail car to the tracks. Meanwhile, the Arlington Fire Department's hazmat team was dispatched to conduct air quality monitoring throughout. The tanker car crashed into some utility poles near an industrial plant, but as of Friday morning most of the power in the area was restored. Crews blocked off the road overnight as the crews worked, but there was not a major impact on traffic. No one was injured in the derailment. The incident into how the car left the tracks is under investigation.

<http://www.nbcdfw.com/news/local/Three-Tanker-Cars-Derail-Near-Arlington-Fort-Worth-Border-232042011.html>

### JAPAN, CHIBA PREFECTURE, NODA, NOVEMBER 16 2013. FACTORY BLAST IN CHIBA KILLS TWO



*Gutted: An oil recycling plant devastated by an explosion Friday is seen in this aerial photo taken in Noda, Chiba Prefecture, on Saturday morning.*

An explosion at an oil recycling facility in Noda, Chiba Prefecture, killed two people and injured 16 others Friday afternoon. The deceased were identified as Ever Clean Corp. employees Kenji Ida, 50, and Kazuo Masuda, 52. They were pronounced dead after being found buried under debris, the Chiba Prefectural Police said. The blast injured people at the plant and adjacent factories. Ever Clean, which runs the plant, said the explosion occurred at a waste oil distillation facility where workers were handling engine oil. The cause remains unknown, but witnesses said it was so powerful that it was felt kilometers away. "We heard a loud blast, then the house shook. At first we thought there had been an earthquake," said an elderly female resident near the site. "In no time at all the

house was turned upside down," said a cousin. The explosion just after 4 p.m. blew apart the roof and walls of the plant, which later caught fire. It was so strong that it shattered windows at an elementary school around 600 meters away. No schoolchildren were hurt and the fire at the plant was extinguished around an hour later. Ever Clean President Eisaku Kato issued an apology Friday night, saying: "Smoke came out of a (waste oil) centrifuge and the blast followed after it was stopped for an emergency. We apologize to everyone in the neighborhood." The prefectural police said they are investigating whether there were any procedural problems at the plant leading up to the incident.

-  **Related Stories**
- [2 die, 18 hurt in oil-recycling plant blast](#)
- [Factory blast in Chiba kills two](#)
- [Factory explosion in Chiba kills two](#)

<http://www.japantimes.co.jp/news/2013/11/16/national/factory-blast-in-chiba-kills-two/>

### THAILAND, CHACHOENGSAO PROVINCE, NOVEMBER 16 2013. OXYGEN TANK BLAST KILLS 3 IN THAILAND

At least three people were killed and five injured when a blast thought to be from an oxygen tank tore through a dozen buildings in a province near Bangkok yesterday, Thai police said. Police said the incident was believed to have happened when customers returned an oxygen canister to a shop in Chachoengsao province. "Three people including the shop owner



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were killed and of the five injured, three are in a critical condition," said local police officer Lieutenant Colonel Prompong Theptubtim. He said the oxygen tank was bought to inflate balloons and was thought to have been shaken as it was returned.

<http://thepeinsulaqatar.com/asia/260925-oxygen-tank-blast-kills-3-in-thailand.html>

### USA, UT, ECHO CANYON, NOVEMBER 16 2013. TANKER CATCHES FIRE ON I-80 >> MORE THAN 300 BARRELS OF FUEL CARRIED



A fuel tanker carrying more than 300 barrels (16,500 gallons) of Naphtha fuel was engulfed in flames on Interstate 80 westbound near Echo Canyon on Wednesday morning. Firefighters quickly extinguished the flames and the driver exited safely.

A fuel tanker carrying more than 300 barrels (16,500 gallons) of highly flammable Naphtha fuel had its rear tanker engulfed by flames on Interstate 80 westbound near Echo Canyon Wednesday morning. The driver exited the vehicle safely. North Summit Fire and EMS crews were dispatched to the report at 6:10 a.m. on Wednesday, according to a North Summit Fire District press release. The incident occurred near mile marker 169. The flames were quickly extinguished by firefighters, which had been blazing underneath the truck. The second attached trailer was also cooled by firefighters and none of the product inside was lost or

involved in the fire, according to the release. Crews shut down I-80 in both directions until the fire was controlled. The Echo Canyon Highway and rail traffic was also halted. Although the fire is still under investigation, it is thought to be related to the trailer's brakes, according to the release.

[http://www.parkrecord.com/news/ci\\_24533461/tanker-catches-fire-i-80](http://www.parkrecord.com/news/ci_24533461/tanker-catches-fire-i-80)

### CANADA, B.C, MORICETOWN, NOVEMBER 17 2013. FUEL TANKER TRUCK CRASHES NEAR MORICETOWN >> HIGHWAY CLOSURE for cleanup scheduled

kathy brookes

A stretch of Highway 16 between New Hazelton and Smithers has reopened after a vehicle crash but is scheduled to be closed again for a while Friday evening. According to DriveBC, the closure is now scheduled between 8:30 and 10:30 pm. A crew will be removing fuel from a tanker truck that crashed off the highway over the lunch hour. RCMP say the westbound fuel tanker went off the road about 7 km west of Moricetown, swerving into an embankment and landing upside down in a ditch. The driver was taken to hospital with minor injuries. The truck was almost totally destroyed, although there was no fuel leakage. The highway was shut down for about 3 hours while officials from both the Ministries of Transportation and Environment attended to make sure no fuel hadn't leaked. The crash also took out a hydro pole, and power was cut to about 10 customers during cleanup.

<http://www.cftktv.com/News/Story.aspx?ID=2080582>

### USA, WASHINGTON D.C, NOVEMBER 17 2013. FOR FIRST TIME, E.P.A. PROPOSES REDUCING ETHANOL REQUIREMENT FOR GAS MIX

matthew l. wald



Most fuel pumps and vehicles are not equipped to handle more than 10 percent ethanol, the E.P.A. said, and there has been little demand for more.

The Environmental Protection Agency on Friday [proposed reducing](#) the amount of ethanol that is required to be mixed with the gasoline supply, the first time it has taken steps to slow down the drive to replace fossil fuels with renewable forms of energy. The move was expected, but it drew bitter complaints from advocates of ethanol, including some environmentalists, who see the corn-based fuel blend as a weapon to fight climate change. It was also unwelcome news to farmers, who noted that the decision came at a time when a record corn crop is expected, and the price of a bushel has fallen almost to the cost of production. "We're all just sort of scratching our heads here today and



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wondering why this administration is telling us to burn less of a clean-burning American fuel," said Bob Dinneen, president of the [Renewable Fuels Association](#). Farmers, ethanol producers and high-tech companies trying to make renewable fuels from wastes have all invested heavily in the ethanol industry, with an expectation of a heavy demand, advocates said. But the E.P.A. said that a big part of the problem was that automobile fuel systems and service stations were not set up to absorb more than about 10 percent ethanol. Most cars on the road, according to the automakers, and most fuel pumps, according to service station groups, are limited to the current mixture, called E10, and there has been little demand by consumers for more. Charles Drevna, president of the [American Fuel and Petrochemical Manufacturers](#), said that the ethanol interests were relying on "a continual government program that is an anachronism in 2013, that is seriously flawed, that puts consumers at risk, that consumers don't want." The timeline for phasing in enormous volumes of renewable fuel is laid out in the [Energy Independence and Security Act](#) of 2007, but the schedule has turned out to be impractical, forcing year-by-year adjustments. In the years since the law was passed, imports of oil have declined sharply and domestic production has risen. Meanwhile, American oil production has increased in ways not expected in 2007, because of a new drilling technique, horizontal drilling in shale combined with fracking, the same technique that has flooded the market with natural gas. Last month, [domestic oil production exceeded oil imports](#) for the first time in years. That has led the oil refiners to argue that requiring ethanol use to displace oil imports is no longer so important, and that the whole system of mandates should be dropped. At the same time, there has also been a decline in the overall demand for motor fuel, and it is poised to go yet lower. Demand had been growing, year by year, and Congress expected it to continue to do so. The 2007 law set ethanol quotas that would have meant a modest percentage increase in the amount of ethanol used in the mix. Instead, ethanol became an unexpectedly large percentage of total fuel supply, and began to push up against the barrier of 10 percent, the maximum ethanol fraction allowable in most gasoline. Millions of cars can handle blends of up to 85 percent ethanol, "flex fuel" vehicles, but few consumers like that fuel so few filling stations sell it. Those that do are struggling. For example, on Nov. 6, a Sunoco station at a suburban mall in Potomac, Md., about 15 miles northwest of the E.P.A. headquarters, opened an E85 pump, with a formal ribbon-cutting and speeches by Maryland officials. But the manager, Amit Sharma, said Friday that the pump was selling only 60 to 70 gallons a day. "It's nothing," he said. One problem, according to Mr. Sharma and others, is that many people drive the flex fuel vehicles, but do not understand that means they can accept up to 85 percent ethanol. In another strategy to dispose of rising volumes of ethanol, the producers have pushed the E.P.A. into allowing a blend that is 15 percent ethanol rather than 10, but few gas stations are equipped to sell that, and since it is approved only for newer cars, few stations have spent the money to refit their pumps to handle it. In addition, trade associations for companies that make power garden equipment and boat engines complain that that fuel will cause breakdowns. The E.P.A. will now take public comment, which is certain to be voluminous, as the issue is crucial not only to corn farmers, who produce most of the feedstock for ethanol, and for oil companies, whose product can be displaced by the fuel, but also to all other corn customers, including livestock producers, grocers and restaurant chains. Ethanol, the most prominent of the renewable fuels, divides environmentalists. It may involve modestly lower carbon production, but the increased market for it may also have increased farmers' use of fragile, marginal land. Its effect on fuel prices at the pump is disputed.

[http://www.nytimes.com/2013/11/16/us/for-first-time-epa-proposes-reducing-ethanol-requirement-for-gas-mix.html?hp&\\_r=0](http://www.nytimes.com/2013/11/16/us/for-first-time-epa-proposes-reducing-ethanol-requirement-for-gas-mix.html?hp&_r=0)

### USA, CA, LOS ANGELES, NOVEMBER 17 2013. RAILROAD INDUSTRY URGES UPGRADE IN OIL TANK CAR SAFETY

*ralph vartabedian*



*Rail tank cars in Newark, Del. A push for greater tanker safety standards has been driven by a series of oil tank car crashes in recent months and the expanding volume of crude being transported by rail in the United States.*

The Assn. of American Railroads calls on federal regulators to impose higher standards for new tank cars and to require existing cars to be retrofitted. After a series of fiery crashes involving trains hauling crude oil, the railroad industry called on the federal government Thursday to significantly strengthen safety standards for new tank cars and require retrofitting of the nation's huge fleet of existing tankers. Tank car safety has taken on greater urgency as the oil industry turns to rail to ship the massive increases in oil production that are occurring in shale fields not served by major pipelines, including North Dakota, Colorado and south Texas. U.S. crude production is up 41% since 2006, but efforts to build new pipelines have been resisted by either the



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refinery industry or environmentalists, increasingly leaving oil producers to rely on rail. Trains can carry 100 or more tank cars, each containing about 30,000 gallons of crude — about as much as a large residential swimming pool. In some cases, the crude can be nearly as flammable as gasoline. The inherent risk of the evolving transportation system became apparent in July when an unattended train with 72 tank cars rolled downhill and crashed in the Canadian town of Lac-Mégantic, Quebec, killing at least 42 people. Since then, at least two crude-oil trains in the U.S. have derailed. The crashes led the federal Pipeline and Hazardous Material Safety Administration to take an initial step to tighten safety standards on tank cars, calling on the public to file comments on the matter. On Thursday, the Assn. of American Railroads filed comments in that rule-making process and called for a number of tank car improvements. "We believe it's time for a thorough review of the U.S. tank car fleet that moves flammable liquids, particularly considering the recent increase in crude oil traffic," said association President Edward R. Hamberger. "Our goal is to ensure that what we move, and how we move it, is done as safely as possible." Tank cars are owned by leasing firms, finance companies and oil producers, not railroads. But railroads typically share the blame for crashes. The association asked federal regulators to require an outer steel jacket around tank cars, thermal protection, shields at the front and back, and pressure relief valves. It also asked that older-model tank cars be "aggressively" phased out, unless they are retrofitted to meet the new federal requirements. In addition, the association wants to eliminate a potential loophole that allows oil producers to label certain thick crudes as "combustible" rather than "flammable." The association did not propose a timetable, spokeswoman Holly Arthur said. The comments echo what the association has been asking federal regulators since 2011, as it became apparent that a major surge in crude shipments was occurring. Railroads hauled 25 times more tank cars in 2012 than they did in 2008, and the volume is continuing to rise this year. The nation's tank car fleet includes 92,000 that haul flammable liquids. Under the association's proposal, 78,000 of them would have to be upgraded or phased out. Arthur said the association had no estimate of how much the proposed safety measures would cost. The Railway Supply Institute, which represents tank car owners, has not yet responded to the proposal, and officials declined to respond to requests for comment.

[http://www.latimes.com/nation/la-na-tank-car-safety-20131115\\_0,7806755.story#axzz2kmZ8Ufgz](http://www.latimes.com/nation/la-na-tank-car-safety-20131115_0,7806755.story#axzz2kmZ8Ufgz)

### USA, AKA, KODIAK, NOVEMBER 17 2013. COAST GUARD WARNS TANKERS ON SPILL RESPONSE



The Coast Guard says it's taking an aggressive approach to enforcing spill response plans on oil tankers operating in western Alaska waters. The Coast Guard says it's taking an aggressive approach to enforcing spill response plans on oil tankers operating in western Alaska waters. The agency's assistant chief of inspections for western Alaska, Lt. Ryan Butler, says the Coast Guard has issued 17 warning letters to tankers with inadequate spill plans. The agency as of Tuesday had also issued two notices of warning, the first step toward fining a ship. The Coast Guard can fine a ship up to \$11,000 per day for operating without an appropriate plan. The agency says western Alaska lacks facilities to

stage spill response equipment and regulations approved last year by the Alaska Maritime Planning and Response Network were meant to help ships meet spill response standards.

<http://www.youralaskalink.com/news/Coast-Guard-Warns-Tankers-on-Spill-Response-232084241.html>

### HONOLULU, HAWAII, SOUTH KOHALA, NOVEMBER 17 2013. DRIVER DIES AFTER FUEL TANKER RUNS OFF HAWAII ISLAND ROAD

A driver of a fuel tanker died Friday after his truck crashed on Hawaii island. The truck was traveling in the makai direction on Kawaihae Road when it ran off the highway and overturned between the 63-and 64-mile markers shortly after 2 p.m. Friday, police said. Police said the driver was pinned inside the vehicle and died at the scene. The cab of the truck separated from the frame of the vehicle and fuel was leaking from a broken pipe when firefighters arrived on scene, according to a Fire Department report. About 1,900 gallons of diesel fuel spilled. A replacement tank transferred the remaining fuel from the overturned truck, police said. About 6,500 gallons of fuel was recovered. Police withheld the identity of the driver pending positive identification and the notification of his family. Both lanes of traffic were closed on Kawaihae Road for about 6 hours while the accident scene was cleared.

[http://www.staradvertiser.com/news/breaking/20131115\\_Crash\\_involving\\_fuel\\_tanker\\_closes\\_Hawaii\\_island\\_road.html?id=232139881](http://www.staradvertiser.com/news/breaking/20131115_Crash_involving_fuel_tanker_closes_Hawaii_island_road.html?id=232139881)



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### INDIA, UTTAR PRADESH, KANPUR, NOVEMBER 17 2013. 3 DEAD AFTER TRACTOR, GAS TANKER COLLIDE



Three persons were killed when their tractor trolley collided with a gas tanker in Kanpur, police said. The incident occurred yesterday on Kanpur-Fatehpur bridge when the tractor trolley was hit by the gas tanker killing Ramu (26), Manoj (25) and Pappu (25) on the spot, they said, adding that all the three bodies have been sent for postmortem and investigations are on in the case. In a separate incident, one person was killed when a truck hit a scooter killing the scooter rider and injuring another at Naubasta Hanspuram, they said. Kedar Singh (38) and Avdesh were taken to hospital where Kedar was declared brought dead, while Avdesh's right leg had to be amputated. Kedar's body has been sent for postmortem, police said, adding that the truck driver is absconding and search is going on for him.

<http://www.ndtv.com/article/cities/kanpur-three-dead-after-tractor-gas-tanker-collide-446905>

### USA, AZ, GILBERT, NOVEMBER 17 2013. CREWS, HAZMAT RESPOND TO FIRE, ACID SPILL AT BIODIESEL MANUFACTURING PLANT

*josh frigerio*

Gilbert fire crews and the hazardous materials team responded to a fire at a biodiesel manufacturing plant Saturday morning. A spokesman for the Gilbert Fire Department said a fork lift operator punctured an acid tank at the plant near Arizona Avenue and Guadalupe Road Saturday morning. This ignited a fire, which was put out by the plant's sprinkler system. Hazmat crews were called to the scene to help clean up the mess. The spokesman said the public wasn't in any danger and crews are now working to clean up the mess. Gilbert fire tweeted that the "situation has been contained" at 9:45 a.m.

[http://www.abc15.com/dpp/news/region\\_southeast\\_valley/gilbert/gilbert-fire-crews-hazmat-respond-to-fire-acid-spill-at-biodiesel-manufacturing-plant](http://www.abc15.com/dpp/news/region_southeast_valley/gilbert/gilbert-fire-crews-hazmat-respond-to-fire-acid-spill-at-biodiesel-manufacturing-plant)

### NEW ZEALAND, TARANAKI, NOVEMBER 18 2013. GAS LEAK RESPONSE PRACTICE DRILL IN TARANAKI

*jenee tibshraeny*

*Gas leak response practice drill in Taranaki*

Stop, drop and roll - everyone knows the fire drill, but what do you do if there's a gas leak? Shell Exploration NZ simulated a leak at its Pohokura plant in Taranaki this morning. About 50 oil and gas specialists, police, fire and ambulance staff practised how they'd respond to a crisis at the plant, which produces more than 40 percent of New Zealand's natural gas. They stopped the gas flow, cordoned the area, did tests, texted people who live in the area, and got cultural advice from a hapu representative. Shell Exploration NZ says there hasn't been a leak at Pohokura since it started operating in 2006, but it's essential it has a plan for when anything did go wrong.

<http://www.newstalkzb.co.nz/auckland/news/regln/1256631286-gas-leak-response-practice-drill-in-taranaki>

### PAKISTAN, KARACHI, NOVEMBER 18 2013. UNSAFE HOME-BASED WORK :CYLINDER EXPLOSION KILLS CHILD AMONG 3



A scrap dealer died along with his son and a grandson, while three children wounded in an explosion inside their house in Clifton locality on Sunday. As per details, the explosion took place in a house situated in Clifton's Shah Rasool Colony within the limits of Boat Basin police station. As the news spread, a large number of Rangers and police rushed to the incident site and cordoned off the explosion site. Welfare volunteers shifted the victims to Jinnah Postgraduate Medical Centre (JPMC). Neighbours also participated in the rescue work. According to joint executive director of the JPMC, Dr Seemin Jamali all three victims were brought dead. "The injured were shifted to the children hospital for further treatment after we provided them with medical first aid," she said. The

deceased scrap dealer was identified as 45-year-old Ghulam Haider, his son as 18-year-old, Shahid and grandson as



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Sagheer. According to the deceased Haider's daughter-in-law, his father-in-law was trying to melt the refrigerator's compressor by heating it up with the gas cylinder when the explosion took place. Police officials also ruled out the possibility of terrorism. "He used to melt scrap material inside his house," said ASP Ibadat Nisar. "The refrigerator's compressor was filled with the gas and exploded with a loud bang when the scrap dealer tried to melt it," the officer said, adding there was no need to register the case, as it was an accident, which occurred due to negligence.

[http://www.dailytimes.com.pk/default.asp?page=2013%5C11%5C18%5Cstory\\_18-11-2013\\_pg12\\_10](http://www.dailytimes.com.pk/default.asp?page=2013%5C11%5C18%5Cstory_18-11-2013_pg12_10)

### USA, CO, OURAY, NOVEMBER 18 2013. TWO DEAD, 20 HOSPITALIZED IN MINE ACCIDENT

*william woody, samantha wright & gus jarvis*



*Ouray Tragedy - Ambulances and emergency personnel prepared to travel to the Revenue-Virginus Mine to collect the bodies of two miners who died in an accident that occurred shortly after shift change, early Sunday morning. Names of the deceased have not yet been officially released.*

Emergency Response - Montrose emergency services staged at Montrose Memorial Hospital this morning in response to a mining accident in Ouray county. A "code orange" was declared at the hospital following the news of the possibility that more than a dozen miners were involved in the accident.

A mining accident early Sunday morning at the Revenue-Virginus mine in Ouray County has killed two miners and sent 20 to the region's hospitals. According to information provided by Ouray County at approximately 3:20 p.m. Sunday, a rescue was initiated for two miners who remained underground and both have

been confirmed as fatalities at the site by the Ouray County Coroner's office. Identities of the fatalities have not been released. Twenty people have been taken to various hospitals in the region with one person reportedly in critical condition and taken to Montrose Memorial Hospital. An additional nine people were transported by ambulance to MMI; five were transported to Delta Memorial Hospital and five people were taken to St. Mary's Hospital in Grand Junction. Ouray County did not have any updated information about the condition of those 20 miners, nor identities of those miners. The accident occurred at approximately 7:20 a.m. Sunday morning. The Ouray County Sheriff's Office received a call from 911 dispatch that there was an incident at the Revenue-Virginus mine requiring response. The Sheriff's office, along with Ouray Fire District, and Ouray County EMS responded. Rory Williams, project manager for Star Mining Operations, the operator of the Revenue-Virginus, said at approximately 11 a.m. today that the accident is not related to a cave-in or mine collapse, and that apparently a "powder-smoke incident," and the release of chemicals, injured the affected miners. Williams, reached en route to Ouray from the Front Range, said he has not been notified of any fatalities. Star Mine Operations, has confirmed that they have accounted for all personnel who were on site. According to Ouray County, the company is also in the process of contacting the listed emergency contacts of the miners who have been transported to the various hospitals. The Mine Safety and Health Administration is involved and on-site. Montrose Memorial Hospital spokesperson Leann Tobin confirmed that the hospital has received one patient by helicopter so far, and is expecting more. "We have five to seven coming here now. We currently have four and have discharged one," Tobin told The Watch. "Five are going to Delta, and five going to St. Mary's." Tobin could not elaborate on the conditions of those patients, but said that at the hospital, "Everything is really running smoothly right now." The historic Revenue-Virginus silver mine is located 6.9 miles south of Ouray near Yankee Boy Basin; its roughly 100 workers come from Ouray, Montrose and San Juan counties. Star Mine acquired the property through a lease-purchase agreement in late 2011, and started working to stabilize and ready the historic silver mine for production. In January, the Colorado Department of Reclamation, Mining and Safety approved its mine permit application, "with conditions." By February, underground crews worked around the clock, in three shifts, to stabilize tunnels and build dry room facilities. In its heyday, between 1876 and the late 1940s, the mine produced more than 14.5 million ounces of silver, weathering the Silver Panic of 1893, while many other silver mines in the region and across the West failed.

### POSTED SUNDAY, 11:04 A.M, NOV. 17 - Breaking: 'Powder-Smoke' Accident Injures Miners near Ouray

Hospitals in Montrose, Delta and Grand Junction are taking in patients following a Sunday morning accident at the Revenue-Virginus mine, near Ouray. Rory Williams, project manager for Star Mining Operations, the operator of the Revenue-Virginus, said late this morning that the accident was not related to a cave-in or mine collapse, and that apparently a "powder-smoke incident," and the release of chemicals, had injured the affected miners. Williams, reached en route to Ouray from the Front



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Range, said he has not been notified of any fatalities. Montrose Memorial Hospital spokesperson Leann Tobin confirmed that the hospital had received one patient by helicopter so far, and was expecting more. "We have five to seven coming here now. We currently have four and have discharged one," Tobin told The Watch. Of the other injured miners, Tobin said, "Five are going to Delta, and five going to St. Mary's." Tobin could not elaborate on the conditions of the miners at MMH, but said, "Everything is really running smoothly right now." Tobin confirmed 16 people were involved in the accident, although Williams said that number may be high. The historic Revenue-Virginus silver mine is located 6.9 miles south of Ouray near Yankee Boy Basin; its roughly 100 workers come from Ouray, Montrose and San Juan counties. Star Mine acquired the property through a lease-purchase agreement in late 2011, and started working to stabilize and ready the historic silver mine for production. In January, the Colorado Department of Reclamation, Mining and Safety approved its mine permit application, "with conditions." By February, underground crews worked around the clock, in three shifts, to stabilize tunnels and build dry room facilities. In its heyday, between 1876 and the late 1940s, the mine produced more than 14.5 million ounces of silver, weathering the Silver Panic of 1893, while many other silver mines in the region and across the West failed.

#### **POSTED SUNDAY, 10:41 A.M, NOV. 17. - Breaking: Injured Miners Flown to Regional Hospitals after Mine Accident**

Montrose Memorial Hospital is taking an influx of patients Sunday morning after a reported mining accident that occurred at the Revenue-Virginus mine near Ouray has reportedly left some miners trapped. Montrose Memorial Hospital spokesperson Leann Tobin confirmed that the hospital has received one patient by helicopter so far and the hospital is expecting more. "We have one patient and we understand we have more in route," Tobin told The Watch. "The chopper has left to return to the scene and there are three more [patients] coming by ambulance." Tobin could not elaborate on the conditions of those patients but said that Mercy Regional Medical Center in Durango is also taking patients. Tobin confirmed that 16 people have been involved in the accident. One report, that has not yet been confirmed, indicated that six miners have been extracted from the accident scene at the mine while 10 others remain trapped. The Revenue-Virginus is located 6.9 miles south of Ouray near Yankee Boy Basin.

#### **Related Stories**

- [Colorado Mining Accident Leaves 2 Dead, 20 Injured](#)
- [Two dead, 20 injured in Colorado mining accident](#)
- [2 killed in mining accident in southwestern Colorado](#)
- [Authorities say 2 killed, 20 others injured in mining accident in southwest Colorado](#)
- [2 are dead in Colorado mine accident; 20 injured](#)
- [Mine blast kills two in Colorado](#)
- [2 dead, 20 injured in Ouray County mine](#)
- [2 miners killed in Ouray accident, 20 injured](#)

[http://www.watchnewspapers.com/view/full\\_story/24072039/article-Breaking---Powder-Smoke--Accident-Injures-Miners-Near-Ouray?instance=latest\\_story](http://www.watchnewspapers.com/view/full_story/24072039/article-Breaking---Powder-Smoke--Accident-Injures-Miners-Near-Ouray?instance=latest_story)

#### **USA, N.J, HOBOKEN, NOVEMBER 18 2013. CITY FACES LAWSUIT OVER SANDY CLEANUP >> JEFFERSON STREET RESIDENTS SAY OFFICIALS WERE NEGLIGENT AFTER OIL SPILL**

dean dechiaro



*Dirty Deeds – This photo taken days after Hurricane Sandy shows the oil that gathered outside the home of Ivy and Ronald Baron, who are now two of three plaintiffs in a lawsuit against the city alleging negligence for not funding a cleanup of the oil, which the Barons say came from city property.*

Three Jefferson Street residents who incurred damage to their homes from a Hurricane Sandy-related oil spill have filed a negligence lawsuit against the city of Hoboken for refusing to clean up the oil, which they allege came from an unused tank on city property across the street. Ivy and Ronald Baron, as well as their neighbor Judith Smith, filed the suit on Oct. 23, alleging that the city is delaying any efforts to clean up the spill, which they said an environmental cleanup expert estimated would cost around \$800,000 to complete. The Barons said this week they vividly remember looking out their window the morning after



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the storm and noticing a stream of oil heading toward their home from across the street – where they believe the city has situated several underground storage tanks. The property at 123 Jefferson St. currently holds the Boys and Girls Club. Now, a year later, the couple says that they have run out of options for communicating with city officials – who they have accused of dragging their feet on the cleanup process. They say they cannot move forward with structural repairs to other Sandy-related damage until the oil is remediated from beneath their house. “If this oil was spilled from our property, we would be taking responsibility,” said Ronald in a phone interview this week. “At first we wanted to speak with the city and find a reasonable outcome to this, but now we feel as if they’re stringing us along.” City spokesman Juan Melli said neither he nor Mayor Dawn Zimmer could comment on the suit because it is in litigation. In a story published in an area newspaper prior to the lawsuit’s filing date, Zimmer said, “We take any allegations seriously and will review this matter and try to resolve it amicably.” The Barons say they have seen Hazmat vehicles across from their home and believe the city has removed the tanks and remediated the publicly-owned property even though they refuse to comment on the homeowner’s suit. The Barons have seen one of the tanks above the property, and say it is now gone.

#### Dirty Situation

The Barons, who have two small children, were initially unable to leave their homes following the storm due to immense flooding in the area. But they evacuated the premises as soon as the flooding subsided, mainly due the smell of oil throughout the building. “The smell was too much to bear, and we could not have stayed there with our children any longer,” said Ivy. Despite the odor, the Barons moved back into their house shortly after the storm and Ms. Smith is still living in her residence. By that time, Ronald said, they had a pretty good idea of where the oil was coming from. “I remember thinking, where on earth could this oil be coming from?” he said. “It’s our opinion that it came from the tanks at the Boys and Girls Club, which is city property.” The Boys and Girls Club, officially known as the Jerry Malloy Youth Center, holds several afterschool and recreational programs for Hoboken Youth, and serves as the home of the HoLa Dual-Language Charter School. The oil began slicking toward the Barons’ building and has since settled beneath their property, according to experts that they’ve consulted. Ronald said that he was originally unsure of where the oil came from, but insisted that it is due to damage to the city’s tanks. “It’s hard to come to any other conclusion now,” he said.

#### Communication Breakdown

Like many Hoboken residents who suffered property damage as a result of Sandy, the Barons filed claims with the city and the National Flood Insurance Program, but have yet to hear back from either. Furthermore, the Barons have attempted to secure information regarding the underground tanks across from their property via requests under the Open Public Records Act, but the requests have been rejected for being too broad, said Ivy. The Barons have applied to other external bodies for assistance as well, including New Jersey Spill Compensation and Control Fund, but have been denied because, according to their lawsuit, the city is the known owner of the oil and thus it is responsible for the cleanup. “We need help; we need someone to hear us,” said Robert. “Right now I feel as if the city has deep pockets and can afford to drag us along because we’re in a much different financial situation.”

[http://www.unioncityreporter.com/view/full\\_story/24067591/article-City-faces-lawsuit-over-Sandy-cleanup--Jefferson-Street-residents-say-officials-were-negligent-after-oil-spill--?instance=latest\\_story](http://www.unioncityreporter.com/view/full_story/24067591/article-City-faces-lawsuit-over-Sandy-cleanup--Jefferson-Street-residents-say-officials-were-negligent-after-oil-spill--?instance=latest_story)

#### PHILIPPINES, MANILA, NOVEMBER 18 2013. RESELLING OF GASOLINE RAMPANT IN LEYTE

jenny reyes



*A long line of containers waits to be filled with gasoline as people use tins tied to long poles to retrieve it from an underground tank at a city-side gas station in Tacloban last Friday.*

Due to the lack of supply in diesel and gasoline in several parts of Leyte, residents have started reselling oil at high prices. Several gas stations in several towns in Leyte have closed due to lack of supply. Residents have to wait in line in order to buy the oil that they need in some of the gas stations that are still open. In order to extend the limited supply of gasoline that they have, some gasoline stations limit the amount that they sell to P500 worth of gasoline per person. This caused some of the residents to resell the product at higher prices. One liter of gasoline is sold at P50 but can then be resold from P100 to P250 per liter. Those who choose to resell gasoline said it is their only way to earn



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some money. Even owners of gasoline stations cannot control those who want to resell their products. They can only hope that resellers will be considerate, as they are all victims of the typhoon.

<http://www.abs-cbnnews.com/business/11/17/13/reselling-gasoline-rampant-leyte>

### SAUDI ARABIA, AL-HINAKIYAH, MADINAH, NOVEMBER 18 2013. FUEL FIRE



Onlookers gather at a site where a fuel tanker truck, a car and two shops are engulfed in a fire following an accident in Al-Hinakiyah governorate, 120 km east of Madinah. Fortunately there were no casualties. Spokesman of the Civil Defense in Madinah Col. Khaled Mubarak Al-Jihani said the Civil Defense teams were able to control the fire from spreading to a nearby gas station. A committee has been formed to ascertain the causes of the fire.

<http://www.saudigazette.com.sa/index.cfm?method=home.regcon&contentid=20131117186940>

### USA, CA, MECCA, NOVEMBER 18 2013. STATE FAILS TO KEEP TRACK OF HAZARDOUS WASTE

*jessica garrison, ben poston & kim christensen*



On paper, California's rules on the transport and disposal of hazardous waste are among the nation's strictest. But there are huge holes in the system.

*Los Angeles County Fire Department hazardous materials specialist Mario Benjamin inspects an abandoned container in an alley in Whittier in August. After the chemicals are identified, appropriate pickup is arranged.*

Year after year the trucks rolled in, dumping loads of sewage sludge and contaminated dirt at a soil-recycling plant in this tiny desert community. Thousands of deliveries were dutifully recorded in a state database. Anyone who checked it would have seen that the plant had no state permit to accept hazardous waste. Yet the dumping went on for seven years — because state regulators either did not look at their own records or did not act on the

information. The waste piles grew, rising 40 feet above the Coachella Valley floor. The stench worsened too. Eventually, noxious odors swept over Saul Martinez Elementary School, more than a mile away. Children vomited. Teachers gasped for breath. Even then it took a storm of publicity and pressure from a U.S. senator before regulators stopped the dumping in 2011. "It was just blatant negligence," said Celia Garcia, then a teacher at the school, where two of her children were students. The episode is emblematic of California's chronic failure to keep track of thousands of tons of dangerous chemicals and toxic metals shipped for disposal on the state's roads and railways, a Times investigation found. On paper, California's rules on handling hazardous waste are among the strictest in the nation. The cornerstone is a "cradle to grave" tracking system designed to protect people and the environment by documenting the whereabouts, at every step, of 1.7 million tons of hazardous waste shipped for disposal annually. From dry cleaners to heavy manufacturers, businesses that generate waste must report every load they ship. Disposal and treatment facilities must record the waste's safe arrival. And the state Department of Toxic Substances Control is required to track every ton to make sure it isn't dumped illegally along the way. That's how the system is supposed to work. But it doesn't. There are huge holes in the department's database. Regulators make only limited use of what information is available. And the system does not automatically flag potential problems. The result: Regulators lose track of large quantities of toxic chemicals and cancer-causing metals. The department cannot account for 174,000 tons of hazardous material shipped for disposal in the last five years, a Times analysis found. That's more than 23,000 truck or tanker loads. The state database shows they were shipped but gives no indication they arrived at their intended destinations — many of which are out of state. These so-called lost loads include more than 20,000 tons of lead, a neurotoxin; 520 tons of benzene, a carcinogen; and 355 tons of methyl ethyl ketone, a flammable solvent some in the industry call "methyl ethyl death." Nearly 60% of those loads are classified as hazardous by federal standards — meaning the waste is so potentially harmful it must be regulated in all 50 states. The rest falls under California's stricter standards. Top regulators acknowledge flaws in the tracking system but insist that public health is not threatened. They say they are confident that



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missing shipments find their way to authorized disposal sites. But, they admit, they can't be sure. "We don't know," said Debbie Raphael, director of the department, which has a \$189-million budget and about 900 employees. "It's a question mark." Raphael said the information gap "is concerning, absolutely." But she and other officials said that if a significant amount of toxic waste was being dumped illegally, they would hear about it through complaints from the public, reports from local authorities and other channels. In any case, generators are legally responsible for ensuring that their waste is disposed of properly and alerting the agency when they think it hasn't been. And local and state inspectors periodically check businesses' records for proof of proper disposal. "I do not believe that Californians are at risk," Raphael said. Some legislators and environmental advocates disagree. "I think it's completely unacceptable that California is unable to track waste from where it is generated to its disposal site," said Assemblyman Luis Alejo (D-Salinas), chairman of the Assembly's committee on environmental safety and toxic materials. It can be difficult to link illnesses to hazardous waste because those who have been exposed might not know it; also, symptoms can take years to develop and can be ascribed to other causes. But even a small amount of errant waste can create "a very big public health impact," said W. Bowman Cutter, an associate professor in the environmental analysis program at Pomona College, who has studied the state's hazardous waste system. "These are all wastes that have been shown to be harmful to health directly," he said, referring to the most dangerous compounds, including lead and benzene. Federal Express, Amazon and the U.S. Postal Service can follow the movement of millions of items big and small, from shipping dock to front door. Workers can punch a few buttons on hand-held devices and enter enough information to track packages electronically. By contrast, California's hazardous-waste regulators rely on pen, paper and snail mail. When toxic chemicals are shipped for disposal, the businesses that generated the waste fill out a manifest by hand or with a typewriter and send a copy to a post office box in Sacramento. The manifest consists of an original and five carbonless copies. The waste generator keeps the bottom one, the faintest, and sends the rest on trucks with the haulers. The copies on top — which are easier to read — are given to disposal or treatment facilities. They are supposed to ensure that the loads delivered match what was shipped. If they do, the facilities accept the loads and send their copies of the manifests to the state. In theory, the state then matches the "cradle" and "grave" copies and enters the information into the database, creating a seamless record of every shipment. In reality, the system is undermined by illegible paper forms. Because they often can't read what's on the copy sent by the generator, the state contractors who perform data entry simply do not enter that information for most shipments. Seven years ago, regulators told them to stop trying. The result is that officials do not routinely verify that the waste received by treatment and disposal facilities is the same type and amount as was shipped. The Times' analysis also found that the disposal manifest, which documents that a shipment was received and processed appropriately, is missing for about 1% of all loads. In a state as large as California, that adds up — to 174,000 tons of missing waste. With no evidence of a load's ultimate delivery, the state's practice is to try to decipher from the generator copy what was shipped. Once that information is entered into the database, the state acts on the assumption that the missing shipments were disposed of safely. But in most cases, no one investigates what actually happened to the waste. "We don't know where it is," said one agency scientist who spoke on condition of anonymity, citing a fear of retribution. "We know the cradle, but we don't know where the grave is." The Times attempted to do what the state typically does not: It contacted half a dozen major disposal facilities, as well as several businesses associated with thousands of loads for which disposal information is missing from the database. Reporters sent spreadsheets of manifests and asked disposal plants and businesses to account for the waste. Some of it arrived and was properly disposed of, The Times found — it simply was not entered into the database because of clerical errors or for other reasons. But a significant amount never got to where it was supposed to go. The database indicates, for instance, that 96 of the missing loads had been headed to Chemical Waste Management's facility in Kettleman City, one of two active landfills in California licensed to accept hazardous waste. Chemical Waste spokeswoman Jennifer Andrews said she could account for 38 of those loads. But 58 never arrived, she said. Those shipments included 20 tons of lead and 14 tons of arsenic, records show, reported sending nearly a ton of waste to World Resources Co. in Arizona. The load never got there, according to Ray Corcoran, a World Resources vice president. Al's Plating went out of business, and the whereabouts of the Arizona-bound waste is unknown. Most of the other unaccounted-for loads sent to the Arizona facility did arrive, even though the database does not reflect it, staffers there said. Four other facilities, in California, Nevada and Utah, ignored or declined The Times' requests for information on thousands of missing loads. Raphael said she inherited the tracking system when she took over the department in 2011, but that she takes responsibility for correcting its flaws. "I'm not saying we're at the gold standard or satisfied with where we are," she said. She added that the department is looking to improve the database and upgrade its crash-prone computer system. A year and a half ago, in response to the Mecca episode, the department assigned an employee to scour the database for other disposal sites accepting waste without permits. None was found, and the staffer



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is now mining the data for signs of unlicensed waste-transporters. The U.S. Environmental Protection Agency plans to introduce a fully electronic manifest system that should fix the paper-records problem, department officials said. But that won't be until 2015, at the earliest. "I understand that it seems somewhat ridiculous in an electronic age that we are still working with paper," said Rick Brausch, chief of the hazardous waste management program. California's Hazardous Waste Control Act of 1972 was seen as a model for the nation. The law was prompted by the growing realization that hazardous waste was a public health risk, and set guidelines for handling and tracking waste. A similar federal law was passed four years later. For decades, California's program has been troubled. In 1983, the auditor general found that the state "does not adequately protect the public and environment," citing its failure to police toxic-waste disposal. In 1986, federal officials briefly stripped California of its power to regulate hazardous waste. The state created its "cradle to grave" tracking system in 1990. Three years later, officials inadvertently entered 300,000 manifests with duplicate ID numbers, wreaking havoc on the system, the Wall Street Journal reported in 1997. All the while, regulators had to contend with rogue generators and haulers of hazardous waste. A major problem is that legal disposal is costly — fees for a 55-gallon drum of waste containing benzene or metal-plating waste can run \$400 or more, not including transportation. Some businesses and haulers dump waste down drains, on roadsides or in public landfills, skirting the tracking system altogether. State officials say that once a load has been documented in a manifest it is less likely to be disposed of illegally. But The Times found many examples in which that happened. In Santa Fe Springs, a stockpile of drums containing used oil and a soup of other hazardous wastes was parked in a small warehouse, across Washington Boulevard from a residential neighborhood. Sal Garcia, the hauler, had picked up the waste from various businesses that paid him to dispose of it properly, officials said. Instead, he placed the drums in storage. It came to light only after someone tipped off the EPA — local officials said the warehouse owner told them it was the hauler's estranged wife. Tracing the sources of the waste was difficult because Garcia had peeled the labels off most of the containers, said Fernando Florez, head of investigations for the Los Angeles County Fire Department's haz-mat division. Investigators traced some of the waste to Astro Aluminum Treating, a South Gate company that treats aerospace components for such major manufacturers as Boeing and Raytheon. Astro paid a \$12,000 fine and improved its waste-handling processes, Florez said. The company did not respond to requests for comment. Florez said Astro "should have known" that the substances had not been disposed of properly, because it never received copies of manifests from disposal facilities. State officials might have known too if their tracking system were able to alert them when waste goes astray. Garcia has not been charged, according to an EPA spokeswoman. Efforts to reach him for comment were unsuccessful. In another case, the same waste was abandoned twice in locations 50 miles apart over the course of six years. Trailers of toxic waste that included spent aerosol containers, used motor oil and mercury — which can damage the brain, kidneys and lungs — were abandoned in Hayward in Alameda County in 2004, according to law enforcement officials. When the waste was discovered, the alleged dumper, Jose Sosa, told authorities he would dispose of it properly but did not, officials said. "Some of it ended up in my county several years later," said David Irely, a San Joaquin County deputy district attorney. Police in the town of Ripon found 245 drums from the same load in an abandoned trailer at a truck stop in 2010. Sosa told authorities he'd left the rig after his trucking business failed. The waste was ultimately disposed of properly, a spokesman for the state agency said. Sosa could not be reached for comment. The state has sued to strip him of his license to haul hazardous waste. State officials had every reason to know that there was a problem at Western Environmental Inc.'s soil-recycling plant in Mecca, on land owned by the Cabazon Band of Mission Indians. In 2004, the department's criminal investigations branch received a complaint that the plant was operating without a state permit, but the shipments continued. One of the agency's own employees later reported that the facility was receiving "large amounts of dirt and other solid waste," and that there was no record it had been granted a state permit. The employee contacted the agency's legal counsel, department records show, but still the dumping continued. Then, in December 2010, students and teachers at Saul Martinez Elementary School got sick. "It was maybe an hour into the school day, and the odor was not relenting," said Celia Garcia, the former teacher at the school. "Even with the doors closed, even with the windows closed, you could still smell it in the classroom. I remember some of the students complaining that their little heads were hurting, their tummies were hurting because of that smell. It was just making everybody sick." Liria Vargas remembers feeling sick to her stomach that day, the first of many over several months when odors engulfed the heavily Latino community near Indio. "My kids had to stay indoors all the time," Vargas said. "It was bad, really bad." Environmental regulators traced the odor to the plant. The EPA stepped in after news accounts appeared in the Press-Enterprise of Riverside and the Desert Sun in Palm Springs and U.S. Sen. Barbara Boxer (D-Calif.) demanded action. When state regulators searched their database, they found that 9,719 loads, amounting to more than 160,000 tons of waste, were shipped to Mecca in 2009 and 2010 alone. Project managers at the agency had authorized the shipment of metal sludge, empty pesticide cans and other waste from



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construction sites in the Los Angeles Unified School District. "Wow, that's pretty awful," Raphael said, recalling her reaction at the time. In May 2011, the EPA ordered the company to stop accepting hazardous waste and to reduce and cover the soil piles. The state agency ordered businesses to stop sending waste to Mecca. In a report in August of that year, state officials faulted their own agency for failing to have a policy on the transport and disposal of hazardous waste on Indian lands and for weaknesses in internal communications. They also noted that they had failed to monitor their own database. "There wasn't anybody taking a look at it to say, 'Where are the red flags?' " Raphael said recently. "Therefore, nobody was paying attention to them."


<http://www.latimes.com/local/la-me-hazardous-waste-20131117-dto.0.2085710.htmlstory#axzz2kq3cJHId>

### USA, TN, SHELBYVILLE, NOVEMBER 19 2013. ONE SERIOUSLY HURT IN METHANOL EXPLOSION

 **Watch the Video** [Crews Investigate Explosion](#)

 **Watch the Video** [3 Injured in Explosion at Shelbyville Facility](#)

 **Photo's [30]** [Shelbyville Explosion - 11/18/13](#)

 **Photo's [6]** [One Seriously Hurt in Gas Explosion](#)

 **Photo's [24]** [Explosion in Shelbyville](#)

- Explosion occurred as a tanker truck was unloading some kind of solvent.
- 3 people injured in the explosions, The tanker truck driver has burns to 50 percent of his body



One employee suffered serious burns in a methanol explosion at Southern Energy, Lane Parkway, officials said today. The employee, whose identity has not been released, was loading fuel into a tanker when the explosion occurred, Fire Chief Ricky McConnell said. "The whole wall of the building suddenly blew off," James Brewer, who was standing nearby, said. Several Shelbyville firefighters said they heard the blast from the fire hall a block away. The extent of the employee's burns is uncertain, McConnell said. He was airlifted to Vanderbilt Medical Center. The east end of the building was engulfed in flames within seconds. Methanol spewed across the rear parking lot and down the north ditchline along West Jackson Street. Shelbyville public works employees set up dams at the West Jackson-North Cannon Boulevard intersection in an attempt to contain the methanol. Any amount that reaches Duck River will be small, said Scott Johnson, director of Bedford County Emergency Management

Agency. Students from Thomas Magnet School were sent by bus to Harris Middle School, and parents may pick them up there. Children from Eakin Elementary School were evacuated to Shelbyville Recreation Center, although it wasn't immediately clear why, since both locations are remote from the incident and the rec center is not significantly farther away from it than Eakin would be. An evacuation order which went into effect after the event has been lifted, according to Phillip Noel of Bedford County Communications Center. However, he said some street closures would remain at least the rest of the day. Bedford County Courthouse was evacuated after electricity went out following the explosion. Court cases were put on hold. Tim Wilson at NAPA Auto Parts / Florida Brothers Inc. said he and his co-workers heard the explosion from across the street. He looked out and saw flames. The flames were not high at first, but grew following more blasts, they said. Sheriff Randall Boyce said emergency responders were "tested" when oil began flowing through a ditch from the facility behind the workhouse and the county animal shelter. Workhouse inmates were taken to the jail. "We were scared to death," Boyce said. "If that fire had come on down that ditch, it would have burned down that restaurant on the corner." Crews put down pads and other material to absorb and contain the spill. "We were afraid it would get into the sewer and down to the river," said Boyce. But some oil did flow into a sewer gate, emerging in a detention pond at the new city water plant. Public works crews hurried to contain the spill. Police Chief Austin Swing told the T-G that Tullahoma firefighters came to Shelbyville with an engine in case any local calls came up while Shelbyville crews were tied up with the aftermath of the blaze. They were assisted by one off-duty Shelbyville firefighter who is familiar with locations. Bedford County Animal Control, located close to Southern Energy, evacuated about 50 dogs and a few cats. The explosion set the facility's back yard on fire, forcing a handful of dogs in outdoor pens to be evacuated first. It took longer to evacuate the dogs from inside the building. A load of dogs was on site to be picked up by Rescue Waggin' for transport today. Those dogs were taken to Middle Tennessee Spay and Neuter Clinic. Other



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## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,021 Newsy Stuff

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

**November 26 2013**



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Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

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evacuated dogs were taken to the old Harris Middle School gym by Rutherford County animal control officers and other volunteers. Bedford County Workhouse, next to the animal clinic, was also evacuated. Inmates were taken to Bedford County Jail initially, with plans to house them in the National Guard Armory overnight, but firefighters allowed them to return to the workhouse at mid-afternoon. A Tennessee Department of Corrections bus ferried them on the one-block trip to the workhouse.  
<http://www.t-g.com/story/2024962.html>

### **BRUNEI, BANDAR SERI BEGAWAN, NOVEMBER 19 2013. MOTORISTS FUME OVER 'CONTAMINATED FUEL' >> BRUNEI SHELL CONTACTED**

Fuel storage tanks of a petrol station in the capital were inspected for water contamination yesterday after a few motorists alleged that murky water was pumped into their vehicles instead of petrol leading to their cars breaking down on the road, Borneo Bulletin reported. The Bulletin contacted Brunei Shell Marketing and a spokesperson said that a team was being dispatched to the petrol station to check the motorists' allegations. The Bulletin was later informed that the team did not find the presence of water inside the fuel tanks. A few motorists told the Bulletin that their vehicles broke down between half-a-kilometre and one kilometre distance from the petrol station after they filled up their tanks. One of them steamed into the Bulletin office holding a plastic bottle (photo) with murky water showing traces of fuel at the top. "If this is not water, what is it?" he asked and wanted to know who was going to foot the bill for flushing his car's fuel tank. "I filled up petrol for 20 dollars and left the petrol station and within half-a-kilometre my steering wheel became stiff as the engine of my car stopped. I pulled up by the side of the road and called a mechanic. As my house was near, I quickly went home. "When I returned, I saw a Honda CV behind my car with the engine hood open and a couple standing outside. The man told me that his car stopped after he filled up petrol at the same fuel station," he said. "Soon the mechanic arrived and to our horror we realised water was pumped into my fuel tank. He extracted what appeared to be a mixture of fuel and water. "I went to the petrol station to demand answers and saw two other motorists shouting at the fuel attendants as their cars too came to a grinding halt. "One of the fuel attendants opened the tank and slipped in a rod and said he found water. We told some of the cars waiting in the line about the water contamination and soon the petrol station was closed," he said. "I know of at least five cars that have been affected. I am not sure how many others may have been affected," said the man who also showed a photo of the murky water that was flushed from his fuel tank at the mechanic shop. According to the petrol station's supervisor, an inspection was carried out by authorities but came up with zero presence of water in their fuel tanks. The petrol station was reopened at noon. He added that the station wouldn't have been reopened without approval from authorities.

<http://www.theborneopost.com/2013/11/18/motorists-fume-over-contaminated-fuel/>

### **SOUTH KOREA, SEOUL, NOVEMBER 19 2013. SK INNOVATION SAYS UNIT BIDS FOR STAKE IN UNITED PETROLEUM**

The refining unit of South Korea's SK Innovation is bidding for a stake in Australian petrol and convenience store retailer United Petroleum, the company said on Monday in a statement to the stock exchange. The privately owned Australian company, which has a value of about A\$1 billion (\$936 million) including debt, is exploring a sale or a joint venture, sources familiar with the matter told Reuters in July. SK Innovation said its unit SK Energy had placed a bid for United Petroleum, but gave no further details. SK's rival S-Oil has also submitted a non-binding offer for a stake in United Petroleum. The Korea Economic Daily newspaper, citing sources in the refining industry, had reported earlier on Monday that SK Innovation was one of five to six companies that had recently submitted a non-binding offer for the United Petroleum. The newspaper said the main bidding process was expected to take place in January. (\$1 = 1.0681 Australian dollars)

<http://in.reuters.com/article/2013/11/18/skinnovation-unitedpetroleum-idINL4N0J301M20131118>

### **IRELAND, CO WATERFORDM PORTLAW, NOVEMBER 19 2013. FUEL LAUNDERING PLANT DISCOVERED**

Gardai and customs officials have discovered a fuel laundering plant capable of making 10 million litres of fuel per annum. A sophisticated fuel laundering plant capable of making 10 million litres of fuel a year has been discovered. Customs officers and gardai uncovered the plant in a commercial premises in Portlaw, Co Waterford. A Customs spokeswoman said the plant has the capacity to launder a total of 10 million litres per annum, with a potential loss to the Exchequer of approximately five million euro per annum. A number of large tanks and ancillary equipment have been detained. "Investigations are on-going," she added.

<http://www.belfasttelegraph.co.uk/news/local-national/republic-of-ireland/fuel-laundering-plant-discovered-29763993.html>



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