



## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,057 Newsy Stuff

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

**April 4 2014**



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### AUSTRALIA, WESTERN AUSTRALIA, PINJARRA, MARCH 28 2014. REFINERY INCIDENT LEAVES WORKER NURSING SEVERE INJURIES

An incident involving caustic soda has left a worker at the Alcoa Pinjarra refinery nursing severe burn wounds. According to a report from The West Australian, the worker is recuperating at the Royal Perth Hospital. Alcoa's Bayer Processing System uses caustic soda for the extraction of alumina from bauxite. "Two [inspectors](#) from the department's Resources Safety Division were on site yesterday to commence an investigation," Simon Ridge, a Department of Mines and Petroleum spokesman, told The West Australian. "Alcoa reported the incident as required and is also conducting a full internal investigation."

<http://content.safetyculture.com.au/news>

### NEW ZEALAND, WELLINGTON, MARCH 28 2014. FUEL LEAK IN WELLINGTON HARBOUR

A fuel leak is being investigated in Wellington harbour after a strong smell of kerosene was reported by several members of the public. Regional harbourmaster Mike Pryce said reports of a strong smell started coming in about 4pm today, and investigations have revealed a fuel leak near Burnham Wharf in Miramar. However, the source of the leak had not been found yet. Cpt Pryce said it appeared to be jet kerosene rather than oil or diesel, and a light sheen could be seen on the water. It is near NIWA research ship Tangaroa, but the ship had been ruled out as the source of the leak. Cpt Pryce said there were large fuel storage tanks near Burnham Wharf, connected to a pipeline which went to Wellington Airport to fuel planes. He said the pipeline is a possible source of the leak, but they would not know for sure until further work was carried out tomorrow.

<http://www.stuff.co.nz/national/9877076/Fuel-leak-in-Wellington-harbour>

### USA, LA, MOSSVILLE, MARCH 28 2014. A MASSIVE CHEMICAL PLANT IS POISED TO WIPE THIS LOUISIANA TOWN OFF THE MAP >> SASOL'S PROPOSED FACILITY MAY SPELL THE END FOR A 224-YEAR-OLD COMMUNITY FOUNDED BY FREED SLAVES.



*tim murphy*

*A Mossville resident protested ongoing contamination in 2007.*

In 1790, a freed slave named Jim Moss found a place to settle down on a bend in the Houston River in the bayous of southwest Louisiana. Although never formally incorporated, the village of Mossville became one of the first settlements of free blacks in the South, predating the formal establishment of Calcasieu Parish by 50 years. But over the last half century, Mossville was surrounded. More than a dozen industrial plants now encircle the community of 500 residents, making it quite possibly the most polluted corner of the most polluted region in one of the most polluted states in the country. Now, a proposal to build the largest chemical plant of its kind in the Western

Hemisphere would all but wipe Mossville off the map. The project, spearheaded by the South African chemical giant SASOL, will cost as much as \$21 billion, but stands to benefit from more than \$2 billion in incentives (including \$115 million in direct funding) from the cash-strapped state budget. It has the backing of Republican Gov. Bobby Jindal, considered a likely 2016 presidential candidate, who traveled to the outskirts of Lake Charles for the official announcement of the plan in 2012. The state thinks it's an economic slam dunk. One study from Louisiana State University projected that it would have a total economic impact of \$46.2 billion. It is the largest industrial project in the history of Louisiana. And after a community meeting on Tuesday, it's one step closer to realization. But that massive plant will come with a steep environmental price. It will produce more greenhouse gases than any other facility in the state. And the project will almost certainly spell the end for the 224-year-old settlement of Mossville, a poor enclave that has been forced to play host to industrial facilities no one else wanted in their backyard. An analysis conducted by the Louisiana Department of Environmental Quality (DEQ) in February determined that the new project "will result in significant net emissions increases" of greenhouse gases, promethium, sulfur oxide, nitric oxide, and carbon monoxide. By its calculations, the plant will spew out more than 10 million cubic tons of greenhouse gases per year. (By contrast, the Exxon-Mobil refinery outside Baton Rouge, a sprawling complex that's 250 times the size of the New Orleans Superdome, emits 6.6 million tons.) Nonetheless, the DEQ determined that the facility would have no impact on the soil or air quality, and wouldn't significantly affect the water supply, although "some change in existing water quality may occur." It cleared SASOL under the Clean Air and Clean Water acts, and recommended moving forward with plans to build the facility on three square miles near Mossville, an unincorporated, predominantly African American community in the mostly-white Lake Charles suburb of Westlake. There are 14 industrial facilities around Mossville, a community that's just five



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square miles in area. A 1998 EPA study found chemical toxins in the hamlet's air 100 times higher than the national standard. Another study found that 84 percent of residents had some sort of central nervous system disorder. Its residents at one point appealed to an international court, the Inter-American Commission on Human Rights, on the grounds that the continued pollution of the neighborhood constituted environmental racism. (That appeal is ongoing.) The community was also featured in a 2002 documentary, Blue Vinyl, on the toxic consequences of manufacturing building materials. "These people are not interested in moving," says retired Lt. General Russel Honoré, a Louisiana native who managed the Army's response to Hurricane Katrina and has formed an organization, the Green Army, to push for environmental justice on the Gulf Coast. Honoré, who is considering a run for governor next year, became involved in the effort to block the plant from being built at the request of Mossville residents last fall. "This is their ancestral home. These are descendants of slaves that moved here when they weren't wanted in any other parts of the community." But over the years their polluted surroundings have left Mossville citizens little option but to pick up stakes. Residents have for years petitioned the government to provide funding for relocation. In 1998, Condea Vista, a chemical company that has since been absorbed by SASOL, bought out 206 homeowners in Mossville after a class-action lawsuit alleging the company had allowed the carcinogen ethylene dichloride to seep into the town's soil. As it paves the way for its new gas-to-liquid plant, SASOL is currently offering to buy all properties in the area at 160 percent of their appraised value. Because there aren't any recent home sales in Mossville to go off of, the company's independent appraisers based their valuations on similar houses in "higher-value" communities in the parish. "They think it's a very generous offer because they're living in shacks anyhow," Honoré says. SASOL says the backlash—manifesting itself in the press and at contentious public meetings—is coming from a fraction of the community. According to the company, more than 80 percent of homeowners eligible for the buyout program have registered, of those that have been formally offered buyouts already, more than 99 percent have accepted their offers. The company has already taken over Mossville's elementary school. A January report in the Lake Charles American Press projected that just 62 houses in Mossville would remain after the buyouts. Some residents who took deal have expressed relief at finally being given a way out. But the holdouts, in addition to not wanting to leave their ancestral home, fear they'll be unable to afford new houses in less-polluted areas. There's reason for distrust. The community's efforts to rein in polluters have been met with underhanded tactics in the past. In 2010, SASOL was sued by the Lake Charles chapter of Greenpeace for infiltrating and spying on the group. That lawsuit was dismissed, but the facts held up. As Mother Jones reported in 2008, prior to being purchased by SASOL, Condea Vista had paid private security firm Beckett Brown International \$200,000 to collect intelligence on Greenpeace and other activists who were attempting to hold the company accountable for polluting the region. BBI called the operation the "Lake Charles Project." The twilight of Mossville is only the latest in a history of southern Louisiana communities being erased by the march of industry. In 2002, Shell bought out residents of the community of Diamond, on the Mississippi River south of New Orleans, after decades of health defects and industrial accidents. African American residents of Morrisonville, Sunrise, and Revilletown all met similar fates. More than 100 residents of Bayou Corne have taken buyouts from solution-mining company Texas Brine since Jindal issued a mandatory evacuation order in August 2012. Grand Bayou, next door to Bayou Corne, ceased to exist after a broken cylinder in an underground storage cavern filled the community with poisonous gases. It is now memorialized by concrete slabs and a solitary road sign. "That's the thing that hurts," says Dorothy Felix, a seventh-generation Mossville resident and community activist. "I'm going to leave all of this behind, a place that I love so much, a place that I grew up, a place that I saw go from rags to riches. Now it's about to go to nothing but the plants."

<http://www.motherjones.com/environment/2014/03/sasol-mossville-louisiana>

#### USA, GA, MITCHELL CO, MARCH 28 2014. MAN DIES AT ETHANOL PLANT

devin knight

 [Watch the Video Man Dies at Ethanol Plant](#)



An investigation is underway in Mitchell County, where officials say a Thomasville man was killed around 1 p.m. Thursday at the Southwest Georgia Ethanol Plant. Mitchell County Sheriff's investigators say 31 year-old Joshua Fulghum returned to work as a "sweeper" from lunch in silo 1630, when he slipped and fell into an auger while sweeping seeds. Deputies say two witnesses were in the silo with Fulghum and ran to turn the power off after he fell, but said it was too late when they did. Officials removed the body from the silo around 4pm. Witness accounts and information collected from the scene were forwarded to the Georgia Bureau of Investigation medical examiner, who will conduct



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an autopsy Friday. OSHA investigators will also probe the incident. Investigators say no foul play is suspected, and say no other injuries were reported.

<http://www.walb.com/story/25092681/coroner-investigators-called-to-ethanol-plant>

#### AUSTRALIA, NEW SOUTH WALES, SYDNEY, MARCH 28 2014. ANGER AS OIL SPILLS INTO BOTANY BAY

sally lee



*Bad smell: A release of oily water from Caltex's Kurnell refinery has caused environmental concerns.*

Caltex's Kurnell refinery was in damage control after Monday's heavy downpour, which caused a release of oily water into Botany Bay. A Caltex spokeswoman said the oil release was contained and dispersed on Tuesday morning. "Caltex, along with Sydney Ports Corporation, have inspected both the north and south side of Botany Bay by boat and also by foot along the beachfront," she said. "Booms will remain in place on the south side of the bay for another tide change as a precaution only. "No odour or sheen was detected and all appears to now be clear." However, a Kurnell resident, who wished to remain anonymous, said he noticed an overpowering smell of petrol at noon on Monday. "I live about 150

metres away from the refinery and I could smell a very prominent odour of petrol," he said. "It's quite concerning to me that nothing was said to the residents, there were no signs put up to stay out of the water until it got tested and it's all really hush-hush." Recreational Fishing Alliance chairman Malcolm Poole said anglers were concerned about the immediate and long-term effects of the oil spill. "The public were gathering, watching the wind drift oil spill wash-up on the local beaches, the white sand being covered with an increasing oily scum and sludge," he said. "No health or safety warnings were posted at local boat ramps, in the bay or . . . beaches by those in control of the oil spill." Another alliance member told radio station 2UE on Tuesday that it was the biggest spill he had seen in 30 years of fishing in and around Botany Bay. Nature Conservation Council of NSW chief executive Pepe Clarke said Caltex breached the pollution licence at the site more than 140 times since 2000. "This company is a repeat offender, which appears to treat pollution penalties as a cost of doing business," he said. "Blaming the weather for the oil spill is a weak excuse . . . The pollution control systems at the refinery should be built to cope with heavy rain." He called on the EPA to take "firm action to ensure the company upgrades its pollution-control systems to reduce risks to public safety and the environment". A Sydney Ports Corporation spokesman said it, the EPA and other environment bodies found no evidence of environmental damage or harm to wildlife on Tuesday.

<http://www.theleader.com.au/story/2177328/anger-as-oil-spills-into-botany-bay/?cs=12>

#### USA, N.Y, BRENTWOOD, N.Y, MARCH 29 2014. LI TANKER TRUCK INSPECTION RESULTS IN 40 SUMMONSES

New York's Suffolk County Highway Patrol unit issued 40 summonses during a 6-hour checkpoint safety inspection of fuel tanker trucks. Three tankers also were taken out of service for safety hazards. A total of 15 trucks were inspected between 9 p.m. Thursday and 3 a.m. Friday in Brentwood off the Long Island Expressway. The initiative was conducted to ensure compliance with commercial motor vehicle and hazardous material safety regulations. Police say 25 summonses were issued for equipment violations. Seven trucks were cited for violations of New York State tax laws. And eight summonses were given out for violations of the state environmental conservation law. State police, environmental conservation police and the state tax department also were involved in the interagency enforcement inspection.

<http://online.wsj.com/article/AP0770dff23b1c4f268b63f6e7a241f69b.html>

#### USA, ILL, ST CLAIR CO, MARCH 28 2014. FUEL TANK DRIVER FILES LAWSUIT AFTER BEING STRUCK ON HEAD BY PIPE

While working for a propane company, a man was struck on the head with a pipe, according to a recently filed lawsuit. David R. and Wilma L. Candler filed a lawsuit March 13 in the St. Clair County Circuit Court against Illinois Oil Marketing Equipment. In their complaint, the Candlers allege David Candler was working as a fuel tank driver on Aug. 28, 2012, when he attempted to use piping to load fuel into a delivery truck that had been inspected by Illinois Oil. "The piping suddenly and without warning lowered swiftly and struck David on the head causing him to sustain serious and permanent injuries," the suit states. Because of the incident, David R. Candler experienced physical pain, suffering and mental anguish and incurred medical costs, the complaint says. He also claims he lost his ability to work, lost wages and benefits and has been unable to perform his



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activities. Wilma Candler, who was married to David R. Candler, claims she lost her husband's affections, society, companionship and consortium due to the incident. The Candlers blame Illinois Oil for causing David Candler's injuries, saying it negligently failed to properly inspect the piping, failed to properly install the piping, failed to properly service the piping, failed to properly maintain the piping, failed to warn of the dangerous condition and failed to protect David Candler. The Candlers are seeking a judgment of more than \$200,000, plus costs. They are being represented by Stephen C. Buser of the Law Office of Stephen C. Buser in Columbia. St. Clair County Circuit Court case number 14-L-217.

<http://madisonrecord.com/issues/366-personal-injury/263625-fuel-tank-driver-files-lawsuit-after-being-struck-on-head-by-pipe>

### USA, N.Y, BUFFALO, MARCH 29 2014. INSPECTORS FIND DEFECTS AT RAIL YARDS IN BUFFALO, NIAGARA FALLS

luke moretti

 **Watch the Video** [Inspectors Find Defects at Rail Yards](#)

State and federal investigators just wrapped-up their second oil train inspection blitz in New York State. At the Frontier Rail Yard in Buffalo, inspectors examined DOT-111 tank cars for mechanical problems and found seven defects, including a brake shoe that was worn down to metal on a rail car. Inspectors also discovered three defects for improper placards which tell emergency responders what's being carried. That's critical information, Buffalo Fire Commissioner Garnell Whitfield explained in a News 4 special report last month. "Anytime we can get good information early in an event it helps us to mitigate that event," he said. Inspectors also examined cars at a rail yard in Niagara Falls. They discovered 12 minor defects, and also checked four miles of track and found two switch point defects, which were immediately repaired. In February, the News 4 Investigative team told you about volatile Bakken crude oil rolling through Buffalo by rail. Some of it is carried on older model DOT-111 tank cars, which federal safety investigators say "have a high incidence of tank failures." There have been several train derailments across North America in the past year involving crude. Senator Charles Schumer sat down with News 4 last month to talk about it. "Thank God we don't have a major derailment or oil spill every day. But the number is going to grow and we have to get a step ahead of safety," Sen. Schumer said. But now the state has stepped up rail safety inspections. Governor Andrew Cuomo says, "Our preparedness and response plans must be adequate ahead of time – not after tragedy strikes."

<http://wivb.com/2014/03/27/ny-fed-agencies-do-2nd-oil-train-inspection-blitz/>

### USA, CA, SAN DIEGO, MARCH 29 2014. OIL TANKER OVERTURNS IN SOUTH BAY

monica garske



An oil tanker overturned on a roadway in San Diego's South Bay area Friday morning, officials said. The accident happened in the 7500-block of Paseo De La Fuente just before 7:30 a.m. Officials from Cal Fire, the San Diego County Sheriff's Department, the California Highway Patrol and the City of San Diego responded to the scene. As a precaution, Kendall Bortissier of Cal Fire said a hazmat team was called to the site of the accident to investigate any possible spills or leaks coming from the vehicle. The tanker was hauling asphalt oil at the time of the accident, he said. Cal Fire official Larry Converse said the driver of the tanker was not hurt in the accident. No other injuries were reported. Converse said all of the responding agencies were working together to get the

oil tanker upright, which proved to be quite the challenge given the size of the vehicle. Converse said the main concern was preventing anything from spilling out of the tanker and onto the roadway in the process. "We're concerned about the integrity of the vessel itself, so with that what we do is we slow down a little bit and we come up with a unified plan. Our main purpose is to protect the environment and people," Converse explained. The cause of the accident is under investigation.

<http://www.nbcsandiego.com/news/local/Oil-Tanker-Overturms-in-South-Bay-252903881.html>

### CANADA, AB, MEDICINE HAT, MARCH 29 2014. TANKER TRUCK ROLLS OVER OFF TRANS CANADA

charles lefebvre

Medicine Hat police and firefighters were busy Thursday afternoon after a tanker truck carrying diesel fuel rolled over on Box Springs Road. At approximately 1:50 p.m., the tanker truck, travelling westbound on Box Springs Road, was on the roundabout heading eastbound on the Trans Canada Highway when the driver lost control and the vehicle tipped over on its side. "The driver was trapped briefly in the vehicle but the fire department on scene extracted him from the vehicle, and he was treated on scene by paramedics," said Const. Brian Bohrn of the Medicine Hat Police Service. There was diesel fuel on board



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the truck and leaking out of the container, resulting in the fire department's hazardous materials team being called to deal with cleanup and disposal of the fuel. Local company Pat's Off Road was also called in to assist with off-loading the fuel, and two workers from environmental services were also called in. According to Terry Flaig, platoon chief for the fire department, the tanker had a capacity of 13,000 litres, although it was not known how much fuel was in the tanker at the time of the accident. He added the fuel leaked through an opening at the top of the tank. Access to Box Springs Road to the TCH was blocked during the afternoon, finally re-opening to traffic by 6 p.m.

<http://medicinehatnews.com/news/local-news/2014/03/28/tanker-truck-rolls-over-off-trans-canada/>

#### USA, IN, INDIANAPOLIS, MARCH 29 2014. NITRIC ACID EXPLOSION ROCKS INDIANAPOLIS ROLLS ROYCE PLANT

*jennifer pfalz*

An chemical spill and subsequent explosion on Friday afternoon at an Indianapolis Rolls Royce plant has injured eight workers. Another affected employee is being examined on site. The explosion happened at approximately 1:30 p.m. The incident occurred as nitric acid was being transferred out of a 250-gallon tank. The explosion created a chemical cloud, which has since dissipated. The plant was evacuated after the explosion. Nitric acid is a very strong, odorless acid that can inflict serious burns to the skin, eyes, gastrointestinal tract, and respiratory tract. It is colorless, but can sometimes appear yellow. Nitric acid is a corrosive substance and it can explode when it contacts other materials. A person who inhales, swallows, or even comes in contact with the acid can suffer burns, injury, and possibly death. The eight injured workers were transported to area hospitals to undergo treatment for exposure to acid. All eight are reported to be in stable condition. Captain Mike Pruitt of the Wayne Township Fire Department stated that although they do know that an explosion occurred, it was too early to tell how large or small it was. They expect to gain more information from involved employees. The explosion occurred at Plant 5 located on S. Tibbs Ave. The incident is under control according to emergency workers on the scene, but they have requested the Marion County Health Department to assist on site. A nitric acid explosion at the University of Maryland in 2011 injured two students who were in the immediate vicinity of the blast. The two students were conducting an experiment using nitric and sulfuric acid. Normally, those two acids would not react violently, but in this case, the combination of the two was poured into an organic waste container and then exploded. It is believed that it was the addition of the materials that made up the container that caused the mixture of acids to explode violently. The injured students suffered from first- and second-degree burns and multiple cuts. In January of this year, nitric acid exploded and seriously injured one student of a German university. The 24-year-old suffered cuts from flying glass and suffered a lung embolism due to the breathing in of the chemicals. Fifteen other students were also hurt in the incident. As in the UMD case in 2011, nitric and sulfuric acid had been combined. The mixture exploded when an organic chemical was introduced. When mixed with urea, nitric acid becomes a destructive explosion known as urea nitrate. Improvised explosive devices containing urea nitrate are used by terrorists all over the world. Perhaps the most well-known explosion caused by urea nitrate was the 1993 World Trade Center bombings. The most common source of urea for bomb-making has historically been from fertilizer, which contains urea due to the nitrogen it contains. Although the 1993 World Trade Center bombing failed to attain its goal of destroying both towers and killing tens of thousands of people, it did kill six people and caused injuries to more than one thousand.

<http://guardianlv.com/2014/03/nitric-acid-explosion-rocks-indianapolis-rolls-royce-plant/>

#### NIGERIA, LAGOS, IKORODU, MARCH 29 2014. PIPELINE EXPLOSION - INJURED VANDALS NABBED AT HEALER'S HOME

*evelyn usman*

Operatives of the Inspector General of Police Special Task Force, Anti-Pipeline Vandalism Unit, have arrested two suspected vandals believed to be responsible for last Thursday's explosion that led to fire outbreak at Nigerian National Petroleum Corporation, NNPC, pipeline in Ilare/Imagbon area of Ikorodu, Lagos, which left some of the vandals dead. The suspects, identified as Rotanna Ifeanyi and Soji Omomoyesan, were arrested in a herbalist's home while receiving treatment from the burns sustained in the fire outbreak. Trouble, as gathered, started for the duo after residents of the community, initially indicted in the pipeline vandalism saga, besieged the herbalist home and attacked the suspects, when they got wind of their presence. They reportedly tied them up until the arrival of the policemen.

##### **I thought I was dead-- suspect**

Explaining how the fire was ignited, one of the suspects, Ondo State-born Soji, 40, said it was caused by a lit cigarette. According to him, "Jide threw the cigarette during an argument over who would first siphon petroleum product from the burst pipeline. Before we knew what was happening, there was an explosion followed by a wild fire. "We could not escape as we



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were engulfed by the fire. I do not know the fate of others. "I thought I was dead until I opened my eyes and found myself at the herbalist's home. I was told I was dumped there by one of us who managed to escape. "I was lured into this business because I was jobless. I was informed by a friend that they were going to siphon fuel along that route. "He said the services of an engineer, boat paddlers and carriers were needed. I opted for boat paddler because I cannot lift two 50-litre jerry cans of petrol at once. "We got to the place by 2am and immediately the engineers burst a portion for us to siphon, an argument ensued. "But for the timely arrival of policemen at the herbalist's place, the community would have finished what the fire could not. "They tied my hands and legs and were at the verge of setting me ablaze when the policemen arrived."

### 'I was Promised N200 per 50-litre Jerry Can'

Rotanna, 22, said he was lured by his best friend whose name he gave as Tony Olabanji, to join in the shady deal. He said: "He told me all I needed to do was to assist the vandals and assured me that security men had not visited the area in recent times because they thought vandals were no longer operating there. "The mission would have been accomplished had the argument not ensued. This was because on getting there, there were so many people; both the old and young, men and women were struggling to have their turn. "I was to be paid N200 for each filled 50-litre jerry can moved from the point of filling to the car. I had already taken seven jerry cans into the vehicle and was about to lift the eighth when the fire started."

### Police Report

Assistant Commissioner of Police in charge of the Task Force, Friday Ibadin, said; "The vandals absconded when they realised that their game was up. But some of them were roasted to death. "I must sincerely appreciate members of Imagabon community, who assisted the police in tracking down these suspects from where they had gone for treatment. "I encourage other communities to do same in order to bring a permanent end to pipeline vandalism." He informed that the police had taken the suspects to an undisclosed hospital, where they were currently undergoing treatment, adding that they would be arraigned in court as soon as their health stabilise.

<http://allafrica.com/stories/201403280665.html?viewall=1>

## USA, CT, RICHLAND, MARCH 29 2014. SOME POSSIBLE SOURCES OF HANFORD TANK VAPORS IDENTIFIED

annette cary



*A radiation warning sign is posted outside Hanford's C Tank Farm.*

Hanford officials have identified two potential sources of chemical vapor emissions after workers reported symptoms at the nuclear reservation's tank farms this week and last week. At least 18 workers have reported symptoms linked to possible chemical vapors from tank waste, with the latest case Thursday afternoon. Only one worker has not been cleared to return to work, because they have yet to be evaluated by the site medical provider. Four workers were sent to Kadlec Regional Medical Center and others were sent to the Hanford medical provider. Washington River Protection Solutions, the Hanford tank farm contractor, held a series of meetings with workers Thursday afternoon to discuss possible sources of

the vapors and what is being done to protect people. Hanford has 56 million gallons of radioactive and hazardous chemical waste in underground tanks. It is left from past plutonium weapons production. The tanks vent to the atmosphere and filters prevent radioactive particles from being released. But the tanks also have at least 1,200 chemicals that have been detected and those chemicals may be released in vapors or found in waste-contaminated equipment in the tank farms. Washington River Protection Solutions said an investigation found a cut in insulation at a pump pit in the A Tank Farm, which is near the AY and AZ Tank Farms where symptoms have been reported on at least two days. The worker reporting symptoms Thursday also was in the area of the complex of tanks that includes the A, AY, AZ and AX tanks. The cut was sealed with foam and the area was re-evaluated. Instruments no longer detected elevated levels of potential vapor-causing compounds in the area, according to Washington River Protection Solutions. In the S Tank Farm, where two workers were sent to the hospital Tuesday, the investigation has focused on liquid in old, unused equipment that had been staged for disposal. The workers had been cutting plastic wrapped around a block covering the equipment when they experienced symptoms. The area around the old equipment has been cordoned off as a vapor control zone and the liquid is being sampled and analyzed to determine if it could be a potential source of emissions. An investigation at the T Tank Farm, where workers reported smelling vapors Wednesday, has found no detectable measurements of vapor-causing compounds, according to Washington River Protection Solutions. But investigations to identify other potential sources of vapors are continuing, according to the contractor. The symptoms of all workers exposed recently have not been made public. But tank farm workers exposed to vapors at Hanford



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have generally reported symptoms that include sore throats, headaches, coughing, burning eyes, nose bleeds, a metallic taste, dizziness or an accelerated heart rate. Workers fear that exposure could cause long-term health problems. Hanford Challenge, a Seattle-based watchdog group, believes that past exposures have led to cases of toxic encephalopathy, neurological damage and long-term chemical sensitivity. Tank vapors have been an issue at least since the end of the Cold War, with Hanford officials taking steps through the years to better protect workers. However, Hanford Challenge said not enough is being done. Thursday it called for Washington River Protection Solutions and the Department of Energy to support workers who have experienced symptoms, to step up monitoring of chemical vapors and to take more protective measures. Washington River Protection Solutions said it is encouraging workers to wear respirators, if they believe it is necessary. It has kept worker exposure to chemical vapors far below national occupational standards, it said. The contractor's standards at the tank farms are generally 10 percent of national occupational standards, said Jerry Holloway, spokesman for the contractor. When a previous tank farm contractor identified more than 1,000 chemicals that could be present in tank vapors, it found that many did not have occupational standards. A consulting group was used to help determine safe limits. Washington River Protection Solutions has an Industrial Hygiene Technical Panel that includes management and employee members. It meets regularly to address chemical vapor issues and concerns, including identifying potential hazards and developing controls. The panel also will be addressing the recent chemical vapor issues, Holloway said. The risk of chemical vapors at the tank farm cannot be completely eliminated, but the contractor is continuing to look for ways to reduce risks to workers, it said in a statement.

<http://www.tri-cityherald.com/2014/03/27/2897793/hanford-workers-to-attend-meetings.html?sp=/99/900/>

### USA, N.Y, BRENTWOOD, MARCH 29 2014. 40 SUMMONSES ISSUED IN FUEL TANKER SAFETY STING IN SUFFOLK >> 40 TICKETS WERE ISSUED AND THREE TANKERS WERE TAKEN OUT OF COMMISSION.

 **Watch the Video** [40 Summonses Issued in Fuel Tanker Safety Sting in Suffolk](#)

Dozens of summonses were issued and three tankers were taken off the road in an overnight safety sting to inspect fuel tanker trucks in Suffolk County. Suffolk police and New York state troopers were aided by officers from the Department of Environmental Conservation and state taxation officials to conduct an unannounced inspection of tanker trucks between 9 p.m. Thursday and 3 a.m. Friday. Authorities say such stings are performed several times each year to catch unsafe trucks and bootleg fuel smugglers who bring illegal cheaper gasoline in from New Jersey and sell it to small independent stations. Among the finds was a tanker truck that had no brakes, police say. In total, 40 summonses were issued. Police say they found 25 truck safety violations, eight environmental violations and seven state tax violations. Three tankers were taken off the road, police say. The Long Island Gas Retailers Association is proposing that the state create a dedicated task force to enforce truck safety and to stop bootleg fuel smugglers.

<http://longisland.news12.com/news/police-40-summonses-issued-in-fuel-tanker-safety-sting-in-suffolk-1.7536913>

### USA, LA, BATON ROUGE, MARCH 29 2014. JINDAL ANNOUNCES DEAL REACHED IN 'LEGACY LAWSUITS'

*melinda deslatte*

Compromise bill in long-running dispute between oil industry, landowners announced by Jindal. The oil and gas industry and landowners said Thursday they have reached a compromise in long-running disputes over how to handle the clean-up of environmental damage done in drilling years ago. Gov. Bobby Jindal announced the legislative proposal, surrounded by industry leaders, lawmakers and representatives of some of the largest landowners involved in the lawsuits. The bill to be filed by Sen. Robert Adley, R-Benton, would change the complex legal process for dealing with so-called "legacy lawsuits" that seek millions of dollars in damage claims and that the oil and gas companies claim are inhibiting energy exploration. "We can no longer let these lawsuits needlessly delay cleanup, investment and timely resolution to disputes," Jindal said. The Republican governor said the proposal, among other things, would spell out the types of damage that can be recovered in the lawsuits and the standards for recovery. It also would define contamination to clarify what type of environmental damage is covered for recovery. The bill hasn't been filed yet and will need backing from both the House and Senate before it could take effect. Jindal described the proposal as a way to speed environmental remediation and send a signal to the country that energy exploration is welcome in Louisiana. "I think it strikes the right balance. It protects the interest of our landowners. It protects our environmental interests in our state, while at the same time ensures that industry is not being exposed to frivolous, overly expensive litigation that is unrelated to the merit," Jindal said. Compromises over the lawsuits have been announced at least twice before, in 2006 and 2012, but follow-up court rulings have revived disagreements. Adley said the legislation he's proposing should address issues raised by the courts in both areas of law involved. The issue is acrimonious



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each time it comes before the Legislature, putting lawmakers in the middle big-money disagreements between wealthy landowners and one of the state's largest industries. Legacy lawsuits, often totaling millions of dollars, are filed by landowners who leased their property to energy companies and claim environmental damage from the drilling, such as contamination of ground water resources. The oil and gas industry says the lawsuits discourage industry expansion in the state, and they have accused trial lawyers of dragging out the lawsuits to maximize profits. Landowners have accused the companies of trying to keep from paying what they owe for contamination. "The bottom line is we want our property cleaned up, and we think we've reached that compromise," said Paul Frey, executive director of the Louisiana Landowners Association. Chris John, president of the Louisiana Mid-Continent Oil and Gas Association, agreed. "We want to be able to go out and clean up these sites," he said.

Online: Louisiana Legislature: [www.legis.la.gov](http://www.legis.la.gov)

<https://au.finance.yahoo.com/news/jindal-announces-deal-reached-legacy-215045044.html>

### USA, MT, GREAT FALLS, MARCH 29 2014. REFINERY SEEKING WASTE REMOVAL >> CLEANUP IS PART OF EXPANSION PLANS

karl puckett



*Calumet Montana Refining is asking the state Department of Environmental Quality for permission to ship waste discovered on the property to an Indiana landfill that's authorized to manage hazardous waste.*

Calumet Montana Refining is asking the state Department of Environmental Quality for permission to ship 14,200 cubic yards of lead- and petroleum-contaminated soil at its Great Falls oil refinery to an Indiana landfill permitted to handle hazardous waste. The request was made March 6. The waste was identified in an area of the southcentral portion of the refinery, with the soils extending from the surface to a layer of bedrock 5 to 15 feet below the facility at 1900 10th St. N.E. The refinery produces gasoline, middle distillates and asphalt for markets in Washington, Montana, Idaho and Alberta. Material proposed for

excavation and disposal off site consists of impacted soil, rocks and associated debris contaminated by the historic release of finished products, refinery intermediates, such as premium gasoline, or sludge residues from the cleaning of tanks, according to documents submitted by the company to the DEQ. Some of the material is classified as hazardous for lead and benzene. Lead is the primary driver of the cleanup, said Denise Kirkpatrick, a DEQ solid and hazardous waste specialist. "Once this is done, you won't have the exposure issue to current workers and you will have a large source that may be source to groundwater removed," Kirkpatrick said. "So overall, it's a good change and improvement to human health and the environment." The cost of the cleanup is about \$9 million, Kirkpatrick said. Indianapolis-based Calumet spokesman Noel Ryan said the remediation is being conducted in conjunction with an ongoing plant expansion. "Our intent is to clear the area for the new process units we are installing that will allow us to double production capacity at the facility by the first quarter of 2016," Ryan said. Some of the soils have contaminants above worker industrial protection levels and that's why "interim measures" are being taken in the cleanup, Kirkpatrick said. Interim measures are actions taken to respond to immediate threats to human health or prevent damage or contaminant migration to groundwater, she said. Groundwater is already contaminated at the refinery, but that water is not being used and it's difficult to pinpoint the source, she said. No known impacts to the Missouri River have been discovered, she said. The public may comment on the cleanup plan until April 4, and the DEQ will make a decision whether to approve it soon after, Kirkpatrick said. If the plan is approved, the soil probably will be excavated in April or May, she said. It will be loaded onto trucks at the site and then transported by rail, in closed intermodal containers, to Heritage Environmental Services in Roachdale, Ind., which operates a hazardous waste landfill. The 14,200 cubic yards equals about 710 truckloads and 118 rail cars. Kirkpatrick said there are no landfills in Montana permitted to accept hazardous waste. The refinery is asking the DEQ to classify the waste as Corrective Action Management Unit-eligible, which will allow disposal of the waste in a hazardous-waste landfill. Without the CAMU designation, the waste would likely be incinerated, which is more expensive, Kirkpatrick said. Based on the information provided by Calumet, the DEQ is proposing to approve the request, but the agency will consider public comment before making a final decision, Kirkpatrick said. The material was not generated from current industrial operations, according to Calumet. Rather, the waste was disposed of prior to 1980, before land-disposal restrictions were in place, the company says. Calumet discovered the waste as part of an ongoing investigation required by the Resource Conservation and Recovery Act (RCRA) of 1976. The federal law requires that hazardous waste be tracked from



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"cradle (generation) to grave" (disposal). The DEQ issued an administrative consent order in September 2012 requiring the cleanup of historic contamination. And the plant expansion is now allowing access to areas that previously couldn't be reached because infrastructure is being moved in that process. "So when the plant expansion firmed up, and they knew they were going to start demolishing tanks, the DEQ directed them to go in and remove this contamination," Kirkpatrick said. The DEQ approved the work plan for the current cleanup proposal in July 2013. Soil sampling was conducted to characterize the nature and extent of the hazardous constituents from the surface to the shale bedrock, with 33 soil samples collected in test pits in the "lead consolidated area" and then analyzed for metals, volatile organic compounds and semi-volatile organic compounds. Calumet told the DEQ that the vast majority of the soil proposed for disposal consists of clay materials that are typically associated with low lead mobility. Low levels of total lead have been detected in groundwater immediately along the southern edge of waste area, the company says.

### What's Next

A copy of the environmental assessment is available at <http://deq.mt.gov/ea/WasteMgt.mcp>. A hard copy of the EA is available upon request. Written comments on Calumet's request and the draft EA must be sent to Denise Kirkpatrick, DEQ, Permitting and Compliance Division, Waste and Underground Tank Management Bureau, P.O. Box 200901, Helena, MT 59620-0901. All written comments must be received by the DEQ on or before April 4. For additional information, contact Denise Kirkpatrick at 406- 444-3983 or by email at [dkirkpatrick@mt.gov](mailto:dkirkpatrick@mt.gov).

[http://www.greatfalltribune.com/article/20140327/NEWS01/303270024/Refinery-seeks-ship-hazardous-waste-Indiana?nclink\\_check=1](http://www.greatfalltribune.com/article/20140327/NEWS01/303270024/Refinery-seeks-ship-hazardous-waste-Indiana?nclink_check=1)

### USA, CA, BENICIA, MARCH 30 2014. REFINERY TO PAY \$180K IN AIR QUALITY SETTLEMENT

A refinery in Northern California has agreed to pay more than \$180,000 to settle air quality violations. Bay Area Air Quality Management District spokesman Tom Flannigan said in a statement Friday that Valero Refining Company in Benicia, Calif., had agreed to pay the civil penalty for seven notices that the air quality agency issued in 2011 for incidents that occurred in December 2010. All of the violations stemmed from a valve failure that caused an upset of Valero's fluid catalytic cracking unit, which converts heavy gas oils into gasoline and other compounds. The total settlement is \$183,000, and the funds will be used to finance the air district's inspection and enforcement activities.

<http://www.seattlepi.com/news/science/article/Refinery-to-pay-180K-in-air-quality-settlement-5358330.php>

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, MARCH 30 2013. ROW GROWS OVER EPA'S HANDLING OF CONTAMINATION AT ORICA'S BOTANY PLANT

natalie o'brien



*Metal and chemical contamination found: Orica chemical plant at Botany.*

The Environment Protection Authority's handling of the chemical contamination at Botany has again been questioned, with revelations officials meddled in the "independent" review of the case. Documents obtained under freedom of information laws reveal the EPA asked for "technical" changes to be made and paragraphs to be inserted into draft versions of the review report. And the authority drew up media releases about the outcome before the final report was presented, angering residents who have led the chorus of complaint about the EPA's behaviour. Len Mahony said the revelations "undermined any faith" residents had in the watchdog.

The independent review was requested by Environment Minister Robyn Parker and the EPA's independent governing board. It was commissioned by the EPA board, which is independent of the department, to examine the criticisms of the EPA by an expert representing the Botany community, Andrew Helps of Hg Recoveries. But Chris Fell, who was chosen by NSW chief scientist Professor Mary O'Kane to conduct the review, told Fairfax Media he was informed the EPA was the "client". As such, he followed standard practice by allowing EPA staff to look over draft reports, fact-check and discuss changes before it was presented to the EPA board. The EPA declined to release the letter of contract and its conditions. The review found the EPA did not knowingly misinterpret data or lack rigour in its regulation, and had fulfilled its obligations. However, it criticised many aspects of its handling of the contamination issues. Professor Fell strongly denied any suggestion his report was "captured" by the EPA, and Fairfax Media is not suggesting it was. However, the FOI documents show the EPA fought to keep the review secret. Mr Helps, who released the document, said it was another example of the "lack of transparency" of the EPA. A spokesman for Ms Parker said she believed it had been an independent process. Controversy erupted last year after metal



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and chemical contamination was found in the soil around Orica's Botany site. The EPA was accused of not revealing the full results and dropping the health investigation levels it was using to reassure residents, from Residential A to a lower Recreational C. Numerous mistakes were made in the soil analysis, and Professor Fell found this led to the community being "confused and mistrustful". He found the EPA initially compared some results to Residential A levels, which was "undoubtedly meant to reassure residents" whose properties were close to the tested land. But when further metals and chemicals were discovered on the same site, they compared them to the recreational level because the land was being used as recreational. Professor Fell found the EPA had chosen not to tell residents the full results until further tests were done. He criticised the authority, saying there was "substantial community perception of lack of effectiveness" and he made a raft of recommendations for improvements. The EPA did not respond to questions about how many recommendations have been implemented.

### Documents

- [FOI documents show EPA meddling](#)
- [FOI documents show EPA meddling](#)

### Related Stories

- [Lab says pressure led to mistakes](#)
- [EPA tests botched](#)
- [Parker orders scrutiny of report](#)

<http://www.smh.com.au/environment/row-grows-over-epas-handling-of-contamination-at-oricas-botany-plant-20140329-35q8t.html>

## USA, CA, SACRAMENTO, MARCH 30 2014. SACRAMENTO OFFICIALS KEPT IN DARK ABOUT CRUDE OIL TRANSFERS AT RAIL FACILITY

*curtis tate & tony bizjak*



Recently filled, a tanker truck drives past railway cars containing crude oil on railroad tracks in McClellan Park in North Highlands on Wednesday, March 19, 2014. North Highlands is a suburb just outside the city limits of Sacramento, Calif. Since at least last September, trains carrying tank cars filled with crude oil have rolled into the the former McClellan Air Force base. Workers have transferred the oil, including some volatile Bakken crude, from trains to tanker trucks, which take it to Bay Area refineries. Until this week, Sacramento's

InterState Oil ran the crude operation without a required permit. Local fire and emergency officials who would be called upon to respond in case of a spill or fire weren't informed it was happening. Jorge DeGuzman, supervisor of permitting for the Sacramento Metropolitan Air Quality Management District, said an inspector first discovered in the fall of 2012 that InterState Oil was unloading ethanol from rail cars at McClellan without a permit. The company then applied for a permit and received it in October 2012. Last September, another inspection revealed that InterState was transferring crude oil from rail cars to trucks taking their loads to Bay Air refineries, again without a permit. The company was not fined, and continued the ethanol and crude operations during the permitting process. The crude oil permit was approved this week. Fuel transfer operations such as the one at McClellan have popped up in California and other states amid an energy boom driven by hydraulic fracturing of shale oil formations in North Dakota and elsewhere. While the oil furthers economic growth and energy independence, it's also bringing unforeseen safety risks to communities, catching many state and local officials off guard. "As long as it's not stored, I don't think it's required for them to inform me," said Steve Cantelme, Sacramento's chief of emergency services. Still, he said, "I would like to know about it." State and local governments have scant jurisdiction over the movement of goods on rail lines, which is generally a matter for the federal government. Federal regulators and the rail industry have taken voluntary steps to improve the safety of such shipments, including reduced speeds, more frequent inspections and using safer routes. They're also working on a safer design for tank cars. But some state and local officials feel the response hasn't matched the risk they face. Fiery derailments in Alabama, North Dakota and Canada in the past several months have raised safety and environmental concerns about rail shipments of crude. On July 6, a 72-car train of crude oil from North Dakota broke loose, rolled down a hill and derailed in the lakeside village of Lac-Megantic, Quebec. The unusually volatile oil fed a raging fire and powerful explosions that leveled the center of town. Of the 47 people who were killed, five vanished without a trace. The issue has received limited attention in California because the state has continued to rely on its traditional petroleum supply, which arrives on marine tankers. But that's changing. In December 2012, the state received fewer than 100,000 barrels of oil by rail.



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A year later, it was receiving nearly 1.2 million, according to the California Energy Commission. "It potentially could be a fatal issue here in Sacramento," Cantelme said. The state projects that within two years, California could receive a quarter of its petroleum supply by rail. That would mean at least six trains of 100 tank cars every day, or 500,000 barrels of oil, passing through the capital. The capacity of the proposed Keystone XL pipeline is 830,000 barrels. InterState officials declined a request by The Sacramento Bee to observe the McClellan operations. The company also declined to answer questions The Bee sent last week about the facility, including how frequently the transfers take place and what safety precautions are taken. In an emailed statement, the company's president, Brent Andrews, said InterState has "the highest regard for safety procedures" and is "very thorough in our education and training with our employees." InterState's new permit allows it to transfer about 11 million gallons of crude oil and ethanol a month at McClellan. "That's a lot," said Darren Taylor, assistant chief of operations at the Sacramento Metropolitan Fire Department. Neither McClellan Business Park, where the operation takes place, nor Patriot Rail, the short line railroad that switches the cars there, were required to verify that InterState had the necessary permits. Another company, Carson Oil, was unloading ethanol at McClellan without a permit, but has since received one. Carson, based in Portland, Ore., is also seeking a permit to unload crude oil at McClellan in hopes of securing a contract. Carson did not return phone messages and emails requesting comment. "If we don't see anything alarming, we don't shut a business down just because they missed some paperwork," DeGuzman said. "The inspector felt it was a paperwork procedure." The McClellan operation straddles the boundary between Metropolitan Fire's jurisdiction and that of the Sacramento Fire Department. Both departments could be involved in an emergency response to the site. After a reporter told him about the facility last week, Dan Haverty, the city fire department's interim chief, sent his battalion chief and a hazardous materials inspector to McClellan, where they reported finding 22 tank cars loaded with crude oil. Haverty said far more hazardous commodities move by rail through Sacramento, including toxic chemicals, such as chlorine and anhydrous ammonia, and that his department has planned and trained for emergencies involving those materials. Taylor said he was "comfortable and confident" in his department's capabilities. But Niko King, Sacramento's assistant fire chief, said he didn't have a lot of information on what was coming through the region by rail and new risks his department might face. "I don't want to say we're in front of the curve," he said. "We're definitely reacting." The U.S. Department of Transportation has required that petroleum producers test and properly label and package Bakken oil before it is transported. But once the oil reaches its destination, whether a refinery or a transfer facility, such as the one in Sacramento, it's handled no differently than conventional crudes. The McClellan operation falls outside of some agencies' jurisdiction. The Sacramento County Environmental Management Department regulates crude oil storage facilities, but McClellan isn't considered one. "We regulate the stuff that's there" for more than 30 days, said Elise Rothschild, chief of the department's Environmental Compliance Division, "not the stuff in transit." The railroads bringing crude oil to Sacramento, meanwhile, are not required to tell local officials that they're doing so. One of them, BNSF Railway, is the nation's largest hauler of crude oil in trains, mostly from North Dakota. Earlier this month, CSX, the largest railroad on the East Coast, reached an agreement with Pennsylvania's emergency management agency to share information on the shipment of hazardous materials on its network, including crude oil. But the agreement requires state officials not to make the information public. It is possible to determine where shipments are going, however. BNSF, for example, lists Sacramento as one of its crude-by-rail terminals on a marketing website. A Sacramento Bee photographer who visited the McClellan site recently found crude oil being transferred from rail cars to trucks, activity that was plainly visible. Cantelme said he's begun in recent weeks to organize a regional task force with other local officials and the state Office of Emergency Response in an effort to better understand the risks of such operations and develop a coordinated response plan. "This is preliminary for us," he said. "We're just now getting into it." A McClatchy analysis of federal data showed that more than 1.2 million gallons of crude oil spilled from trains in 2013 alone. In contrast, fewer than 800,000 gallons had been spilled nationwide from 1975 to 2012. "Nobody saw this incredible increase in volume," said Tom Cullen, administrator of the oil spill prevention office in the California Department of Fish and Wildlife. In his January budget proposal, Gov. Jerry Brown proposed increasing funding for the Office of Oil Spill Prevention and Response and shifting its focus from marine spill to inland spills. Other states where crude oil shipments have increased are taking action. In January, New York Gov. Andrew Cuomo directed several state agencies to review safety procedures and emergency response plans. That state's capital, Albany, has become a hub for rail shipments of North Dakota and Canadian oil for East Coast refineries. Earlier this month, Albany County placed a moratorium on the expansion of a train-to-barge facility blocks from state offices until the completion of a health study. Washington lawmakers considered several measures to address increased oil shipments, including a 5-cents a barrel tax on crude oil shipped by rail into the state, but the efforts died before the session adjourned last week. Activists in the Bay Area cities of Benicia, Richmond and Martinez are fighting the expansion of crude oil



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deliveries to local refineries. Earlier this month, Elizabeth Patterson, the mayor of Benicia, called on Brown to sign an executive order similar to Cuomo's.

<http://www.kansascity.com/2014/03/28/4922740/sacramento-officials-kept-in-dark.html>

### USA, ARK, MAYFLOWER, MARCH 30 2014. KEEPING SECRETS HAS BEEN EXXON'S DEFAULT IN ARK. OIL SPILL CASE

elizabeth douglass



*Mayflower, Ark. subdivision where an Exxon pipeline burst and spilled oil on March 29, 2013.*

From the time Exxon's Pegasus ruptured one year ago, there have been difficulties with getting spill-related information to the public. Sometime before April 7, ExxonMobil will finally tell regulators and the public why its 1940s-era Pegasus oil pipeline split open in Mayflower, Ark. last March, spilling thick Canadian dilbit into a neighborhood and nearby cove. Will Exxon just send out a statement announcing its conclusions about the cause or causes of the Pegasus spill? Or will it also make public the details and supporting evidence behind its determination? If Exxon doesn't provide those details, will they be made available by the [Pipeline and Hazardous Materials Safety Administration](#) (PHMSA), which regulates most U.S. pipelines? Actions to date aren't encouraging, according to some pipeline experts and Arkansas officials. "It's been a constant process of trying to get information, trying to get data, trying to

evaluate the tools and technology and processes that Exxon uses to ensure the integrity and safety of this pipeline," said John Tynan former watershed protection manager for Central Arkansas Water (CAW) and now its director of public affairs. The pipeline, which stretches from Patoka, Ill. to Nederland, Texas, burst open about eight miles from CAW's Lake Maumelle Watershed, and more than 18 miles of the pipeline run through it. Since the watershed helps provide the water that CAW supplies to 400,000 people, the water utility has asked Exxon for detailed information about last year's failure as well as the pipeline's condition within the watershed. To get that information "there have been a number of hoops and hurdles we've had to jump through ... namely having to sign a Confidentiality agreement that Exxon requested because of their concerns over proprietary or security-related issues," Tynan said. The CAW signed it, reluctantly. The secrecy surrounding the Pegasus spill has been there from the beginning, frustrating reporters, homeowners, lawmakers, local officials and people elsewhere along the 858-mile pipeline, which starts in Patoka, Ill. and ends in Nederland, Texas. First, the Federal Aviation Administration issued a temporary flight restriction—said to have been sought by an Exxon representative—that prohibited flights below 1,000 feet within a five-mile radius of the Mayflower spill. The restrictions were lifted after a few days, but they were criticized as excessive and serving corporate interests because it handicapped news coverage and could have interfered with efforts to sample air conditions below that elevation, according to the FAA watchdog site [aireform.com](http://aireform.com) Other difficulties with getting spill-related information to the public followed:

- Several days after the Mayflower spill, an Exxon employee threatened to have an InsideClimate News reporter arrested for criminal trespass because she went to the spill command center seeking public affairs contacts for the government agencies on site.
- Exxon released a statement about the conclusions contained in a company-funded post-spill metallurgical report, but refused to provide copies of the report itself. Congressman Tim Griffin of Arkansas, who has called the secrecy surrounding the pipeline spill "ridiculous," posted it on his website. PHMSA later followed suit.
- Exxon refused to release data from a series of inspections and tests conducted on the Pegasus, claiming [a trade secret](#) exemption. Those [reports](#) were eventually made public by PHMSA.
- Exxon's 2013 emergency response plan for the Pegasus had to be obtained with a Freedom of Information Act request. When it was released two months later, it was so heavily redacted that in many places, Exxon's corporate logo was partially blacked out. More than 100 pages of the 290-page document were entirely blotted out.
- Neither Exxon nor PHMSA has released testing data for the southern leg of the Pegasus, which may have seam-rupture tendencies similar to those of the northern segment. Exxon hopes to reopen that part of the pipeline soon.
- The Pegasus information page set up by PHMSA has not been kept up to date, and other documents, such as Exxon's restart plan for the Texas portion of the Pegasus, have not been made public.



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Some have attributed the lack of information to a penchant for secrecy and a bunker mentality that they say has been pervasive within Exxon at least since the Exxon Valdez tanker disaster in Alaska 25 years ago. Richard Kuprewicz, a consultant advising the Arkansas water utility on the Pegasus case, has been critical of Exxon's tight hold on information. He had this to say about withholding such things as Pegasus restart plans: "If Exxon thinks it's just between them and PHMSA, that could be a problem." Exxon spokesman Aaron Stryk has been answering e-mailed questions from InsideClimate News and others, but has referred requests for the Pegasus startup plan as well as other information and document requests to PHMSA. "As we have stated before, while the investigation is ongoing, it is PHMSA that defines the timing, type and amount of investigative information to share with appropriate stakeholders and the general public," Stryk said. Others have suggested that PHMSA is underfunded and may have grown too cozy with the industry it regulates. Because of those things, observers have said, the agency doesn't typically challenge company claims that test data, spill response plans, restart plans and other information are proprietary or a security threat. If such documents are released by PHMSA at all, it is often with extensive redaction. Compared to 15 years ago, "PHMSA has provided a lot more information automatically on their website about incidents and those types of things," said Carl Weimer, executive director of the [Pipeline Safety Trust](#), a watchdog group that grew out of the 1999 Bellingham, Wash. pipeline explosion that killed three people. "But specific information about investigations or records that the companies provide [to] them still are [both] very hard to get hold of." Steven Da Silva of the Texas-based Safe Community Alliance is one of many people who have grown frustrated by the lack of information about the pipeline. "I would like to believe that somewhere ... there would be the realization that being open with what's being done to relieve or assuage the fears of the residents along the pipeline path would be something that they [should] take on," said Da Silva, whose group opposes restarting the Pegasus. "It's mind-boggling that they don't take that initiative. Everything's an afterthought if it doesn't have to do directly with getting this [dilbit] to market." PHMSA and the oil industry already have new high-profile cases where they could do things differently and improve the flow of information to the public. In the last few weeks alone, a pipeline spilled more than 20,000 gallons of crude oil into an Ohio nature preserve; and a barge collision dumped an estimated 168,000 gallons of thick bunker fuel oil into the Houston channel, temporarily closing it to maritime traffic.

 **Related Stories** [One Year After Exxon's Arkansas Spill, 8 Crucial Questions Still Unanswered](#)  
<http://insideclimatenews.org/content/keeping-secrets-has-been-exxons-default-ark-oil-spill-case>

### USA, CO, FORT COLLINS, MARCH 30 2014. EXPLOSION IN FORT COLLINS TACO SHOP INJURES 4 >> AEROSOL CAN LEFT TOO CLOSE TO THE STOVE

An explosion occurred at Fuzzy's Taco Shop in Fort Collins at 1 p.m. Friday. Four employees were sent to the hospital to be treated for burns and one of them had critical injuries. The explosion is believed to have been caused by an aerosol can left too close to the stove, though this information has not been confirmed by the fire department. The names of the injured employees have not been released.

<http://www.greeleytribune.com/news/10807193-113/explosion-collins-employees-fort>

### USA, CT, STRATFORD, MARCH 30 2014. CRASH, OIL SPILL SHUT DOWN STRATFORD INTERSECTION

 **Photo's [39]** [Crash, Oil Spill Shut Down Stratford Intersection](#)



*Hazmat units were called to the scene of an overturned oil truck in Stratford Saturday afternoon.*

An oil truck swerving to avoid another car on a rain-slicked road toppled sideways in the northern part of town Saturday afternoon, spilling about 100 gallons of diesel fuel and tying up traffic at a major intersection for more than three hours. Dozens of emergency responders, including cleanup crews and hazmat teams for other towns, converged on the intersection of Broadbridge Avenue and Second Hill Lane after the truck overturned at about 12:30 p.m. The truck belongs to Derby-based Winslow Oil, which sent two more large trucks to the scene to collect the product in the overturned rig. The driver of the truck said he was checked by emergency crews but was not injured. He declined to give his name. "I just want to forget about this as soon as possible," he said as he surveyed the damaged truck. The driver

said he had been driving northbound on Broadbridge Avenue when he had to swerve to keep from hitting another car near the intersection with Second Hill Lane. He said he had almost recovered from the swerve when the weight of his load--more than 2,000 gallons of diesel oil--caused the truck to overturn. The crash left skid marks in the grass near the intersection and



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appeared to damage a sign marking a Greater Bridgeport Transit bus stop. There did not appear to be any other vehicles at the scene. The truck driver said the other car didn't stop. Deputy Fire Chief [Jon Gottfried](#) said a weld on the truck sustained a hairline fracture in the rollover crash, releasing about 100 gallons of heating oil onto the street. Some of it got into nearby storm drains, but firefighters used sand and small booms to contain the oil until a contractor with the state Department of Energy and Environmental Protection could vacuum it up. After the spilled oil was cleared, crews had to drill a hole in the side of the damaged tanker to pump out the hundreds of gallons of oil left on the damaged truck so it could be upright without the risk of a larger oil spill. In addition to crews from Stratford and the state, a truck from Fairfield County Hazmat in Westport came to the scene with equipment to secure the leaking tanker. Even though the spill drew a large response, Gottfried said that operation wasn't an unusual one for his department. "This is pretty routine," he said. "We had a relief valve on a tanker fail about four months ago and dump the full contents of that on Pasadena Avenue. These transportation incidents are quite common." The crash shut down Second Hill Lane after Ronald Road and the northbound side of Broadbridge Avenue was blocked at Sterling Place, sending many cars from the busy road onto quiet residential streets in the area. Brian Duca lives near the scene of the accident and heard the wail of emergency sirens headed toward the scene. He was among a small group of people watching from a hillside as crews pumped the oil from the damaged truck into other rigs owned by Winslow Oil. "I looked out my back door and saw the blinking lights," he said. "I looked a little closer and saw, 'Fairfield County Hazmat.' Something had happened. Then I saw the oil tanker on its side and said 'Oh boy, catastrophe time.' I just came out to see what was going on. Hopefully everyone is OK." The accident remained under investigation late Saturday. An estimate of the damage caused by the crash was not available.

<http://www.ctpost.com/local/article/Crash-oil-spill-shut-down-Stratford-intersection-5360323.php#photo-6092280>

#### INDIA, KERALA, MARCH 30 2013. GAS LEAK FROM LPG TANKER SPARKS PANIC IN KERALA

Panic gripped people here after gas leaked from an LPG tanker which overturned and fell on a stationary autorickshaw killing its driver, before experts temporarily plugged it some five hours after the mishap. In view of the LPG tanker tragedy at Chala in neighbouring Kannur district in 2012, which claimed the lives of 20 people in an inferno, officials have taken all precautionary measures to avert a similar situation. After diverting traffic and evacuating people living in a radius of 500 metres near the accident spot at Chungam here, Indian Oil Corporation technical experts managed to plug the leakage temporarily, District Collect C A Latha said tonight. An alternative tanker was on its way here and the liquified petroleum gas in the ill fated tanker would be transferred to it, IOC officials said. The mishap occurred when driver of the gas tanker lost control while negotiating a curve and it fell on the autorickshaw parked on the roadside. The driver and cleaner fled the scene even as a gas leak occurred. Five fire tenders continuously sprayed water on the tanker to keep it cool while as a precautionary measure power supply in the area was disconnected. Top government officials, including the District Collector, ADGP (North Zone) N Sankar Reddy and City Police Commissioner A V George, supervised the operations to plug the leak and retrieve the tanker. State Home Minister Ramesh Chennithala said there was no need for anxiety as all precautionary measures have been made. This is the second incident involving an LPG tanker in Kerala this year. In January, an LPG tanker caught fire in Kallyasserri in Kannur after it was hit by another vehicle. However, nobody was injured in the accident.

[http://www.business-standard.com/article/pti-stories/gas-leak-from-lpg-tanker-sparks-panic-in-kerala-114032900832\\_1.html](http://www.business-standard.com/article/pti-stories/gas-leak-from-lpg-tanker-sparks-panic-in-kerala-114032900832_1.html)

#### EGYPT, CAIRO - 10 DEAD, 37 INJURED IN ACCIDENTAL GASOLINE EXPLOSION IN EGYPT



Ten people died and 37 were injured Saturday in an accidental explosion of several barrels of gasoline at a private home in a village of the southern Egyptian province of Sohag, the Interior Ministry said. Emergency management crews managed to control the blaze and stopped the flames from spreading to adjacent dwellings. Preliminary investigations indicate that the owner of the house stored gasoline at home to sell on the black market at a good profit, the ministry said in a statement. The fire broke out in one of the containers he was preparing for sale. When neighbors ran over to help put out the fire, the deadly explosion went off because the flames had spread to the individual's gasoline storeroom inside the house.

- [Fuel cache blows up in Egypt, killing 10](#)
- [10 killed in Egypt's gasoline explosion](#)

<http://www.globalpost.com/dispatch/news/agencia-efe/140329/10-dead-37-injured-accidental-gasoline-explosion-egypt>



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### USA, IN, INDIANAPOLIS, MARCH 30 2014. ACID TANK EXPLOSION AT ROLLS-ROYCE PLANT INJURES 9

*rick callahan*

Nine workers at a Rolls-Royce aircraft-engine assembly plant near the Indianapolis International Airport were injured Friday when a tank of nitric acid exploded and filled the building with a cloud of corrosive vapor, officials said. None of the workers suffered life-threatening injuries when the 250-gallon tank exploded about 1:30 p.m., Capt. Mike Pruitt of the Wayne Township Fire Department said. The explosion released a vapor cloud that left the workers with burns and breathing problems. "Their main complaints were that they had inhaled it and they had some acid burns. It's a corrosive acid," he said. Pruitt said eight workers were taken to local hospitals. Seven were in good condition, and the eighth is stable and had no serious injuries. The ninth person was treated at the scene. The cause of the explosion - and how much acid was released - remains under investigation by Rolls-Royce and fire officials, Pruitt said. He said the injured workers will be interviewed to determine how the explosion may have occurred and what they were doing before the blast. The plant was evacuated immediately after the explosion, but the vapor later dissipated and Rolls-Royce staff members were allowed back inside. Rolls-Royce spokesman Joel Reuter said the tank containing the acid exploded either as it was being moved or shortly after it had been moved by a device used to transport equipment inside the plant. "We're still determining whether it was actually moving or what, but it was in some in type of transportation mode," he said. Rolls-Royce canceled the plant's remaining Friday shifts, but Saturday's shifts would proceed as planned, although the area of the plant where the acid was released will be partitioned off for a weekend cleanup, Reuter said. He said the plant's workers assemble engines for military and commercial aircraft. The National Institute for Occupational Safety and Health says nitric acid is corrosive and the vapor or mist form can irritate the eyes, nose, throat and skin. High concentrations of vapor can severely burn the eyes and skin.

<http://www.wtsp.com/story/news/nation-now/2014/03/28/acid-tank-explosion-rolls-royce-plant/7036155/>

### INDIA, THANE, MARCH 30 2014. LUCKY ESCAPE AS CHEMICAL-LADEN TANK TOPPLES NEAR SCHOOL, HOSPITAL

*manoj badgeri*

A week after 10 persons lost their lives in a tanker explosion at Dahanu, a similar incident took place along Mumbra bypass on Friday, but this time no one was injured. The situation was brought under control on time. A trailer carrying a tank containing inflammable chemicals rammed into a wall adjoining a school and hospital. The incident took place along Mumbra bypass, near Rehmani Hospital, at around 11 am. According to the police, the driver was speeding due to which he lost control of the vehicle at a blind turn. The tank then fell off the vehicle and banged into the boundary wall. But luckily the tank did not burst. A little chemical spilt on the road, but it was contained immediately by the fire brigade officials, who reached the spot on time. If the tank had to explode then it would have lead to a major catastrophe as schoolkids were present at that time. If the chemical had to catch fire then the situation would have been worse than last week's incident. A group of students and locals confirmed the incident and said that the curve is dangerous as many accidents have been reported here in the past. "We have witnessed many mishaps here as there is a sharp curve. So, when vehicles come in speed, they misjudge the turn and ram into the wall. The authorities should take steps to curb such incidents from taking place in the future," said an irate local. When TOI spoke to J Navani, an official of the company that had despatched the chemical laden tanker, he dismissed the incident saying, "It was nothing major. Everything is fine and the situation was brought under control immediately." N Mishra, in charge of the Mumbra fire brigade, said, "The tanker was filled with inflammable chemical. It was being despatched from Godavari bio refinery ltd, Koparhaon, Shirdi to JNPT. We sprayed water and sand on the chemical to prevent it from catching fire. No casualty was reported as the situation was brought under control on time."

<http://timesofindia.indiatimes.com/city/thane/Lucky-escape-as-chemical-laden-tank-topples-near-school-hospital/articleshow/32897532.cms>

### USA, ARK, MAYFLOWER, MARCH 30 2014. PEGASUS LAWSUITS: WHERE WE'RE AT NOW

*joe lamb*

There are more than 200 individual plaintiffs in almost 20 lawsuits against ExxonMobil Pipeline Company and associated Exxon entities and employees, and it's likely that trials will be held sometime next year. For the sake of simplicity, all the defendants will be referred to simply as "Exxon" in this story. Generally, the plaintiffs want to be compensated for the loss of their homes or reduced property values, lingering health effects from the fumes, loss of access to or confidence in the lake, and the months of aggravation and burden while cleanup efforts "occupied the town," as a complaint filed by Little Rock's McMath Woods firm puts it. "Cleaning crews clogged streets, creating traffic problems, drove massive trucks through residential neighborhoods, and conducted operations at all hours of the night in an effort to recover Wabasca Heavy Crude,"



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this complaint states. The complaint goes on to describe how diesel powered lights "illuminated the town as if it were a stadium during a sporting event" during the cleanup.

### What are the Claims Being Made?

Fumes, oil or cleanup efforts crossing onto property can constitute trespass, which is any unlawful intrusion that interferes with a person's use and enjoyment of their property, even if it's just the intrusion of fumes. The suits alleging trespass also include the related claim of nuisance, which argues that Exxon's breach of its duty to keep the oil inside Pegasus interfered with the rights of the general public and private property owners to use and enjoy their property. For defendants who merely have Pegasus running through their property but didn't have direct harm from the spill, there's the possibility of a "breach of contract" claim. This theory essentially argues that Exxon's operation of what it knew, or should have known to be a "bad pipeline" and failure to replace the pipeline has created a "zone of danger" for whoever's property it goes through. These "breach of contract" complaints demand that Exxon either remove the pipeline, replace it, or pay damages for the breach of contract. The Duncan and Thrash law firms and Mississippi attorney Don Barrett have filed a federal complaint along these lines, and are trying to certify a multi-state class of plaintiffs that would include virtually every property owner along Pegasus' path. "Exxon will have the exact number of class members and identity of each class member," this complaint reads.

What can we expect from Exxon's defense attorneys?

From the filings so far we can see what some of Exxon's defenses are probably going to be. In a federal case filed by Little Rock law firm Wright, Lindsey & Jennings, Exxon has moved to have the claims of plaintiffs whose damages are mainly reduced market value dismissed because, Exxon claims, without actual physical damage to the property, they can't be held liable for trespass or nuisance because there's none. Beyond that, much will depend on expert testimony from scientists, doctors and ecologists will say as expert witnesses in what would be a sort of "dueling experts" trial. Exxon's experts can be expected to testify that in their opinion there are no health or environmental concerns left at this point, as Exxon said at last week's press conference in Mayflower. The expert witnesses called by the plaintiffs can likewise be expected to testify that in their opinion there still are concerns from the oil and other chemicals, and/or their lingering health and environmental effects.

### Who are the Plaintiffs?

The McMath Woods firm is has filed the most lawsuits. McMath Woods has filed separate complaints all containing very similar language for different groups of plaintiffs — for example, one group of plaintiffs in a McMath lawsuit all lived in the Northwoods subdivision and have since moved while another group of plaintiffs in another suit have kept their homes in Northwoods. Local firm Brazil, Adlong & Mickel are representing dozens of plaintiffs in a state case based mostly on property damages from fumes and disruption from the industrial cleanup, and also a few plaintiffs, including two Mayflower businesses, in a federal lawsuit. The plaintiffs range from people whose houses were demolished because oil had so completely contaminated the home's underpinnings to a man described in a complaint as a "subsistence fisherman" who doesn't feel comfortable eating fish from the lake anymore.

### What do the Plaintiffs Say Exxon Did Wrong?

All of the suits claim, and Exxon admits, that in 2009 Pegasus's flow was increased by about 50%. This, the plaintiffs will argue, combined with the Exxon's decision to start pumping more viscous "tar sands" or "dilbit" through Pegasus, created a situation that Exxon knew, or should have known, required adequate monitoring at the least. Instead, the plaintiffs will argue, Exxon's inspection was not adequate to discover certain types of cracks in the pipeline.

### Science and Terminology

Much will depend on what exactly was flowing through Pegasus and what burst forth from the ground behind a home in the Northwoods neighborhood. All of the complaints claim that what spilled was "tar sands" oil, "a heavy, high sulfur material, with a consistency of cold molasses ... often called bitumen [that] ... must be diluted by adding toxic diluting chemicals because in its natural state it will not flow through a pipeline." This language comes from a federal court complaint filed jointly by the Little Rock Duncan Law Firm and Thrash Law Firm and national firm Parker Waichman, which has experience in class-action suits. Once these diluting agents are added, the complaint continues, "the product is known as diluted bitumen or 'dilbit,'" which is known to be toxic to air, water and property. "Further, Tar Sands sinks in water." This is a claim that Exxon denies, with the response, "the terms 'tar sands oil,' 'bitumen,' and 'diluted bitumen' are subject to colloquial uses and varying understandings ... [and Exxon] considers the crude oil released on March 29, 2013 to be Wabasca Heavy crude [oil]" appearing in its responses to the federal and state complaints. The answer to "does it float or does it sink?" may be yes and yes. If it was bitumen diluted by organic solvents including as benzene, as has been alleged, the lighter solvents and the oil itself would separate from the tar extract, which is understood to be heavier than water. It would be this remaining oil that causes the "sheen" still periodically showing up in the cove. Continued testing of the lakebed through core sampling will reveal how much,



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if any, "tar" may have made it to the bottom. If there is a substantial amount, cleanup will be much more involved than Exxon has publicly acknowledged, and might involve a large-scale dredging of parts of the lake.

### Is This a Class Action Situation?

Currently, the plaintiffs are not all joined together as a common class of people affected by the same alleged misconduct or negligence that broke Pegasus. But some attorneys for the plaintiffs are trying to do this. The Duncan/Thrash/Parker Waichman firms are trying in their federal case to get the class certified, meaning that other plaintiffs could be added more easily and the trial process would be streamlined with the delays of having the same witnesses, evidence and issues rolled out from trial to trial. But the several lawsuits and plaintiffs do share many of the same arguments regarding damages and evidence, and so take on the nature of a class action case. For this reason, it's likely that the judges presiding over the cases will consolidate many of the suits involving similarly situated plaintiffs (for example, plaintiffs from the same general areas of Mayflower with similar problems from the Pegasus spill).

### What can we expect in the next few months?

Probably many of the cases will be consolidated in the interest of streamlining the process. Discovery, the process by which formal questions about the case and the "other side's" evidence are answered, is proceeding efficiently, according to several lawyers interviewed for today's coverage. Once the discovery phase is wrapping up, it will be more clear which groups of plaintiffs need to be joined for a common trial. Also, a handful of plaintiffs have already settled with Exxon. It's likely that many more — maybe even most — will be offered settlements in the next year or so. The ones that don't settle will go to trial. At that point, we can all expect to learn more about Pegasus, oil and the oil transportation industry, and the Lake Conway ecosystem — and at least twelve Faulkner County citizens will probably end up being downright expert in these fields.

<http://thecabin.net/news/local/2014-03-29/pegasus-lawsuits-where-were-now#.Uzf98sZmim4>

### USA, AKA, ANCHORAGE, MARCH 31 2014. IDAHO COMPANY INDICTED IN ANCHORAGE FOR CONTAMINATION ON THE NORTH SLOPE

An Anchorage grand jury has indicted an Idaho company accused of falsifying records related to the cleanup of a contaminated pad on Alaska's North Slope. The Alaska attorney general's office said Friday that DMC Technologies Inc., of Rexburg was indicted Tuesday, along with CEO Daniel McNair and McNair's son, Daniel Ross McNair. Each faces 14 felony counts. In a statement, the elder McNair's lawyer says his client and DMC "emphatically deny engaging in any criminal conduct whatsoever." Lawyer Robert Herz says McNair will fight the charges and "looks forward to vindicating himself in court." Prosecutors claim the parties submitted falsified lab data to the state and to Little Red Services, which hired DMC Technologies to clean up the pad. The state says the company submitted reports showing the pad was cleaned, but an investigation revealed the pad remained contaminated and that further cleanup is required. The state says that cost Little Red Services \$900,000.

<http://peninsulaclarion.com/news/2014-03-29>

### USA, MN, MINNEAPOLIS, MARCH 31 2014. MINNESOTA'S VAPOR TRAIL: TRACKING TOXIC GASES IN BASEMENTS

jeremy olson



*Discovery that Homes along 20th Avenue SE in Minneapolis are among those affected by toxic chemicals.*

contamination in soil can vaporize and seep into homes has prompted a statewide review of polluted sites. The discovery that toxic vapor can rise from contaminated groundwater has undercut decades of pollution cleanup efforts in Minnesota, prompting state regulators to revisit 293 cleanup sites to determine if contaminants that once seemed contained underground are producing health hazards today. While cleanups in southeast Minneapolis and St. Louis Park have been well publicized, the Minnesota Pollution Control Agency has quietly undertaken a much broader review, and found another 53 pollution sites, from Bagley to Rochester, where vapor intrusion is being addressed. The review is ongoing at 80 additional sites. State pollution officials also must decide whether to revisit 268 Superfund sites that were closed out years ago,

because old cleanup strategies didn't account for vapor risks. "We will deal with these sites and we will do a professional job of



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

**April 4 2014**



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responding to them to protect public health and improve and restore the environment,” said John Linc Stine, MPCA commissioner. “Unfortunately, the legacy of past actions is something that all of society is living with.” Among the 53 known problem sites, at least eight were old dry cleaning businesses, where it was common practice to dump cleaning chemicals out the back door. Others include the Duluth Air Force Base and the Tonka Corp. toy manufacturing site in Mound — where a primary issue had been preventing contamination of nearby Harrison Bay on Lake Minnetonka. The review of these sites has been ongoing since 2008, when the state issued its first guidance for dealing with soil vapor. Data requested by the Star Tribune regarding the 53 problem sites shows that 68 adjacent residences and 92 businesses received testing. Mitigation systems have been installed in 11 homes. None of the sites are as large or problematic as Minneapolis’ Como neighborhood, which is adjacent to an old General Mills research plant where 1,000 gallons of toxic chemicals such as trichloroethylene, or TCE, were dumped yearly from 1949 to 1962. Since November, testing of soil vapor has been completed beneath more than 270 Como properties, largely single-family homes or rental apartments for students at the University of Minnesota. General Mills has agreed in 144 cases so far to pay for mitigation systems — mostly negative air-pressure systems that draw vapors out of the soil and prevent them from building up in basements. Measured in micrograms per cubic meter of air, TCE levels that reached the thousands in a few cases have created anxiety for Como residents who wonder what they have been breathing and whether their houses will be sellable ever again. “I don’t feel safe living there,” said Coral Sadowy, 66, who wonders if TCE exposure is related to her uterine cancer. A TCE reading of 3,370 below her basement grossly exceeded General Mills’ threshold of 20 for a mitigation system.

### Shift in the Science

The common thread at these sites is the use of solvents or other compounds known as “volatile organic chemicals” such as TCE and perchloroethylene, or PCE. Research has linked these compounds to higher rates of cancer, birth defects and other disorders when people are exposed to high levels of them over long periods. These chemicals tend to sink into the groundwater and sometimes collect in dense globs that contaminate the water unless removed. For years, the primary environmental concern has been whether the chemicals were contaminating drinking water supplies. If not, the strategy often was to contain the chemical plumes below the ground and slowly remove the chemicals by pumping and airing out the groundwater. While this satisfied scientific knowledge of the time, it didn’t address facts discovered in the late 1990s — namely, that these chemicals could vaporize underground and rise through the soil in potentially harmful levels to basements of homes and businesses. Minnesota is slightly ahead of the curve nationally in reviewing its pollution sites for vapor risks, though New York completed the process several years ago and other states in New England are farther along, said Lenny Siegel of the Center for Public Environmental Oversight in Mountain View, Calif. “The reason vapor intrusion to me is a high priority is because it is an intrusion,” he said. “Something that doesn’t belong in people’s homes is getting in there and they can’t do anything about it.”

<http://www.startribune.com/lifestyle/health/253063501.html>

### USA, UT, LAYTON, MARCH 31 2014. LAYTON BOY MIXES GAS WITH FIRE, SUFFERS SEVERE BURNS

A 10-year-old boy suffered severe burns to his face, neck and chest Saturday morning after mixing gasoline and fire in his backyard near 1200 North Church St., authorities said. The boy is being treated at University Hospital in Salt Lake and has been stabilized, said Layton Battalion Chief Mike Adams on Saturday night. He remains in critical condition. The boy was in his family’s backyard fire pit at about 11 a.m. when the accident occurred, Adams said. The boy’s family called in the emergency and he was helicoptered to the hospital by rescue crews, Adams said. Details about the circumstances leading to the incident were initially unclear, according to Adams. It was unknown whether the boy was alone or with family members, he said.

<http://www.standard.net/stories/2014/03/29/layton-boy-mixes-gas-fire-suffers-severe-burns>

### USA, ME, OLD ORCHARD BEACH, MARCH 31 2014. KEROSENE SPILLS NEAR WETLAND IN OLD ORCHARD BEACH >> FIREFIGHTERS CONTAIN MOST OF THE SMALL SPILL USING ABSORBENT BOOMS.

dennis hoey

The Old Orchard Beach Fire Department contained a kerosene spill that took place Sunday morning near a wetland area off West Tioga Street. Capt. John Gilboy said he did not know how many gallons of kerosene leaked from a tank that was attached to a seasonal home’s exterior, but he described the spill as small. Gilboy said firefighters were able to clean up most of the spill using absorbent booms but the department also notified the Maine Department of Environmental Protection. The DEP is investigating the cause of the spill.

[http://www.pressherald.com/news/Kerosene\\_spills\\_near\\_wetland\\_in\\_Old\\_Orchard\\_Beach\\_.html](http://www.pressherald.com/news/Kerosene_spills_near_wetland_in_Old_Orchard_Beach_.html)



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### CHINA BEIJING, MARCH 31 2014. GOVT DEMANDS CHEMICAL TRANSPORTATION SAFETY

The Office of Work Safety Commission of the State Council has demanded strict safety standards when transporting dangerous chemicals, in the wake of a deadly explosion. Enterprises transporting dangerous chemicals should maintain vehicles to a high standard, according to a statement from the office. A traffic accident on March 1 in a tunnel linking Jincheng City in Shanxi Province and Jiyuan City in Henan Province killed 31 people and seriously injured 12. Nine people remain missing. A tanker loaded with methanol, a poisonous and flammable liquid often used as a fuel, rear-ended another tanker. Leaking methanol from the first truck caught fire and the blaze quickly spread through the tunnel, incinerating 42 vehicles. Local governments, departments and organizations should check road tunnels for any potential hazards, the statement said.

<http://www.ecns.cn/2014/03-30/107229.shtml>

### INDIA, KOCHI, MARCH 31 2014. LPG TANKER OVERTURNS, ONE KILLED

Senior police officials, including North Zone ADGP N Shanker Reddy and Kozhikode City Police Commissioner A V George, reached the spot and led the rescue activities. The situation was brought under control after experts from Indian Oil Corporation Chelari plant, led by deputy manager Lakshmipathy, took over the rescue operations. The experts temporarily plugged the leakage. Authorities said attempts were on to lift the lorry and shift the gas to another vehicle. The Emergency Response Vehicle was on the way from Kochi, the authorities added. Kozhikode MP M K Raghavan, Kozhikode North MLA A Pradeepkumar, District Collector C A Latha, Kozhikode constituency LDF candidate A Vijayaraghavan, Beypore MLA Elamaram Kareem, M C Mayin Haji and Kozhikode Mayor A K Premajam visited the accident spot.

[http://www.newindianexpress.com/states/kerala/LPG-Tanker-Overturns-One-Killed/2014/03/30/article2139070.ece#\\_UziU8sZmim4](http://www.newindianexpress.com/states/kerala/LPG-Tanker-Overturns-One-Killed/2014/03/30/article2139070.ece#_UziU8sZmim4)

### INDIA, ORISSA, BHUBANESWAR, MARCH 31 2014. TWO DIE OF SUFFOCATION INSIDE TOILET CHAMBER IN CITY

santosh jagdev

In a shocking incident, two workers died of suffocation inside a toilet chamber at Jagamara area under Khandagiri police station limits this morning. According to reports, the two workers a mason and a labourer had gone inside 12 ft deep toilet chamber of a private house for cleaning in the morning. While cleaning the toilet, the duo ran out of breath due to suffocation and died inside the chamber. One of them has been identified as Laxmidhar Nayak of Kantila in Nayagarh district. He was a mason who lived in the Saliasahi slum here. The labourer who died has not yet been identified by the local police. The deceased were engaged for the job at plot number-8/10 in Panchasakha Nagar which belongs to GS Patnaik, a doctor. The police have registered a case in this incident. Meanwhile the local MLA Ashok Panda along with the local corporator visited the spot and demanded compensation for the deceased family. Trade union Naba Mohanty said no one including builders and construction firms in Odisha was adhering to the basic safety standards while engaging workers. "Many a time we have raised this issue with the Labour Commissioner here but due to shortage of staff they are unable to enforce the statutory provisions," he said. He said although the deceased were working in a private house their next of kin will be entitled to get Rs 2 lakh as compensation and Rs 1800 for their last rites, provided they were registered under the Building & Other Construction Workers Act,

<http://odishasuntimes.com/42328/two-die-suffocation-inside-toilet-chamber/>

### AZERBAIJAN BAKU, MARCH 31 2014. FIRE INCIDENT OCCURS AT IRAN'S ABADAN REFINERY

fatih karimov

A fire incident occurred today at Abadan Refinery, south of Iran, the Shana News Agency reported on March 30. The incident occurred due to a fluctuation in main power of one of the units of the refinery. The fire was completely put out. No bodily or financial damage has been reported. With a capacity to refine 390,000 barrels of oil per day, Abadan Refinery meets 25 percent of the country's need.

<http://en.trend.az/regions/iran/2257311.html>

### USA, IN, WHITING, APRIL 1 2014. NO MORE OIL FOUND NEAR INDIANA REFINERY SPILL

 **Photo's [7]** [No More Oil Found Near Indiana Refinery Spill](#)



*In this March 25, 2014 photo, a worker combs the beach in Whiting, Ind. Crews for oil giant BP worked Tuesday to clean up an undetermined amount of crude oil that spilled*

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*into Lake Michigan and affected about a half-mile section of shoreline near Chicago following a malfunction at BP's northwestern Indiana refinery, officials said.*

The Coast Guard says crews didn't find any more oil during the latest search of the Lake Michigan shore following [last week's spill at BP's northwestern Indiana refinery](#). Officials say a Coast Guard, BP and U.S. Environmental Protection Agency assessment team checking the area near the Whiting refinery on Sunday spotted no visible oil on the shore or in the water. Cleanup workers spent last week removing oil from about a half-mile section of shoreline. The Coast Guard says BP is being allowed to remove most of the containment boom from the lake some 20 miles southeast of downtown Chicago where a refinery malfunction discharged oil on March 24. BP [estimates](#) between 15 and 39 barrels of oil were discharged into the lake. That's between 630 and 1,638 gallons.

<http://fuelfix.com/blog/2014/03/31/no-more-oil-found-near-indiana-refinery-spill-photos/>

### USA, ORE, COQUILLE, APRIL 1 2014. RON'S OIL IN COQUILLE GETS FINED BY DEQ

A fuel company in Coquille was fined by the Department of Environmental Quality, after they say it used the wrong type of leak detector in an underground tank. The DEQ said Ron's Oil Company used a gauge on an underground fuel tank that wasn't approved for fuel mixtures. The tanks were located at 580 N. Central Blvd. in Coquille. Ron's Oil Company was fined \$1,900. The DEQ says the violation has been corrected. A Coquille business received a reminder from DEQ to pay careful attention to Oregon's underground storage tank leak detection requirements. DEQ issued Ron's Oil Company a \$1,900 penalty for using the wrong type of leak detection method to monitor for leaks in one of four underground storage tanks the company owns and operates at 580 N. Central Blvd. in Coquille, Ore. The tank contained a mixture of gasoline and diesel. The gauge Ron's Oil used was not approved for fuel mixtures. Five months after learning of the violation the company corrected the violation. DEQ took this action into consideration when setting the penalty amount. Proper testing and leak detection equipment is essential for discovering and responding to leaks to underground storage tanks quickly, before contamination can spread. Leaking tanks can contaminate groundwater and place human health and the environment at risk. DEQ enforces Oregon environmental laws to protect people's health and to keep our region's air, land, and water clean and healthy. These compliance and enforcement efforts also help level the playing field by deterring violators who might otherwise have an unfair business advantage over their environmentally compliant competitors.

<http://www.kcby.com/news/business/Rons-Oil-in-Coquille-gets-fined-by-DEQ-253275641.html>

### ENGLAND, TAUNTON, APRIL 1 2014. INQUEST INTO M5 TAUNTON RUGBY CLUB FIREWORKS DISPLAY BONFIRE DEATHS TO REOPEN TODAY

An inquest into the deaths of seven people killed in a pile-up on the M5 is due to re-open this morning. The crash near Taunton on November 4, 2011 was one of the worst ever seen in Britain. West Somerset Coroner Michel Rose will conduct the hearing into the deaths of lorry drivers Terry Brice, 55, from Patchway, and Kye Thomas, 38, of Gunnislake, Cornwall, Michael Martin, 67, and his daughter, Maggie, 23, of Berkshire, gas supply worker Malcolm Beacham, of Woolavington, near Bridgwater, and couple Tony and Pamela Adams, 73 and 70, of Newport. They all died in a 37-vehicle pile-up in which 51 people were also injured travelling northwards just past junction 25 of the M5. Police investigations centred on whether smoke from a fireworks display at nearby Taunton Rugby Club led to reduced visibility, though a trial against event organiser Geoffrey Counsell later collapsed. The hearing will take place at Taunton's Shire Hall and is expected to last up to three weeks.

<http://www.southwestbusiness.co.uk/news/31032014094033-inquest-into-m5-taunton-rugby-club-fireworks-display-bonfire-deaths-to-reopen-today/>

### INDIA, GUJARAT, MEHSANA, APRIL 1 2014. TWO WORKERS SUFFOCATE TO DEATH IN GUTTER

Two persons died due to suffocation while cleaning a gutter near Unjha town of Mehsana district on Sunday. Officials said four people including the supervisor were cleaning about 30-feet deep choked sewerage line near Umiyanagar society on the highway. "When two workers who descended gutter line earlier did not respond to the calls, the supervisor also climbed down. Later he too stopped replying to the calls," fire brigade officials said. Rescue teams from Agricultural Produce Market Committee (APMC) and Unjha civic body were called in after locals suspected something serious. After about two hours, rescue teams local people managed to recover the bodies of victims after digging a parallel hole connecting sewerage line using two excavating machines. The victims were probably affected by of poisonous gutter gas, said police.

<http://timesofindia.indiatimes.com/city/rajkot/Two-workers-suffocate-to-death-in-gutter/articleshow/33007573.cms>



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