



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,060 Newsy Stuff

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

April 16 2014



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USA, MISS, UNWIN CO, APRIL 5 2014. PLANT EXPLOSION RULED AN ACCIDENT

jessica albert

 **Watch the Video** [Plant Explosion Ruled An Accident](#)

The JNS Biodiesel plant explosion that happened in January was ruled an accident by the state fire marshal. But the cause of the explosion is yet to be determined. Union County Emergency Management Director, Curt Clayton, was not surprised by this outcome. "We figured it was an accident or some sort of malfunction of a valve or something from the beginning," Clayton said. In January the owner of the plant, Steve Bolin, told WTVA he plans to rebuild and that's what it looks like he's doing. If you drive by now, you'll see construction equipment on the plant property, and what appears to be a building in progress. Clayton believes he's waiting on a flood zone assessment. "After that's determined, I guess, he'll make a decision as to what he's going to do after that," Clayton said. The explosion rattled the county, causing closures, power outages and evacuations. The explosion was also a great financial loss for Bolin. Clayton said the owner is just happy he's had the community's support the last couple months. "He's said numerous times that he appreciates the help from Union County people and is proud that he is a part of the county," Clayton said.

<http://www.wtva.com/news/national/story/Plant-explosion-ruled-an-accident/JcLGqcoUd0KFPJyR3N70jq.cspg>

USA, AK, ANCHORAGE, APRIL 5 2014. REPORT: POOR MANAGEMENT LED TO SHELL GROUNDING IN GULF OF ALASKA

james brooks



Shell Arctic Drill

This aerial photo shows the Shell floating drill rig Kulluk in Kodiak Island's Kiliuda Bay on Monday afternoon, Jan. 7, 2013, as salvage teams conduct an in-depth assessment of its seaworthiness. The Kulluk, which ran aground a week ago on Sitkalidak Island near Kodiak, was taken to Kiliuda Bay for repairs and a survey. A Coast Guard report says poor risk assessment and management were factors that led to the grounding of a Shell oil drilling rig in the Gulf of Alaska in 2012. The report released Thursday also says Alaska's tax laws influenced the decision to tow the Kulluk to Seattle. Royal Dutch Shell PLC believed the drill vessel would have qualified as taxable property on Jan. 1, 2013, if it was still in Alaska waters. The Kulluk broke away from its tow vessel in late December 2012 and ran

aground four days later on Sitkalidak Island, near Kodiak. Damage to the Kulluk played a role in Shell's decision to forego Arctic offshore drilling in 2013. The Coast Guard report says sufficient evidence exists for other authorities to consider penalties.

http://www.newsminer.com/news/alaska_news/report-poor-management-led-to-shell-grounding-in-gulf-of/article_58a2a3aa-bb7f-11e3-8885-0017a43b2370.html

USA, N.C, CHARLOTTE, APRIL 5 2014. TOXIC SLUDGE CLEANUP COSTLY TO TAXPAYERS

tina terry

 **Watch the Video** [Toxic Sludge Cleanup Costly To Taxpayers](#)

 **Photo's [44]** [Chopper 9 Over Illegal Chemical Dumping Investigation](#)



Chopper 9 over illegal chemical dumping investigation

Cancer-causing chemicals have been illegally dumped in Charlotte for the third time, officials said. There are new concerns that someone started pumping PCBs into the city's water system months before it was first discovered. The cleanup of the toxic sludge is a major cost to taxpayers. Read our past coverage of the illegal dumping: [Mayor on illegal dumping: 'Anything coming out of your faucet is safe'](#). There is an investigation that started in February when the dangerous chemical was found in the city's sewer system. Utility workers made the latest discovery over the past few weeks. They said the dangerous chemical started showing up in sludge at a waste water treatment plant. Now city leaders

said it could cost more than \$1 million to fix the problem. The city would normally ship out sludge to treat area farmland but they'll have to send the contaminated batch to a special facility and the cost is adding up. "We're anticipating that this could



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cost easily a million dollars and more than that," said Barry Gullet, Charlotte-Mecklenburg Utility Director. They said someone did the same thing in the Greenville area last fall. In February someone dumped the chemical into a manhole behind a Charlotte business. Later that month utility workers discovered a similar incident. "We believe people doing dumping are doing it under the cover of a legitimate grease hauler," Gullet said. Police have been unable to find those responsible and they increased their reward for information leading to an arrest to \$10,000. "It needs to be stopped," he said. Utility workers said the water that's treated at the plant is shipped back out into the creek. They've been testing it and say it is safe. Also they said this facility only treats wastewater, so drinking water is not at risk. Environmental experts said PCBs are dangerous because the chemical never goes away. It was banned in the 1970s because it was linked to health issues, including cancer. A multi-agency criminal task force led by Charlotte-Mecklenburg Police Department continues following up on any and all leads, and asks anyone with information leading to an arrest on these cases of illegal sewer system dumping to contact the Crimestoppers Hotline at 704-334-1600. Drinking water in Charlotte and other water systems downstream of Charlotte was and is not affected by this incident.

Related Stories

- [City of Charlotte investigating second illegal dumping incident](#)
- [DHEC orders stricter testing for PCBs](#)

<http://www.wsocv.com/news/news/local/cmpd-offers-10k-reward-offered-illegal-dumping-cas/nfR2f/>

USA, LA, PARADIS, APRIL 6 2014. APRIL 6 2014. GAS POISONING VICTIM WAS NEW ORLEANS SCIENTIST, WAS FOUND IN CAR WITH WARNING NOTES TAPED TO WINDOWS



Monica Biancardi's body was found inside this car in Paradis on Wednesday morning.

A woman who died in an meticulously planned gas poisoning suicide in Paradis has been identified as a New Orleans scientist. The body of Monica Noel Biancardi, 32, was discovered on the morning of Wednesday, April 2 in a car parked behind a row of sheds at Torres Service Center in Paradis. Biancardi, a Sarasota, Fla. native, was employed as a research scientist with the Audubon Center for Research and Endangered Species in New Orleans for nearly six years. Her work focused on using molecular biology to research the conservation of endangered species. She had a graduate degree in reproductive

physiology from Purdue University and a bachelor's degree in zoology from Smith College. A friend said Biancardi had been in a lot of physical pain over the past few years which was not resolved through medical care and that Biancardi had worked professionally with chemicals, such as the gas that is said to have been used. Biancardi seems to have taken measures to ensure no one was hurt in the incident. The method of suicide she is thought to have employed involved the inhalation of hydrogen sulfide, a toxic gas used in lab experiments and created by industrial processes. She was found shrouded in a shower curtain and the vents in her car had been taped shut. It is unclear if the gas used had come from her place of employment or how it had been deployed. A man who was on his way to work on Wednesday found Biancardi's body. He said he saw her slumped over in the driver's seat of the car, and as he approached the vehicle he noticed a sulphur smell in the air. Notes were posted on each side of the car warning that toxic gases had been released in the vehicle. The notes, produced by a computer printer, read in large letters, "Warning! Toxic gas. H2S Hydrogen Sulfide. Do not attempt to enter vehicle. Call HAZMAT." They also included a number to the Louisiana hazardous materials hotline. St. Charles Parish Sheriff's Office spokesman Sgt. Dwayne LaGrange said it was apparent that multiple measures were taken to ensure the gases did not escape the vehicle. "The shower curtain was constructed to the point where it would contain the gases to where it would flow directly to her. She manufactured it herself, we believe, that way the gases would flow directly to her and none would escape. It was set up in a situation where it would be contained in the area where she was in the vehicle," he said. After Biancardi was removed from the vehicle, officials from the St. Charles Parish Emergency Operations Center, along with ES&H, a hazardous materials remediation contractor, worked to stabilize the scene and ensure the cleanup of any hazardous materials. The St. Charles Parish Sheriff's Office has wrapped up their investigation of the incident and ruled it a suicide. "There are no signs of foul play as far as our investigation is concerned and we are ruling it a suicide," LaGrange said. Officials from the Louisiana



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State Police, Monsanto, the Department of Environmental Quality, the Coroner's Office and the Paradis Volunteer Fire Department also responded to the scene.

 **Related Stories** [Woman Found Wrapped in Shower Curtain in Apparent Gas Poisoning Suicide](http://www.heraldguide.com/details.php?id=14035)
<http://www.heraldguide.com/details.php?id=14035>

ENGLAND, PORTWAY, APRIL 6 2014. MILTON KEYNES MAN WHO WAS DOUSED IN PETROL DEMANDS SERVICE STATION PUMPS ARE INSPECTED



Brian Bollen wearing clothing supplied by Bucks Fire and Rescue after petrol gushed over him due to a faulty pump at a service station

A motorist who was doused in petrol as he filled his car has called for a full safety inspection at the service station. Brian Bollen was filling up his Jaguar XJ6 at the Texaco garage in Portway on Friday, March 21, when the fuel gushed out dousing him in the highly flammable liquid. Shocked, he requested assistance from staff at the station and insisted they call the fire service. Mr Bollen, 57, of Ebbsgrove, Loughton, said it was only as he spoke to the staff that he realised how dangerous the situation was and he urged his wife Margaret to leave the car and join him inside. He added: "I think the pump I used must be faulty, as it did not click off automatically but kept on pumping when the tank was full, the excess washing over me. My clothes are ruined; after three washes they still reek of petrol." He said he was unhappy at the

seeming reluctance of the petrol station staff to take action and said they appeared to speak little English and looked unsure as to how to respond. A spokesman for Bucks Fire and Rescue Service said: "He had been splashed with a significant amount of petrol as it gushed out when he was filling his car. "The petrol station was closed while our firefighters dealt with the incident. "They used absorbent pads to clear up the petrol and gave the gentleman a bag to put his clothes in as well as a Disrobe clothing pack which contained clothing for him to change into." Sailesh Sejpai, managing director of Platinum Retail Limited which owns the petrol station, said: "I am waiting on all of the information from investigations to come back. We have had the fire brigade come and check the equipment, a local authority officer has visited and a pump engineer has checked the pump in question. All the reports thus far say there was nothing wrong with the pump.

<http://www.miltonkeynes.co.uk/news/local/milton-keynes-man-who-was-doused-in-petrol-demands-service-station-pumps-are-inspected-1-5982036>

USA, WASHINGTON DC, APRIL 6 2014. BOATUS CLAIMS ADDITIONAL ETHANOL IN FUEL CAN HARM BOAT ENGINES

If you own a boat, you may have heard that a government mandate has been increasing the amount of ethanol in the nation's fuel supply, which not only damages boat engines and fuel systems but can present safety concerns. The Renewable Fuel Standard passed in 2005 mandated the increasing use of ethanol, which BoatUS – the Boat Owners Association of the U.S., with a coalition of world hunger, oil and gas industry, environmental, restaurant groups, petroleum distributors, meat and poultry producers and auto and power-equipment manufacturers – is now fighting to repeal. The standard no longer reflects America's fuel use, which has been on a decline and is the opposite of the legislation's assumptions, made nearly a decade ago. No matter what side of the coin you're on, it's clear the RFS isn't working for recreational boat owners. For video, visit <http://bit.ly/1hp1NUm>. To learn more about ethanol and boats, visit www.BoatUS.com/e15agoodlawforyesterday.

<http://www.lakewyliepilots.com/2014/04/04/2370495/boatus-claims-additional-ethanol.html?sp=99/426/473/>

USA, N.Y, HANOVER, APRIL 6 2014. HANOVER OFFICIALS FEEL OPTIMISTIC ABOUT CLEANUP OF OLD FIREWORKS SITE

chris burrell

Hanover's slice of a \$5.15 billion settlement agreed to this week in a federal court in New York is expected to spur the long-awaited cleanup of the former National Fireworks Co. site in the southwest corner of town. The lack of funds is not a valid excuse anymore," Town Manager Troy Clarkson said. For two decades, town and state leaders have failed to implement a plan for cleaning up the severe contamination at the 280-acre site of the former National Fireworks Co. A critical sticking point has always been money. But that equation changed dramatically Thursday when lawyers in a New York federal court reached



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the nation's largest-ever settlement of an environmental contamination case. Hanover's small but significant slice of the \$5.15 billion [settlement is expected to steer \\$73 million toward the cleanup](#) of the old munitions and fireworks factory site, which is in the southwest corner of town. Some Hanover officials now say the anticipated windfall of money could kick-start a cleanup process that has failed to move forward, frustrating both town leaders and concerned residents. "There's money on the table now to get this done. The lack of funds is not a valid excuse anymore," Hanover Town Manager Troy Clarkson said. Clarkson hopes the settlement money, which could be available by the end of this year, will spur the negotiations between the state Department of Environmental Protection and three remaining polluters of the site. "This has dragged on and on maddeningly because of the question of who is going to pay," Clarkson added. "It's our hope that the existence of more than \$70 million will lessen the discomfort of the (other) responsible parties." On Friday, the state's environmental agency would not say how the expected \$73 million settlement would affect its negotiations with those other parties – the U.S. Department of Defense, Rockland-based National Coating Corp. and the Massachusetts Institute of Technology, which used the site as a place to dump toxic waste. But DEP spokesman Joseph Ferson did say that it "will not relieve the other parties from doing the cleanup and restoration of that site." Past estimates for a comprehensive cleanup of the Hanover site were as high as \$158 million, but in the last two years state officials have pegged cleanup costs at between \$28 million and \$100 million. With \$73 million now anticipated, town leaders could raise their expectations for a more intensive cleanup that would allow for reuse of portions of the site. "Could it alter the dynamic of what we'd like to see with the site and the environmental impact? Sure," Selectmen Vice Chairwoman Susan Setterland said Friday. "What's really important right now is to get it cleaned up for the concerned residents who live in the immediate area." Clarkson said selectmen are in the process of creating a task force dedicated to the fireworks site, both its cleanup plans and possible reuses. The fireworks site is polluted enough to have earned a federal Superfund designation, but town officials – concerned about stigma and its effect on real estate values – steered clear of that path, opting to allow state environmental officials to take the lead, negotiating with polluters and crafting a clean-up plan.

Related Stories

- [Settlement steers \\$73 million toward cleanup of polluted ...](#)
- [Hanover leaders frustrated over lack of plan for munition...](#)
- [Hanover residents still waiting for state to act on conta...](#)
- [Cancer worries in Hanover](#)
- [Mercury and lead contaminate old National Fireworks munit...](#)

<http://hanover.wickedlocal.com/article/20140405/NEWS/140407524>

USA, FLA, BOKEELIA, APRIL 6 2014. BOAT EXPLOSION, FIRE INJURES MAN AT BOKEELIA MARINA

michael braun



An internal explosion inside the "Half-Way There" boat injured a man at the Jug Creek Marina in Bokeelia

A man was slightly injured and his two teen sons escaped unhurt after they were forced to abandon their docked boat at the Jug Creek Marina this afternoon when fumes in the craft exploded while fueling. Joe Marzella, chief of the Matlacha/Pine Island Fire Control District, said the man escaped significant injury. "He was fueling a boat and didn't have the ventilation on and it flashed," Marzella said, noting the man did not need treatment at the scene for his injury. Laura Quinn, a clerk at the marina, said she heard and felt an explosion around 6 p.m. and then saw the two boys jump off the boat, followed by the father. "I knew it wasn't good, that's why I called the fire department," she said. Quinn said the situation could have been worse since the boat was docked near the marina's fuel pumps and there were a lot of cars nearby in the

parking lot. "There wasn't that much fire, just some smoke," she said. Quinn noted the man, a customer of the marina, was piloting his own boat, the Half-Way There III, which is registered in Cape Coral. "He got the hose on it pretty quick," she said. "It's under control." She said the man, whom she could not identify, had burns from his knee down. "His skin is peeling and he's probably going to have to have skin grafts. It looks pretty serious but I think he'll be all right," she said. She said the man and his sons are regular customers and live in the Miami-Fort Lauderdale area.

http://www.news-press.com/article/20140405/NEWS0113/140405004/Boat-explosion-fire-injures-man-Bokeelia-marina?nclink_check=1



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MALAYSIA KUALA LUMPUR, APRIL 6 2014. SEVERE PUNISHMENT AWAITS DIESEL SMUGGLERS

Syndicates smuggling and selling subsidised diesel, which led to a loss of RM1.2bil for the country over the past five years, will face the full might of the law. Domestic Trade, Cooperatives and Consumerism Minister Datuk Hassan Malek said the racketeers were big entities involving many people working in petrol stations and ports, as well as fuel transportation companies and even businesses licensed by the ministry. "When they are caught, the punishment will be severe. We will not stop at just taking back the fuel. We will shut down their companies and freeze their accounts. "I view this issue very seriously as their actions are spoiling the economy. Most importantly, consumers are being tricked as the subsidies are meant for them," he said. Hassan said these racketeers siphoned subsidised diesel at petrol stations and resold them to industries in countries that did not offer subsidies. The ministry has identified "high-risk" petrol stations where most of the smuggling activities are suspected to have taken place and are monitoring them closely. The ministry will use the Anti-Money Laundering Act to deter those involved in the smuggling activities, while reviewing the Control of Supplies Act to impose heavier penalties on syndicate members. The Government reportedly spent RM9.92bil in diesel subsidies last year. In 2010, it spent RM4.03bil to subsidise diesel. Meanwhile, in Kuantan, a syndicate's attempt to smuggle subsidised diesel out of the country has been thwarted in what is the largest seizure to date. Domestic Trade, Cooperatives and Consumerism Ministry enforcement director Mohd Roslan Mahayudin said a Singapore-registered oil tanker was stopped from smuggling 1.3 million litres of diesel during a midnight raid at the Kuantan Port on Friday. "Up to 42,000 litres of diesel was also seized from a lorry. This is the largest seizure of subsidised diesel in history as it is worth a total of RM8.4mil," he said. He said 11 Myanmar nationals and an Indonesian, who are crew members of the vessel, had been detained.

<http://www.thestar.com.my/News/Nation/2014/04/06/Severe-punishment-awaits-diesel-smugglers/>

GUYANA, BARIMA-WAINI, PORT KAITUMA, APRIL 6 2014. MASSIVE FIRE AT KAITUMA AFTER FUEL BOAT EXPLODES -SIX BUILDINGS ON WATERFRONT DESTROYED



The fire at the Port Kaituma waterfront, buildings are very close together.

A fuel boat this morning exploded at Turn Basin, Port Kaituma and so far at least three smaller boats and six nearby building have been destroyed. A resident explained that around 7:30 am a fuel boat which was moored at the wharf exploded and was quickly engulfed in flames. The fire, the resident said, spread to at least three smaller fuel boats which were moored alongside it. According to the resident, the fire then spread to at least six buildings on the water front. These buildings the resident said served as houses and small shops. Stabroek News was told that residents have formed a water brigade and are fighting to keep the flames from spreading to nearby buildings. Pumps are also being used to get water to the fire scene. Over the years residents have been calling for a fire station in the area. This is the second fuel boat to have exploded in recent times. A lot of fuel is moved between Venezuela and Guyana

and Port Kaituma is a transit point.

<http://www.stabroeknews.com/2014/news/stories/04/04/massive-fire-kaituma-fuel-boat-explodes/>

USA, MD, ANNAPOLIS, APRIL 6 2014. BOATUS OFFERS FREE FUEL SPILL TRAINING FOR SEASONAL DOCK STAFF

As the summer boating season approaches, marinas, boat yards and clubs will be staffing up. These seasonal employees, sometimes high school, college students or part-timers will be responsible for refueling hundreds of boats – but do they have the training to prevent a fuel spill? With a grant from National Fish and Wildlife Foundation, the BoatUS Foundation now offers these seasonal employees a critical learning tool, "Spill Prevention and Response for Marina Staff," at BoatUS.org/spill-prevention. "It's all about minimizing risk," said BoatUS Foundation Vice President Susan Shingledecker, "And giving seasonal fuel dock staff the ability to protect your marina and the environment." The [free](#) online course, which covers spill prevention, planning and response, offers videos, interactive exercises and interviews with spill responders, marina owners and managers, and can be taken at anytime. "It usually takes about an hour or so for typical user, but if you get busy you can stop and later start right back up where you left off," added Shingledecker. "We encourage marinas and clubs to send their new fuel dock staff to the course just after they are hired, which will dovetail well with any marina's on-the-job training effort." Spill Prevention and Response for Marina Staff does not provide HAZWOPER certification but covers the way any seasonal employee can help should a spill occur as well as the simple steps they can take to prevent a spill at your marina. While the



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course is designed for new marina staff, included throughout are management tips to provide additional information to more senior staff. The course looks at practical topics, such as how to know when a boat fuel tank is full. Additional content includes a look at different types of oil and fuel products at marinas and how to handle each safely, legally and carefully; impacts on the environment; ways to identify spill prone activities and best practices to prevent a spill; safety concerns and precautions needed with handling oil and fuel; how spill prevention and response laws impact refueling facilities; how to prepare for spill events; and know what steps to take if you have a spill.

<http://www.boatingindustry.com/news/2014/04/04/boatus-offers-free-fuel-spill-training-for-seasonal-dock-staff/>

PHILIPPINES, BATANGAS, APRIL 6 2014. OIL SPILL HITS CALACA SHORELINE

arnell ozaeta

An oil spill which affected the shorelines of Barangay Baclutan and Barangay Salong in Calaca town has been contained as of Friday, according to officials of the Coast Guard. Seaman 1st Class Michael Sangangbayan of the Marine Environmental Protection Command of the Coast Guard Southern Tagalog Station said a group of fishermen sought the help of authorities after an oil spill affected some 1 to 2 kilometers of the barangays' shoreline on Wednesday. The Philippine Coast Guard, Philippine National Police, Bureau of Fire and the local overnment unit then went to the area to assess the situation. They were assisted by marine environmentalists from the Coast Guard together with the Municipal Environment and Natural Resources of Calatagan. Sangangbayan said the Phoenix Petroleum Company, whose plant is situated at the said barangay, immediately placed an oil spill boom at their pier to contain the oil sleek. He however clarified that Phoenix has nothing to do with the oil spill after thoroughly checking its pipeline. Residents living along the shoreline together with authorities conducted a clean-up operation by manually scooping the oil residue in the area. Sangangbayan said the situation has been contained. "There's nothing to be alarmed of, hindi naman makakaapekto sa ating mga marine life ang naganap na oil spill," he said. He said the sunlight and the waves will serve as a natural dispersant of the oil sheen. Meanwhile, Lea Intia, Pollution Control Officer of Phoenix, said that the waste material gathered from the shoreline was bunker oil which they do not produce. "We were able to collect two drums of mixed debris, water lilies covered with bunker oil and sea water along the docking bay and coastline," Intia said. Intia explained that they were able to contain the oil spill since Wednesday evening and no negative effects were recorded on the incident. Meanwhile, Sangangbayan said that they are now conducting an oil fingerprinting of the brownish liquid they gathered from the sea and the oil sample they collected from the vessels M/V Hue-Sheng and M/T Chelsea Thelma, docked near the shoreline of Barangay Baclutan. They have yet to determine the origin of the oil spill pending the result of their oil fingerprinting.

<http://www.abs-cbnnews.com/nation/regions/04/05/14/oil-spill-hits-calaca-shoreline>

USA, TX, MIDLAND, APRIL 6 2014. TWO PEOPLE HURT IN TANK BATTERY FIRE



A tank battery fire near FM 1788 sent two people to the hospital Friday afternoon. Midland Fire Department responded to the call regarding a tank battery fire near FM 1788 and Loop 40 at approximately 1:53 p.m. on Friday. Two male victims were transported to Midland Memorial Hospital, one in critical condition with severe burns and the other with non-life-threatening injuries. Seven fire units responded from MFD with assistance from the Northeast Midland County Volunteer Fire Department. The fire was dissipating due to lack of fuel as crews arrived on scene, and firefighters were able to quickly extinguish remaining spot fires. The investigation into the fire has so far revealed that a work crew was changing a valve at the tank battery and relieving pressure from the heater treater when a sudden ignition occurred. The victim who was transported in critical condition was said to have caught on fire during the incident. The cause of the ignition and other factors are currently under investigation by the Midland

County Fire Marshal's Office.

<http://www.newswest9.com/story/25166164/two-people-hurt-in-tank-battery-fire>

ETHIOPIA, OROMIA, SHEIK HUSSAINPET, APRIL 6 2014. CLOSE SHAVE AS LPG LEAKS AFTER ACCIDENT

A major tragedy was averted at Sheik Hussainpet near the Ulundurpet highway here of Friday thanks to the presence of mind of a tanker driver. A bus, carrying 40 passengers, had rear-ended the tanker, which was carrying 18 tonnes of Liquefied



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Petroleum Gas. Under the impact, the valves in the tanker got damaged and the gas started leaking into the bus. On seeing this, tanker driver Irudhayaraj broke the windshield of the bus and helped the screaming passengers get out, thereby averting a disaster. The tanker driver alerted the Fire and Rescue Services at Ulundurpet. Lakshmanan (27) of Ramanathapuram was driving the private bus plying to Sayalgudi near Ramanathapuram.

http://www.newindianexpress.com/states/tamil_nadu/Close-Shave-as-LPG-Leaks-After-Accident/2014/04/05/article2150283.ece#.U0DK6sZmim4

NIGERIA, BONGA FIELD, APRIL 7 2014. BONGA OIL SPILL: RIGHTS ACTIVIST WANTS SHELL TO COMPENSATE FISHERMEN



Shell

A human rights activist, Mrs Elizabeth Egbe, has appealed to the Federal Government to prevail on Shell Petroleum Development Company (SPDC) to compensate fishermen affected by the Bonga oil spill. Egbe, who made the call in an interview with the News Agency of Nigeria (NAN) in Abuja on Sunday said that the company, being an international oil exploration giant, should comply with international best practice and do the right thing. NAN recalls that the oil spill which occurred on Dec. 20, 2011, spilling 35,000 barrels of crude oil, affected Akwa Ibom, Bayelsa, Delta, Ondo and Rivers states. According to her, the fishermen are demanding that SPDC pays them N433 billion as compensation for depriving them of their livelihood. Egbe, who is also the Chairman, Bayelsa State Chapter of Artisan Fishermen Association of Nigeria (ARFAN), said the company should also proceed to properly clean up the waters and the affected communities. "Let SPDC pay us what is due so that justice will prevail and when justice prevails, everybody will be happy and the fish we bring on the table will be good and healthy. "So, we are calling the oil company to do the right thing to avoid problem." The chairman accused Shell and other oil companies of exhibiting a culture of impunity in the Niger Delta, claiming that they had no regard for the lives of the people of the area or the environment. Egbe expressed fears that the whole existence of fishermen in the region might go into extinction, if the situation was not addressed. "If everything goes into extinction, there is nobody that will live in the Niger Delta again; if the present situation is not addressed, it could lead to war. "If the existence of the people is threatened to a certain level, survival instinct will come and they will want to look for ways of meeting their needs by all means." Egbe described fishermen as voiceless people who had been neglected in spite of their significant contribution to the wealth of the nation and well-being of Nigerians in general. "What we are crying for affects everybody; the oil pollutes the fish and other seafoods that we provide in the markets and people eat contaminated fish. " If you eat that fish, you are also eating the chemicals the fish has consumed as a result of pollution from the oil spill. So, it is going to affect the health of anybody that consumes such fish. "There is no way you will say, you will not eat seafood or fish; all of us are in it together. It is just that the rate of impact that is different." The chairman recalled the oil spill in New Mexico, U.S., and the immediate response of U.S. President Barack Obama and other relevant authorities that ensured justice. NAN recalls that the Gulf of Mexico oil spill which occurred on April 20, 2010, claimed 11 lives and is considered the largest accidental marine oil disaster in the history of the petroleum industry. "You know what happened in the Gulf of Mexico; the people did not cry for the president to fight for them. The president, legislators and everybody were on board to address it. "They fought to protect the right of the people and they were adequately compensated in every facet of life. How come that in Nigeria, the story is different?" she asked. Egbe, however, commended the National Assembly and the National Oil Spill Detection and Response Agency (NOSDRA) for their support so far, calling on the Presidency to act promptly. "Now that we are seeing a ray of hope from the National Assembly and NOSDRA, we are calling on Mr President to come to our aid. "Members of our association numbering about 30,000 were compelled to leave their sources of livelihood and nobody cares to find out how they have been surviving since then," she added.

<http://leadership.ng/business/363610/bonga-oil-spill-rights-activist-wants-shell-compensate-fishermen>

TRINIDAD AND TOBAGO, APRIL 7 2014. PETROTRIN SILENT ABOUT OIL SPILL FOR 4 DAYS

On a fateful December day when Christmas shopping occupied the minds of most people, a 16-inch diameter sea line broke at the state-owned refinery, sending a rush of black fuel oil into the Gulf of Paria and along the south western coastline. The effect of that spill is still being felt today by fisherfolk and people in poor coastal communities. The Sunday Express takes a close look at the chain of events that led to this country's worst environmental disaster in history. For four days, the State oil and gas company, Petrotrin stayed quiet about a rupture on its No 10 sea line. No alarms were raised. No formal public alert was made. No news release issued that a Petrotrin sea line carrying a "high-risk" integrity rating had ruptured and spilled 7,453 barrels of fuel oil into the sea. And even then, against a widening backdrop of damaged coastline and wetland as far as



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27 kilometres away, Petrotrin was quick to rule out any connection to the blackened stretch of La Brea shoreline or the communities that were falling ill. It used preliminary tests of oil samples taken from the La Brea spill as evidence that this was not their oil. The test results it held out to the national community as proof were all conducted in the company's state of the art laboratory at Pointe-a-Pierre. For critical days as the oil made its way through the Gulf of Paria, killing hundreds of fish and birds, the State oil giant continued to provide conflicting and confusing information about what it knew and when. Company officials fed the country a pool of disinformation- firstly of a mystery leak, suggestions that it was crude from a marine platform offshore Brighton somewhere, of unknown saboteurs at work and a vague conspiracy which put the country's energy assets at risk.

The No 10 Leak

It provided the bare bones about the No 10 leak at the refinery and continued to misrepresent the truth to the national community when it knew full well on the morning of the first major spill that it had thousands of unaccounted-for barrels of fuel oil somewhere in the Gulf of Paria. The State-owned company failed to make full disclosure about the No 10 leak including basic information about the size of the spill and the potential risks posed to life and the environment. It sought instead to obscure the facts and cover-up its willful neglect of a severely corroded pipeline it kept dangerously in service and knew to be running on borrowed time. "Preliminary Laboratory tests conducted on samples taken from the spill in the La Brea area suggest that this did not originate from Pointe-a-Pierre," was the oft-repeated company line from the State-owned-and-managed petroleum giant. For long critical days, the responsible party to the largest environmental disaster on record asserted that it did not know the source of the leak.

Company Cover-Up

Now fresh evidence obtained by this newspaper shows the extent of the cover-up and deceit perpetuated by State and company officials. Instead of a swift attempt to establish the facts, the company worked overtime to hide information. Even as the Kamla Persad-Bissessar Cabinet huddled for emergency security talks on how best to protect the nation's petroleum assets and prevent a repeat of the situation, Petrotrin was telling reporters about evidence of sabotage in two of the reported 11 spills when it knew this to be less than truthful. At year's end, Petrotrin president Khalid Hassanali told the world that there was "very compelling evidence that there were acts of commission". Errol McLeod, the then acting Prime Minister alluded to "acts of potential sabotage by unknown crazy persons". He promised the nation that "the People's Partnership administration will leave no stone unturned to determine the cause of the spill." The former Petrotrin union boss and Minister of Labour, at a December 30 media briefing held at the Office of the Prime Minister, made clear: "Trinidad and Tobago must not be threatened by negligence or by serious acts of commission against its best interest." That was his last word on the matter. If any of the state-initiated probes into the oil spill has made a finding one way or the other about the root cause of the incident, the PP Government is yet to say.

Sabotage

On January 3, Petrotrin's chairman, Lindsay Gillette, himself a former Minister of Energy in the Panday administration, repeated the company's storyline. "While the sources of these incidents have not been determined, strong evidence suggests direct and willful acts of sabotage." The hard evidence he proffered amounted to a report from one of the company's lease operators about the removal of two bull plugs from separate well site production tanks at an on-shore facility at Rancho Quemado. According to Gillette, a special wrench was required to remove the three-inch bull plugs which sent 90 barrels of crude oil spilling to the ground. Eighty barrels were recovered. Line Minister and the State regulator of the energy sector, Kevin Ramnarine, went to Petrotrin's defence early -on the official spill containment effort. From all accounts, the minister took his cue from company officials. On December 24, at a post-Cabinet news conference, he repeated the Gillette version of sabotage at Rancho Quemado. "The valves that were opened could only have been opened using a specialised type of wrench," he said. Engineering experts, however, say any old wrench could have done the dastardly act. Hassanali told the Sunday Express he agreed that a large wrench could do the job. He did not say why he did not correct the erroneous information put out his chairman and the Minister of Energy.

What the Minister Knew on December 17

Ramnarine also said that there were no leads to the, by then, other reported oil spills. He is yet to tell the country what he knew on December 17 about the spill and whether he knew about the ruptured No10 sea line which Petrotrin treated as a state secret or the fact that the company had over 7,000 barrels of oil unaccounted-for somewhere in the Gulf of Paria.

The minister has also failed to say why it took him six days to recognize the extent of the problem and make the call to initiate the National Oil Spill Contingency Plan (NOSCP) Tier 3 response. There is no explanation from Government, State or company officials about why Petrotrin did not reach out to anyone in the upstream and downstream sectors for help given the



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fact that BP had just cleaned up the largest oil spill in the Gulf of Mexico and that all of the multinational corporations doing business in Trinidad have substantial spill containment assets.

Damage - Containment Mode

Internal company documents obtained by the Sunday Express show that the oil giant hid the truth as it went into damage containment mode. It not only failed to make any calls for help when it discovered it had a problem at 6 a.m. on December 17, it bungled its spill-containment response and misread its own trajectory modelling projections for directional ocean flow in the event of an oil spill. It took an hour after the first oil sighting by fishermen and Petrotrin port security for the company to initiate its emergency response procedure. Petrotrin logs show that the company had full knowledge before daybreak on December 17 that No10 had broken its line and spilled over 7,000 barrels of oil into the sea. The company followed the emergency manual, isolating the line which had missed two crucial inspections, and used sorbent booms and company vessels to break up and contain the spill site. The findings of an internal investigation by process engineer Mervyn Cummings detailed the following response timeline:

December 17

- 10.05 a.m. - Oil sheen was observed at No.2 south berth and was flowing in a south westerly direction. The port security vessel, Stingray, did not observe oil sheen in the vicinity of the San Fernando Yacht Club
- 10.50 a.m. - Petrotrin HSE (Health, Safety and Environment) personnel were on site
- Between 10 and 11 a.m. tugs were used to emulsify oil spilled in the area
- 11 a.m. - permission was given to spray the dispersant on the spilled area. Preparation to initiate oil spill dispersant commenced
- 11.20 a.m. - an aerial survey was conducted at Claxton Bay, San Fernando, Mosquito Creek, La Brea and Point Lisas. The following was observed: 1. No sheen was observed between the areas of Claxton Bay to La Brea. The shoreline was also free from oil. 2. In the vicinity of La Brea, there was a long, narrow strip of oil with dimensions of approximately 110 feet in width x 1,200 feet in length. It appeared that this patch of oil was trapped within the water column hence under the surface of the water. 3. In the vicinity of No.1 berth, the spill was observed to be 3,960 ft in width and 1,640 ft in length. 4. Oil sheen and black oil were observed from the Lube Oil Jetty heading towards the No.10 sea line on the Main Viaduct
- 11.25 a.m. - The launch, Gull and barge T6 arrived at Pile Bent 122 with a skimmer on board. Marine Services and Marine Maintenance Personnel were on board barge T6 to provide assistance with the skimmer. There was also one 800-gallon tank, two 400 gallon tanks, one generator and one hydraulic pump.
- 11.40 a.m. - a slop oil barge was used to contain the spill in the vicinity of Pile Bent 122
- 11.50 a.m. - dispersant was sprayed in areas within the one mile limit
- 12.07 p.m. - skimming operations began at Pile Bent 122
- 1 p.m. - all tanks aboard barge T6 were filled with fuel oil (approx 1,600 gallons) or 38 barrels
- 1.30 p.m. - barge T6 left for shore together with launch, Gull
- 1.45 p.m. - barge T6 arrived at shore for the removal of the skimmed fuel oil via vacuum truck
- 3 p.m. - No.10 expansion joint was removed completely
- 4 p.m. - blind flange installed on the eastern end of No 10 sea line completed
- 4.15 p.m. - skimming operations resumed at Pile Bent 122
- 5.25 p.m. - a blind flange was installed on the western end of No 10 sea line
- 5.35 p.m. - 2,500 gallons (60 barrels) of oil skimmed
- 6.15 p.m. - skimming operations suspended

Twelve hours after the spill with only 60 barrels of oil recovered, Petrotrin called it a day. The Sunday Express asked Petrotrin's top executives why the company suspended its clean up operations at 6.15 p.m. with so many thousands of barrels of oil still unaccounted for. Hassanali, in an e-mail response, answered the question this way: "As each of the different incidents was discovered, the company's emergency response plans were put into action. The findings of aerial and marine surveillance of the area in the vicinity of the spill at Pointe-a-Pierre and the results of our spill trajectory model would have informed the decision to suspend clean-up operations."

Oil Spill Trajectory Model

He said the company's oil spill trajectory model indicated a 95 per cent probability that any fuel that escaped from Pointe-a-Pierre would float to the surface. In the case of the No10 spill, he said several fly-bys and marine surveys all came back



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negative for oil-slick sightings. "That is why no nexus was initially established between the incident at Pointe-a-Pierre and the spill at La Brea," he said. The problem with this explanation, according to two experts, is a feature of the chemical dispersant CoreExit which Petrotrin used to break-up the oil. CoreExit also sinks the oil below the surface of the water, sometimes to the ocean's floor. Petrotrin's own evidence log shows an oil sheen sighting on December 18 around the Oropouche bank north of La Brea which suggests that the oil had already travelled an estimated 11.1 kilometres. The distance between the Pointe-a-Pierre refinery and the La Brea spill site is 27 kilometres.

Petrotrin Oil Makes its way to La Brea

Asked to explain the company's failure to shore off protected coast line along the south western peninsula given the fact that Petrotrin had early information about the volume and location of the spill site, Hassanali said: "Commencing on December 17 and continuing over the days following, our operations were impacted by several incidents. In addition to having to treat with the spill at Pointe-a-Pierre, we were treating with what was then considered to be a different spill at La Brea (no nexus was yet established between the Pointe-a-Pierre and La Brea incidents) as well as other incidents in our Trinmar fields. Our responses to the specific incidents, placements of booms etc. were guided by the results of our oil spill trajectory models and the situations as they developed on the ground." Petrotrin's oil spill trajectory model shows that in the event of a spill, the ocean's currents would move the oil in a southwesterly direction which is exactly where it ended up.

<http://www.trinidadexpress.com/news/Petrotrin-silent-about-oil-spill-for-4-days-254061451.html>

CANADA, B.C, PRINCETON, APRIL 7 2014. HWY. 3 REOPENED AFTER FULLY-LOADED SEMI TANKER GOES OVER EMBANKMENT INTO CREEK

liz craig

A fuel tanker loaded with gas and diesel has gone over an embankment near Princeton. According to a member of the Princeton Volunteer Fire Department, the accident happened at Mine Hill and has closed Hwy. 3 in both directions. The accident happened just before 12:30 Sunday afternoon. Mark told Castanet News he stopped and helped the driver up the hill. He said the truck driver had a bump on his forehead and small cuts on his head, neck and knee. He says the driver was hauling fuel from Abbotsford to Princeton. Brenda told Castanet that the semi went down approximately 75 ft. into Whipsaw Creek and that the fully loaded tanker is now sitting in the creek, which drains into the Similkameen River. She adds the driver has been taken to hospital and environmental specialists called in. According to DriveBC the highway is not expected to be reopened until 6:30 p.m.

<http://www.castanet.net/edition/news-story-112541-21-.htm>

USA, MN, DULUTH, APRIL 7 2014. GAS STATION AWNING COLLAPSES WITH SUV UNDERNEATH, NO SERIOUS INJURIES

billy wagness

 **Watch the Video** [Gas Station Awning Collapses With SUV Underneath](#)



Duluth police and emergency crews are investigating what caused the Spur gas station awning on 6th Ave. East and 6th St. in Duluth to collapse Sunday afternoon. Eyewitnesses say the incident occurred just before 1:30 PM. The canopy seemed to lean toward the building before collapsing. While the awning missed the gas station itself, authorities say the Spur, which leases from ICO, is closed for safety reasons. The awning's support pillar crushed a black SUV with one person inside. However eyewitnesses say the passenger was able to avoid the beam, and only received minor injuries. No other injuries are reported at this time. We will keep you posted as more information becomes available.

<http://www.northlandsnewscenter.com/news/local/Gas-station-awning-collapses-at-least-one-car-crushed-no-serious-injuries-254108161.html>

SOUTH KOREA, SEOUL, APRIL 7 2014. OIL LEAK AT S-OIL'S ULSAN REFINERY EXTENDS THREE DAYS

An oil leak at a storage facility belonging to S-Oil Corp., South Korea's third largest refiner, continued for a third consecutive day Sunday, but was expected to be stopped before the end of the weekend, officials at Ulsan Metropolitan City Fire



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Department said. The leak began at about 3:30 p.m. on Friday after a mixer broke down in a tank storing 570,000 barrels of crude at the refiner's plant in Ulsan, a port city 410 kilometers southeast of Seoul, the officials said.

<http://english.yonhapnews.co.kr/news/2014/04/06/0200000000AEN20140406003500320.html>

USA, WA, PLYMOUTH, APRIL 2014. BLAST AT U.S. LNG SITE CASTS SPOTLIGHT ON NATURAL GAS SAFETY

joshua schneyer, timothy gardner & richard valdmanis

An unexplained blast this week at a liquefied natural gas (LNG) facility in rural Washington state, which injured workers, forced an evacuation and raised alarm about a potentially large second explosion, could focus attention on the risk of storing massive gas supplies near population centers. The Monday incident at Williams Co Inc's massive gas storage site is a rare safety-record blemish among the dozens of U.S. LNG plants and storage sites, including towering tanks in packed neighborhoods of New York City, and near Boston. Energy industry experts and opponents of new LNG plants alike said it may spur debate about safe handling of gas for cities increasingly reliant on the clean-burning fuel. At least a dozen new U.S. LNG export facilities are seeking government approval, and some have faced opposition on safety grounds. Early Monday, a "processing vessel" at the Williams facility near the small town of Plymouth, Washington, exploded, spraying chunks of shrapnel as heavy as 250 pounds as far as 300 yards, according to local emergency responders. The flying debris pierced the double walls of a 134-foot LNG tank on site, causing leaks. Five workers were injured, and local responders warned that vapors from the leaks could trigger a more devastating, second explosion. A county fire department spokesman said authorities were concerned a second blast could level a 0.75 mile "lethal zone" around the plant. Everyone within a two-mile radius of the site was evacuated, and a bomb-squad robot was deployed to snap photos of the damaged tank to avoid putting workers at further risk. Some who did approach were reportedly sickened by fumes. By late Tuesday residents were allowed to return and responders said the risk of a secondary explosion had been averted. Williams is investigating the incident alongside government agencies. What caused the explosion is not clear. "This type of event raises the public's awareness that we're dealing with a combustible commodity," said Teri Viswanath, a natural gas market strategist at BNP Paribas in New York. "We take a lot of precautions in the industry to avoid them, but they do infrequently occur." U.S. consumption of natural gas rose 12 percent between 2008 and 2013, fueled in part by the strong endorsement of the cheaper and cleaner-burning fuel by the administration of President Barack Obama. New shale drilling has also led to record natural gas output. But delivering fuel safely is no small task. Concerns about gas distribution adds to controversy around oil shipments in railcars after recent fiery derailments, fertilizer plant safety following last year's West Texas disaster, and reports about the U.S. power grid's vulnerability to sabotage. The blast in Washington came a day after utility PG&E Corp was hit with federal criminal charges for alleged safety lapses in a deadly 2010 gas pipeline explosion in California, and weeks after a building in Manhattan was razed by a natural gas explosion, killing eight. Stephen Maloney, a senior risk consultant at Moody's Analytics with a background in LNG risk analysis, said the Washington incident could trigger a review of the risks posed by LNG facilities, including a fresh look at the probable frequency of accidents. Companies and regulators use risk models when considering permitting projects. "While notable, the Plymouth event was not especially severe," Maloney said. "But, when you are dealing with very low frequency events, even for an event of limited severity, one data point has the potential to really change statistics."

Unlikely Scenario

To be sure, industry experts say U.S. LNG plants have a nearly spotless safety record. At the Washington facility, Williams cools gas to around minus 260 degrees Fahrenheit, making it non-flammable. Leaked LNG would likely vaporize and dissipate, posing little explosion risk, several experts said. But vapors that are contained in a closed space or gather into a cloud could ignite. "It's a very unlikely scenario," said Kent Bayazitoglu, an LNG expert with the Gebler & Associates consultancy in Houston, adding gasoline is a riskier fuel. Companies hoping to build new U.S. LNG plants and other LNG facilities say safety technology, including containment dams around storage tanks, has improved in recent years. "LNG is safer than many of the gases we use every day," said Darren Seed, vice president of investor relations at Westport Innovations Inc, which is currently working with seven engine manufacturers to design LNG-powered trucks and locomotives. Most proposed LNG export plants would also be located far from population centers, reducing the risks from an incident. For a FACTBOX on U.S. LNG plants under review, [click here](#). But others cite what they say are red flags. A 2009 report by the U.S. Congressional Research Service warned that LNG spills can unleash explosive vapor clouds. A 2004 blast at an Algerian LNG facility killed 27 workers and injured many more. Ted Gleichman, of the Sierra Club's national team on natural gas, said it is also "insane" to place LNG facilities on the earthquake-prone U.S. West Coast after the 2011 disaster at Japan's Fukushima nuclear plant. "This tragic fire in Washington State demonstrates these facilities are inherently dangerous," he said.



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Tanks Loom Large in Cities

LNG export terminals can be far more complex than the Williams facility in Washington, a so-called "peak-shaving" site designed to store LNG to meet spikes in domestic gas demand. There are 59 U.S. peak-shaving facilities, according to the Energy Information Administration (EIA). For an EIA map, [click here](#): Many peak shaving sites are located in or near major cities like Atlanta, Boston or New York. National Grid operates two giant 1960s-era tanks in Brooklyn. Another New York site, operated by Con-Ed sits near La Guardia Airport in Queens. More than 722,000 people lived within two miles of the two sites during the 2010 Census, according to a Reuters analysis of data compiled by the Minnesota Population Center. (Graphic:link.reuters.com/kuz28v) "It's not a question of should we or shouldn't we have this infrastructure," said Henry Willis, director of the RAND Corp's Homeland Security and Defense Center. "It's a question of ... are we taking the right steps in terms of engineering requirements, oversight, and safety inspections to have confidence we are effectively managing the risk." The New York tanks are double-walled, equipped with alarms, and other safety features, and the sites have never suffered a major incident. They are overseen by several government agencies and have detailed emergency response plans, operators said. Dozens of other LNG storage tanks dot New England, many of which are supplied by the giant GDF Suez-operated Everett Terminal two miles from downtown Boston. The Everett hub has received more than 1,000 LNG cargoes since opening in 1971, and includes peak-shaving storage. GDF Suez said it will monitor the findings of an investigation into this week's Washington State accident.

<http://www.reuters.com/article/2014/04/06/us-lng-blast-analysis-idUSBREA3506Y20140406>

USA, VA, RICHMOND, APRIL 7 2014. TOXIC SUPERFUND SITES ARE STILL WITH US

rex springston

 **Map:** [Locations of Superfund Sites In Virginia](#)

There are 31 Superfund sites -- also called [National Priority List sites](#) -- in Virginia. Before cleanups began, these places were among the most hazardous waste sites in the country. Four additional sites have been cleaned and deleted from the Superfund list. Zoom in the map and click on a marker to find out more about a site

 **Documents**

- [U.R. School of Law study of toxic-chemical issues in Virginia](#) Read the January 2014 report by the University of Richmond School of Law on toxic-chemical issues in Virginia.
- [ELI report on Superfund programs](#)
- [General Assembly report abandoned waste sites](#)



Waste by the barrel, part of the EPA's work at Avtex was disposal of thousands of steel drums, some empty but many full of various wastes, in 1990.

They were the worst of the worst, the most-dangerous toxic-waste dumps in Virginia. Bearing names like Avtex, Kim-Stan and Greenwood, these poisoned plots spawned long-ago headlines and, in at least one case, killed people. Today they are Virginia's 31 Superfund sites, still with us after years of cleanup — safer but not yet tame. "By definition it poses health risks to the public" if a site sits on the Superfund list, said Noah Sachs, an environmental law expert at the University of Richmond School of Law. The nation's most hazardous waste sites go on the Superfund list, named for a pool of federal dollars created to help clean the properties. In Virginia, the federal Environmental Protection Agency has spent or obligated more than \$250 million for cleanups at Superfund sites.

Many military installations harbor Superfund sites, and the Department of Defense has spent or obligated more than \$760 million. The state has kicked in more than \$8 million. A review of Virginia's Superfund sites is like a walk down bad-memory lane. The places include:

- Avtex Fibers at Front Royal. The state shut it down in 1989, but health officials still issue warnings about the dangers of eating Shenandoah River fish contaminated with toxic chemicals called PCBs, which seeped from the fiber-making factory. Experts believe PCBs can cause cancer.
- The Kim-Stan landfill in Alleghany County, where medical waste, waste oil and other trash piled up an estimated 80 feet deep, and polluted garbage juice leaked out. The dump was shut down in 1990.
- The Greenwood Chemical Co. site in Albemarle County, where a huge explosion killed four workers in 1985.



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The Richmond metro area is home to four Superfund sites: The Defense Supply Center Richmond in Chesterfield County, where pesticides and other wastes were dumped or spilled; C&R Battery Co. in Chesterfield, which once removed lead from old batteries; Rentokil in Henrico County, a former wood preserver; and the H&H burn pit in Hanover County, where chemicals were dumped and burned. Construction projects designed to remove, neutralize or sequester the pollution have been completed at C&R, Rentokil and H&H. The work is underway at the defense supply center. The U.S. Environmental Protection Agency and other regulators have overseen years of cleanup work in Virginia, but problems remain. At two sites — one at Montross in Westmoreland County and another along the Elizabeth River in Portsmouth — the EPA lists the public's exposure to toxic chemicals as "not under control." At nine other sites, there is insufficient data to determine if the public is at risk, the EPA said. Those sites are being investigated. There is no evidence that any of the Virginia sites represent an imminent danger, said Stacie Driscoll, an EPA Superfund branch chief whose region includes this state. "Some of the sites we are still investigating, still collecting data, and at other sites we have our risks under control. But the important thing is, if we discover an imminent and substantial endangerment to the public, we will take immediate action," Driscoll said. At the "not under control" Portsmouth site, Atlantic Wood Industries, creosote pollution remains in river sediment. A nearly \$100 million cleanup is addressing problems there, Driscoll said. At the Westmoreland location, an old electroplating site called Arrowhead Associates Inc./Scovill Corp., workers have discovered a new source of pollution, solvents in soils. "We are not sure of the extent of the contamination right now," Driscoll said. "We are out there and studying it." The Greenwood Chemical deaths, which preceded the property's Superfund listing, appear to be the only fatalities directly linked to the Virginia sites. The Superfund program is designed to protect the public from health problems, like cancer, that can result from exposure to dangerous chemicals over many years. There is no way to know if people have been sickened or have died from such exposures in Virginia, Driscoll and other experts said. That would require a complicated study involving every site. "We do not evaluate past exposure," Driscoll said. Rebecca LePrelle, the Virginia Department of Health's director of environmental epidemiology, said via email: "It would be very difficult for (the health department) to determine how many residents have been affected by Superfund or other hazardous waste sites in VA. We do not know how many illnesses have occurred in relation to these sites." She added, "For a chemical to make you sick, it must first enter your body (you must breathe, eat, drink, or touch it). Simply living near a Superfund or hazardous waste site does not necessarily mean you will become ill." Some sites appear to be sources of long-lasting chemical threats, such as PCBs and mercury, that remain on some river bottoms and in fish. "They are immortal," former Virginia environmental director Robert Burnley said of these pollutants. They might change form, "but they never completely go away." The health department works to protect the public from such pollution by issuing advisories to limit the consumption of fish caught near places including Avtex. Most of the pollution at Virginia's Superfund sites happened long before the nation enacted tough environmental laws in the 1970s and '80s. "Take it out back and bury it" was often the instruction in those days, Burnley said. Getting on the Superfund list "kicks off a 10- to 20-year process of cleanup, and during that time, risks to public health remain," said UR's Sachs. "The question at any Superfund site is how big is the risk to public health? In some cases, the risk is major and immediate, and EPA will move quickly to get barrels out of the ground, or get the public onto alternative drinking water supplies." So the biggest dangers are usually addressed within weeks or months, Sachs said. Four Virginia sites have been cleaned enough to be removed from the Superfund list. They include a Frederick County property where millions of tires burned from October 1983 to July 1984, releasing an oily tar. Congress approved the Superfund law in 1980 in response to catastrophes like New York's Love Canal in the 1970s, where residents complained of cancer and other ailments after learning that their homes were built atop a massive toxic-waste dump. The law authorized the EPA to compel cleanups. "Superfund" originally referred to a money pool fed by a tax on the chemical and petroleum industries. Congress let that tax lapse in 1995. Now the money the EPA uses for cleanups comes mainly from general appropriations — that is, from taxpayers — while smaller amounts come from sources that include funds the EPA recovers from polluters for work the agency has done at their sites. Money made available to the Superfund program peaked at \$1.6 billion in the 1991 federal fiscal year and totaled \$1.1 billion last year, EPA officials said. There are more than 1,300 Superfund sites nationwide. Nearly 380 sites have been cleaned and removed from the list. EPA officials say most cleanup costs — not reflected in the Superfund program dollars — are borne by private parties that contributed to the pollution. These so-called "responsible parties" typically don't reveal the amounts they spend, and there is no tally of what they spent in Virginia, EPA officials said. Sachs, the UR expert, gave the Superfund program a B grade. "The biggest plus of the program, by far, is one that's hard to measure: the threat of legal liability has made companies much more responsible in the way they handle chemicals and waste. We don't see the midnight dumping of waste and burying barrels underground that we saw in the 1960s and 1970s." And, of course, some of the country's most hazardous waste sites have been made safer, Sachs said. "The biggest flaw in the program is the extraordinary time and expense it takes to clean up a site," with cleanups routinely lasting 10



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to 30 years, Sachs said. "A major cleanup can run between \$20 (million) and \$100 million dollars, not including legal fees," Sachs said by email. "The agency needs to find a way to move more quickly to protect the public." Addressing a Superfund site is complicated, the EPA's Driscoll said, requiring a lot of data collection, analysis, planning and then "years and years" of cleanup work like pumping toxic water out of the ground and treating it to make it safe. "It took years (for the pollution) to get there," Driscoll said. "It's going to take years to take it away." While Superfund money can be used for quick cleanups at small sites — removing leaking barrels from an abandoned lot, for example — the properties typically called Superfund sites are generally bigger and more complicated. They make up what is called the National Priorities List. Land at several Superfund sites has found new life in other uses. For example, there is a soccer field and a skateboard park at Avtex, a house at Matthews Electroplating in Roanoke County and a recreational trail at U.S. Titanium in Nelson County, according to the EPA. The heart of Superfund country in Virginia is Hampton Roads, where numerous military installations are cleaning up decades-old pollution. A lot of military installations harbor toxic-waste sites because, until a 1992 federal law prohibited the pollution at bases and posts, there was little that regulators could do to force cleanups, said Leonard Vance, a lawyer, chemist and adjunct professor at Virginia Commonwealth University. Also, many Virginians didn't want to crack down on the protectors of our country, Vance said. "So if they screw up a little here and screw up a little there, as long as they don't actually leave any bodies behind, they get the benefit of the doubt." Military sites are much more environmentally conscious today. "They are watching in a way that they haven't been," Vance said. The Superfund program is "primarily a funding mechanism," Vance said. "There wouldn't have been any money available for the cleanups otherwise." While the EPA uses federal money to clean some sites, the real value of the law is that it authorized the agency to require private parties to pay for cleanups, Vance said. "In my opinion," he said, "it has worked pretty well."

Related Stories

- [Cleanups In My Community Map](#) Virginia's Superfund Sites
- Small sites, large issue: [Smaller sites a big problem?](#)
- Still here: [Toxic Superfund sites are still with us](#)
- Chesterfield County — Defense Supply Center Richmond: [Defense Supply Center deals with decades-old pollution](#)
- Chesterfield — C&R Battery Co.: [Lead, other heavy metals and sulfuric acid discovered](#)
- Hanover — H&H: [Burn pit's black smoke left indelible memory](#)
- Henrico — Rentokil: [Toxic soil and groundwater entombed to clean up property](#)
- [Complete Coverage: Special Report — Virginia's Superfund sites](#)

http://www.timesdispatch.com/special-section/superfund/toxic-superfund-sites-are-still-with-us/article_d2af1523-96bf-5da8-9ae2-48d5b2b7c9bb.html

USA, S.C, SPARTANBURG, APRIL 7 2014. CLEANUP OF GROUNDWATER CONTAMINATION UNDERWAY NEAR OLD HOECHST CELANESE PLANT

felicia kitzmiller

As attorneys for industrial titan Hoechst Celanese deny pollution has negatively impacted the residents of Cannon's Campground, voluntary mediation and clean-up activities are underway near the community. In January, Jay Easler filed a class action lawsuit in federal district court on behalf of the residents surrounding the Hoechst Celanese industrial site. The suit claims about a dozen companies occupying the site over several decades discharged chemical pollutants into the ground and surface water that have created a nuisance, reduced their property values and spread sickness through the community. Defendants responded by asking Judge Timothy M. Cain to dismiss the suit on several grounds, chiefly because, despite tests revealing contaminated ground and surface water at and around the site, testing of wells in the community did not reveal toxic levels of contamination. Last week, the company moved forward on a voluntary cleanup plan designed in coordination with the S.C. Department of Health and Environmental Control to address a chloroform plume that has spread under Interstate 85 and an adjacent creek. Tests revealed the level of chloroform found in several locations exceeded the U.S. Environmental Protection Agency's maximum contaminant load. The drilling was completed on several wells that will allow the company to monitor the chloroform plume and test the effectiveness of their mitigation efforts. An August draft of the mitigation plan calls for 2,200 gallons of sodium lactate to be diluted with 17,800 gallons of water and injected into the ground at 32 locations around the plume. Sodium lactate is thought to reduce the toxicity of chloroform. Celanese spokesman Travis Jacobsen said injections are planned to begin in April or May. "Injection activities will be followed by quarterly monitoring for a year and further actions will be based on data collected," Jacobsen wrote in an email. Last month, attorneys for Easler, who is being represented by the Columbia-based Louthian and Harpootlian law firms, responded to the motions for dismissal of the suit.



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According to the response, bedrock wells dug by CNA Holdings, an affiliated company of the now defunct Hoechst Celanese, revealed contaminants mere feet from Easler's property. The wells dug by Easler on his property were not bedrock wells, so despite negative tests, there could be toxic levels of the chemicals in the groundwater beneath his home at a deeper level. The suit theorizes pollution is moving from the site into Cannon's Campground and surrounding areas through fractures in the bedrock, making its spread nearly unpredictable in nature." Whether individual properties are contaminated will not reduce the stigma of pollution and reduction in property values, and residents have been denied use of surface waters that have been shown to be contaminated, according to the response. The defendants responded last week by restating that without direct, proven contamination, Easler does not have a case, and the suit should be dismissed. Cain has not issued a ruling.

<http://www.goupstate.com/article/20140405/ARTICLES/140409870/1083/ARTICLES?p=1&tc=pg>

USA, TX, DALLAS, APRIL 7 2014. EXXON MOBIL AGREES TO DISCLOSE THE RISKS OF FRACKING



A neighborhood in Denton is fighting against fracking nearby.

Irving-based Exxon Mobil Corp. has agreed to publicly disclose additional details of the risks involved in the hydraulic fracturing of oil and gas wells. Exxon, the nation's largest energy company, is expected to report by September how it manages the risks associated with fracking in shale formations such as the Barnett Shale of North Texas. The Wall Street Journal reported that the move is the latest evidence that Exxon's top executives are shifting to address the growing concerns about the environmental impact of fracking. The practice has proven controversial and contentious in some North Texas cities. Residents of a Denton neighborhood are suing EagleRidge Energy, a Dallas drilling company, for \$25 million over its fracking of wells near their homes that were grandfathered under old regulations. In Dallas, activists

successfully convinced City Council to adopt a 1,500-foot setback for oil and gas wells from homes. The oil and gas industry condemned the city's decision, saying it's a de facto ban on drilling in the city. Trinity East Energy, based in Fort Worth, issuing the city of Dallas for reverse condemnation and breach of contract. Trinity East gave Dallas \$19 million in 2008 to lease the city's minerals with the understanding that it would be granted the right to drill. And, the industry has come out swinging with criticism of a recent study by a University of Texas researcher who said she identified a so-called "cancer cluster" in Flower Mound that the report said could be linked to emissions from drilling and hydraulic fracturing in that Denton County city.

<http://www.bizjournals.com/dallas/news/2014/04/06/exxon-mobil-agrees-to-disclose-the-risks-of.html>

AUSTRALIA, QUEENSLAND, BRISBANE, APRIL 8 2014. BP BULWER CLEAN UP COULD TAKE YEARS

tony moore

It will take years to remove toxic material, processing plants, tanks and pipework from BP's Bulwer Island petrol and oil refinery at the mouth of the Brisbane river. Last week BP announced the plant would shut down by the middle of 2015, becoming an import facility only. About 350 jobs will be lost when the 380-strong workforce is scaled back. BP will decide which tanks will be used as part of the new facility, with the rest removed. "The next step would to safely halt processing – which we expect to do in mid-2015 - then shut down, isolate and purge the processing units and pipework before they are mothballed," a BP spokesman said. "Once mothballed, work can begin on planning their removal. "These are very large structures and planning their removal and awarding contracts could take 12 to 18 months to complete. And then, of course, the work actually has to be carried out." A remediation plan for the site will be put together by BP and Queensland's Department of Environment and Heritage Protection. "Work on understanding what remediation may be required will begin only when there's a clear understanding of the amount of work and type of work required," the spokesman said. "Only then will we be able to put a time-frame on it." No timetable has yet been set for the remediation plan, a Department of Environment spokeswoman said. "Once BP has determined which activities are to be retained or decommissioned at the Bulwer site, the company may apply to the Department of Environment and Heritage Protection to change its existing environmental authority," the spokeswoman said. "And, as part of this process, (the department) would require supporting information from BP demonstrating how it would manage any decommissioning and the removal of plant and equipment to make sure it does not cause environmental harm." BP will slowly scale back its 102,000 barrels per day production level at the Bulwer Island refinery.

<http://www.brisbanetimes.com.au/queensland/bp-bulwer-clean-up-could-take-years-20140407-3694m.html>



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USA, IA, DES MOINES, APRIL 8 2014. HAZMAT CALLED: BODY FOUND INSIDE CAR



Hazmat crews were called out Monday afternoon to investigate a death on Des Moines' east side. A man's body was found in a car in the 2100 block of Searle Street. The responding officer noticed a chemical smell and called hazmat. Police took photos of the crime scene before hazmat crews safely removed the body. Authorities aren't saying what chemical is involved but they say no one is in any danger. The man's name hasn't been released.

<http://whotv.com/2014/04/07/hazmat-called-body-found-inside-car/>

USA, ORE, ALBANY, APRIL 8 2014. VALVE FIXED ON RAIL TANKER THAT LEAKED ARGON GAS

 **Watch the Video** [Rail Tanker Leaks Argon Gas near Albany Train Station](#)



Argon gas leaks from a rail tanker this morning near the Albany Train Station. It did not pose a hazard to the public. A trainmaster was en route to fix the leak.

Albany firefighters and members of the Linn-Benton Hazmat team responded about 9 a.m. Monday to a report of a argon gas leak in a tanker at the Amtrak station. A train master was en route to the scene. By 9:30, firefighters had left the scene. The gas continued to leak slightly from the bottom of the tanker, but it was not considered dangerous or a hazard to the public. The tanker is about 50 yards northeast of the train station. Barry Hoffman, transit program supervisor for the city of Albany, noticed the leak when he arrived at work Monday morning and called 911. Argon is produced industrially by distilling liquid air. It is mostly used as an inert shielding gas in welding. Argon gas is also used in incandescent and fluorescent lighting. Argon is non-toxic, although it can

cause a stinging sensation in one's eyes and dizziness and nausea if someone is in an enclosed space. Argon gas is colorless, odorless and non-flammable. Fire department spokesman Wanda Omdahl said the railroad moved the tanker where the leaking valve could be repaired. There were no health issues.

http://democratherald.com/news/local/crews-respond-to-argon-gas-leak-in-rail-tanker-at/article_fc90466a-be6e-11e3-84c8-001a4bcf887a.html

USA, KS, ARKANSAS CITY, APRIL 8 2014. TRAIN SPILLS 3,000 GALLONS OF DIESEL

Police say a freight train leaked 3,000 gallons of diesel fuel late Sunday night. A KAKE viewer alerted us to the problem near Jackson and South Summit in Arkansas City, reporting a hazmat unit was called. A police lieutenant reported the leak came from the locomotive engine around 11:20 p.m., with no tanker car rupturing. Several streets were closed as a precaution, but they were reopened by 1:00 a.m. No one was hurt, and no evacuations were needed.

<http://www.kake.com/home/headlines/Train-spills-3000-gallons-of-diesel-254173971.html?ref=971>

ENGLAND, DEVON, APRIL 8 2014. FUEL TANK LEAK IN WINKLEIGH GARDEN

sarah howells

Fire fighters were called to Winkleigh on Friday night after tank holding around 1,000 litres of heating oil was leaking. Arriving at Elms Meadow at 10.30pm fire crews from North Tawton found the tank leaking in the garden of a property. They stemmed the flow and stopped it using environmental equipment.

http://www.northdevongazette.co.uk/news/fuel_tank_leak_in_winkleigh_garden_1_3527694

USA, OK, LAWTON, APRIL 8 2014. DIRT CONTAMINATED BY DIESEL SPILL

 **Watch the Video** [Dirt Contaminated by Diesel Spill](#)

Nearly one hundred gallons of fuel was spilled Monday morning after a truck carrying fuel collected from an overnight accident was mistakenly driven. Late Sunday night, a semi truck carrying the fuel over-turned along southbound I-44 between Cache



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Road and Roger's Lane. The fuel was removed from the truck and was being stored at a wrecker business when an employee mistakenly drove the truck not knowing the fuel was inside. The fuel immediately spilled in the business's parking lot, causing panic. It was initially reported that nearly 300 gallons were spilled but to their relief it was closer to 100. Even better, the diesel never made it to the storm drainage system thanks to the wrecker's employees. Once they saw the spill they started working to contain before emergency officials arrived. "Diesel is not extremely flammable, so there was minimal danger in that regards. So we're basically dealing with the environmental aspect of it," explained Lt. Flanagan of the Lawton Fire Department. Storm water manager for the City of Lawton, Cynthia Williams, was on the scene and says none of the fuel came in contact with the storm water system. "DEQ has talked to the property owner and has given them the proper steps and they are fulfilling them right now," said Williams. Flanagan says they put hydro-absorbing screening on the diesel to absorb it and then it can be removed. "We don't want anymore of the diesel to soak into the ground than necessary. The material that's being applied will absorb it," said Lt. Flanagan. Williams says the property owners stepped into action and prevented the diesel from running off into the storm drains. "Because of their quick response it is not posing an additional threat to the storm water system," said Williams. Flanagan noted that with rain in the forecast for Monday, cleaning the diesel up quickly was very important. "That's why it needs to be cleaned up now. It's underway now and should be completed in a couple of hours," said Lt. Flanagan. The Department of Environmental Quality will conduct tests to make sure the area is not contaminated. The site will be remediated by removing and disposing of the contaminated dirt.

<http://www.kswo.com/story/25186230/dirt-contaminated-by-diesel-spill>

USA, CALHOUN COUNTY, MATAGORDA ISLAND, APRIL 9 2014. OIL SPILL CLEAN-UP: TEN TONS REMOVED FROM MATAGORDA ISLAND

doug mille

 [Watch the Video Oil Spill Clean-Up: 10 Tons Removed](#)

 [Photo's \[2\] Oil Spill Clean-Up: 10 Tons Removed](#)



Amid one of the most important wildlife sanctuaries in America, a place where birds almost always outnumber the few humans venturing to a remote island, workmen are now hauling away tons of beach sand contaminated by oil. Men wearing protective suits scratch at the sand on Matagorda Island, using shovels to unearth the layer of oil lingering beneath a thin film of freshly deposited sand. "Right," says George Degener, a U.S. Coast Guard petty officer. "We want to remove as much contaminated debris as we can, but still leave as much clean sand in the area as we possibly can." More than two weeks have passed since a barge carrying oil collided with another vessel at the mouth of the Houston Ship Channel, triggering a spill that shut down traffic flowing into the Port of

Houston and coated an unknown number of birds in oil during their migratory season. But the consequences of that accident are still evident along the Texas coastline, on distant shores like Matagorda Island. Oil washed ashore along 24 miles of the island's beaches, leaving black stains not only in the sand but also on debris like logs. Coast Guard spokesmen say all but about four miles have since been cleaned by workers who've removed more than 10 tons of contaminated soil and contaminated debris. Most of the oil has dried out, in some places developing into patches looking like asphalt on the beach. But some of it still glistens in pools. "As the oil settled and tide brought in layers of sand over it, it's dried out," Degener says. "And it's become almost asphalt-like. As it lays in, the toxins will evaporate and the oil will actually harden. So that's what they're trying to remove right now." Unlike the heavily developed beaches in Galveston where the oil spill originated, Matagorda Island is almost entirely vacant land where birds are more common than people. As part of the Aransas National Wildlife Refuge, it is the winter home to the world's largest flock of endangered whooping cranes. This spill has washed ashore not only at a bad place, but also at a bad time. Ridley sea turtles are expected to begin crawling out of the Gulf of Mexico, crossing the beaches and laying their eggs in the grassy dunes. "One of the challenges for wildlife in this situation is that we have a lot of migrating birds," said Nancy Brown, a spokesperson for the U.S. Fish and Wildlife Service. "And this includes whooping cranes. Whooping cranes are about to begin their migration. And migration is an incredibly dangerous time for a bird." So far, none of the oil has turned up on the bay side of the island around the whooping crane habitat. But wildlife experts are still worried that all the activity surrounding the cleanup will somehow affect the migration of the rare birds, which are accustomed to spending their winters on a virtually deserted island. "There are more people on this island right now than there are whooping cranes in existence in the world," Brown said. "So we're very concerned about that. And we're working as part of



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this effort to try minimize the impact to that highly endangered bird." The Coast Guard says Kirby Inland Marine, which owns the barge from which the oil spilled, is paying for the cleanup. Nobody knows how much it will cost, a company spokesman says, because nobody knows how long the cleanup will take.

Related Stories

- [Crowds happily return to Galveston beach one week after ship channel oil spill](#)
- [Volunteers assist Coast Guard with cleanup efforts in Galveston](#)
- [Ship channel reopens to limited traffic](#)
- [Officials hopeful oil spill not hard on wildlife](#)
- [Galveston's oiled birds find sanctuary in Baytown](#)
- [Judge orders 'arrest' of ship involved in oil spill](#)
- [Shrimp coated in oil concerns businesses, seafood lovers](#)

<http://www.khou.com/news/local/Oil-spill-clean-up-Ten-tons-removed-from-Matagorda-Island-254301561.html>

JAMAICA, SPANISH TOWN, APRIL 9 2014. FIERCE COMPETITION PREDICTED FOR PETCOM

avia collinder



President of the Jamaica Gasoline Retailers' Association (JGRA) Derrick Thompson says he expects a number of investors to make an aggressive play for oil marketing company, Petcom, which experts say may be worth up to \$2 billion. Thompson said the Government was already in receipt of unsolicited bids, and that interest was coming from several local groups and at least one overseas entity. The Development Bank of Jamaica (DBJ), which is handling the divestment of the state-owned company, said at least eight investors were already showing interest in the asset. DBJ said it would invite bids by September, having published a pre-marketing teaser in December 2013. "The DBJ has received eight enquiries in relation to this pre-marketing of the

opportunity from both local and foreign investors interested in the Petcom divestment opportunity," said managing director Milverton Reynolds. "The official tender process has not yet started, but is anticipated to begin with a pre-qualification process commencing at the end of the second quarter 2014-15," he told Wednesday Business last Friday. The DBJ did not indicate the names and origins of the interested investors. Thompson said he expects the competition to be fierce. "We are expecting extreme aggression as there are a lot of people interested. There are a couple of Jamaican groups - one including Petcom dealers - and a group outside of Jamaica," he said. One preliminary assessment of value provided for Wednesday Business by experts suggests that from financial results laid before Parliament, Petcom could be worth "from \$700 million to \$2 billion depending on the negotiations between the buyer and the seller and the chosen valuation methodology". Petcom is said by the DBJ to control 12 per cent of the local retail petroleum market, achieving sales revenue of \$10.99 billion in financial year 2012-13. A review of projections, our assessor noted, including the estimate of revenue and expenditure for the year ending March 2013 which was filed in Parliament, shows that Petcom sales for 2011-12 was \$10.97 million, from which it made a profit of \$62.1 million. Sales for 2013 were projected as \$11.88 million with a projected profit of \$70.13 million, while the company's balance sheet for 2012-13 shows shareholders equity of \$628 million with liabilities of over \$750 million, the assessor said.

Preliminary Estimations

"Surprisingly, the assets of the company include receivables of \$391 million. This is most unusual for this industry," he said. Noting that the valuation could be based on several approaches, he said very preliminary estimations using the net assets approach would be \$628 million plus a premium of about 20 per cent for the brand and other intangibles - which would value the company at \$750 million. A discounted cash flow valuation would price Petcom at \$700 million, while valuation based on a multiple of EBITDA, would place Petcom's value in the range of \$1 billion to about \$1.5 billion, at six to 10 times EBITDA. The latter, he adds, would be considered high. Petcom's assets include 28 service stations and 14 Liquid Petroleum Gas (LPG) filling plants. Thompson said that one of the potential downsides for investors is the fact that most of the stations in Petcom's network are owned by individual dealers who may or may not choose to stay with the company, which might mean the unwinding of dealership contracts. On the upside, he adds, the LPG plants are attractive and highly sought after by those going after the company. "Petcom is a structured marketing company which ranks five out of twenty of them. Anybody who takes over has that leverage, to come in at number five and grow the business. They also have the LPG component, which



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many do not have," the JGRA president said. The National Insurance Fund, which had previously said that it would have appreciated owning a piece of the company via a debt for equity swap, said on Friday that it will not be one of the bidders. Director of Investment Audrey Deer Williams said a 100 per cent acquisition of such an entity is not in the pension fund's strategic plan.

<http://jamaica-gleaner.com/gleaner/20140402/business/business3.html>

THAILAND, SAMUT SAKHON, APRIL 9 2014. TANKER SINKS, OIL SPILL HITS FISHERMEN



An oil tanker capsized and sank just offshore in Muang district yesterday. Oil spilling from the tanker has already affected coastal fishermen in the area. The tanker, carrying used oil, sank about 3-4 kilometres off the coastal fishing area of Moo 8 in tambon Phantai Norasingh. Officials from the Marine Department on patrol boats sprayed an oil dispersant chemical to stop the slick from spreading further, while another tanker was being used to pull the stricken vessel from the 6.5-metre deep water. Surachai Buraphanonthachai, director of the provincial marine office, said the boat is Thai-owned, 16m long and 4.5m wide, and it was carrying about 60,000 litres of used oil. The tanker was heading to the shore in Samut Sakhon to offload its cargo to lorries for delivery to oil-

recycling companies when it sank, Mr Surachai said. According to the five crew members, water leaking into its engine room could have caused it to sink, although they could not say how that could have happened. The rescued crew members also said they had closed the oil valves before the tanker sank, Mr Surachai said. Samut Sakhon governor Arthit Boonyasophat said the impact of an oil spill at the spot where the tanker sank would not be severe, although there are growing concerns about the coastal fishing estuary near the shore. He said that strong winds blew the slick towards the shore where there are a lot of aquatic marine farms which raise crabs, mussels and other shellfish. Pol Lt Arthit said he had told village heads to survey the damage and compile a list of affected fishermen in preparation for filing both civil and criminal suits against the tanker's owner. Pol Lt Col Thaweeep Ngoendee of the Khok Kham police station, said police will summon the tanker's owner for questioning and will consider taking legal action against him or her. Affected fishermen have complained about the oil spill which has reached the coast. Farmed crabs have already been covered in oil. Staporn Butrda, director of the provincial marine and coastal resources office, said it would take about two days to get rid of the spill. He added that it has also affected more than 100 mussel farmers.

<http://www.bangkokpost.com/news/local/404090/tanker-sinks-oil-spill-hits-fishermen>

USA, LA, BATON ROUGE, APRIL 9 2014. LAWSUIT FILED AGAINST EXXON OVER BAD BATCH OF GAS >> CLASS-ACTION STATUS, DAMAGES SOUGHT FOR EFFECTS OF BAD GAS

joe gyan jr.

A lawsuit filed against ExxonMobil claims the company negligently produced and recently shipped more than 5 million gallons of defective gasoline from its Baton Rouge terminal that caused some local drivers to experience problems with their vehicles. The suit, filed in U.S. District Court in Baton Rouge, seeks class-action status and monetary compensation on behalf of "tens of thousands, if not hundreds of thousands, of individuals and entities with damages." "If a class action is not allowed, it is likely Exxon would retain the windfall benefits of the sale of useless defective fuel and lay the costs of the damage caused on the citizens of Louisiana," the suit warns. The company stands by its products and is fully committed to working with its customers and motorists "to honor all valid claims swiftly and effectively," said Stephanie Cargile, an ExxonMobil Baton Rouge spokeswoman, on Monday. "In fact, we have already begun reimbursing claimants," she said in a statement. Drivers with any questions or concerns about fuel they purchased in the Baton Rouge area should call ExxonMobil North America Customer Care toll free at (855) 300-2659. Exxon reopened the loading racks at its Baton Rouge gasoline terminal April 3, eight days after it shut down the facility after problems developed involving more than 5 million gallons of unleaded regular fuel. Two batches of bad fuel produced at Exxon between March 12 and March 15 caused some local drivers to experience problems with their intake and valve systems gumming up. One such driver is Roger Jean LeBlanc, the named plaintiff in the suit filed Thursday. LeBlanc, an East Baton Rouge Parish resident, bought \$50.83 worth of Exxon gas March 12 at an Exxon retail location near Siegen Lane and Highland Road, and afterward, his vehicle began to stall in traffic and run erratically, the suit claims. LeBlanc spent more than \$1,500 to repair the truck March 19. "It is unclear if the damage has been fully rectified, since as of this date, Exxon has not released the exact nature of the dangerous cocktail it misbranded as marketable gasoline," the



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

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suit contends. Exxon said last week it had dispatched claims representatives to Baton Rouge to work directly with consumers who purchased tainted fuel and resolve their claims. "Exxon has stated they want to fix the damage caused as a result of any defective gas, and we look forward to working with them to find a fair solution for all customers who paid good money for Exxon gas but ended up with engine damage," Charles F. Zimmer II, one of LeBlanc's attorneys, said Monday. LeBlanc is represented by the O'Bell Law Firm LLC, of New Orleans, and Smith Shanklin Sosa LLC, of Baton Rouge. Zimmer is with the New Orleans firm. Exxon produces about half of the gasoline sold in the Baton Rouge market. Reports also have surfaced of damaged vehicles in Lafayette, New Orleans and Slidell, the suit says. After an investigation, Exxon blamed the problems on an "atypical variation" in the fuel, which may produce a gum in engines, though all of the gasoline produced met regulatory specifications. The suit, which has been assigned to U.S. District Judge Shelly Dick, claims the harm caused to LeBlanc's vehicle has reduced its value.

<http://theadvocate.com/home/8842287-125/lawsuit-filed-against-exxon-over>

BRAZIL, SÃO PAULO, APRIL 9 2014. RAIZEN EXPANDS REACH IN BRAZIL FUEL DISTRIBUTION

Raizen, the 50-50 joint venture between Brazilian sugar and ethanol producer Cosan and Royal-Dutch Shell, said in a market filing it signed a deal to acquire Distribuidora Latina and its 200-plus filling stations. The target fuel distributor is strong in southern Brazil and has a fuel distribution center in Ijuí, Rio Grande do Sul, Brazil's southernmost state where a large portion of the gas stations are located. Raizen has 5,141 filling stations across Brazil under the brand name Shell. Cosan operates 24 cane mills that produce sugar and ethanol, as well as a logistics company known as Rumo, the natural gas distributor Comgas and a land management company called Radar.

<http://www.reuters.com/article/2014/04/02/brazil-raizen-mergers-idUSL1N0MU1AT20140402>

USA, WASHINGTON DC, APRIL 9 2014. INTERIOR DEPT. PREPS FOR ARCTIC OIL SPILLS >> THE AGENCY PUT OUT A CALL FOR NEW DEVICES THAT WOULD CLEAN UP OIL 'IN AN ARCTIC ENVIRONMENT.'

alan neuhauser



The damaged Royal Dutch Shell drilling rig Kulluk is loaded onto a transport ship March 19, 2013, in Unalaska, Alaska.

They're preparing for the worst. Interior Department officials recently put out a call for "new and innovative mechanical technologies" to help clean up oil spills in the Arctic. "Collection systems should be able to efficiently collect oil while operating in drift ice conditions that might be found in an Arctic environment," the agency's Bureau of Safety and Environmental Enforcement said in an online post soliciting design proposals, which was first reported by the oil and gas newspaper Upstream. Anywhere from 13 percent to 20 percent of the world's undiscovered oil is believed to be located north of the Arctic Circle, according to studies by the U.S. Geological Survey and Ernst & Young. Yet even as ice around the Arctic has melted amid rising global temperatures, potentially exposing rich oil and gas deposits, serious hazards remain. Notably,

in September 2012, a Royal Dutch Shell drilling rig ran aground in Alaska as workers attempted to tow it beyond the state's waters. A Coast Guard report released Friday found that the Anglo-Dutch oil company decided to move the rig – and insisted on doing so through dangerous stormy weather – to avoid paying new Alaskan taxes. The report also detailed myriad safety issues. "Already, we have implemented lessons learned from our internal review of our 2012 operations," a Shell spokesperson told The Guardian newspaper. "Those improvements will be measured against the findings in the USCG report as well as recommendations from the U.S. Department of the Interior." Nevertheless, environmental groups remain deeply skeptical that there can be any safe oil or gas drilling in the Arctic. "The incident makes vividly clear the near-impossible task of coping with an oil spill in the Arctic's harsh weather conditions – and the likelihood of serious threats to human life and the environment," Chuck Clusen, a director at the Natural Resources Defense Council, said in a statement to reporters. "America doesn't need to endanger one of our remaining wild, untamed places." Shell has spent about \$5 billion on Alaskan oil and gas exploration since 2008, yet it's made no significant finds. It has since suspended exploration north of the Arctic Circle, news sources said. Meanwhile, ongoing exploration projects by other companies in the Barents Sea off Norway have been facing other challenges, including rising costs, a lack of infrastructure and, so far, little success.

<http://www.usnews.com/news/articles/2014/04/07/interior-department-preps-for-arctic-oil-spills>



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