



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,078 Newsy Stuff

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

June 23 2014



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USA, N.M, LAS CRUCES, JUNE 11 2014. GARAGE EXPLOSION INJURES LAS CRUCES MAN, KILLS DOG >> GASOLINE FUMES MAY HAVE BEEN IGNITED BY WATER HEATER PILOT LIGHT



Las Cruces Fire Department responded to an explosion Tuesday morning that damaged a home and truck in the 1900 block of Windsor Place, injuring one man and killing a dog. A Las Cruces firefighter suffered a heat-related illness and was transported to the hospital as a precaution.

One man has been hospitalized after an explosion Tuesday morning damaged a home and truck in the 1900 block of Windsor Place. About 10:20 a.m. resident Norman Pearson was pumping fuel out of a Harley-Davidson motorcycle parked inside the garage and into a bucket at. Fumes accumulated and then ignited, sparked by a water heater's pilot light, Las Cruces Police Department

spokesman Dan Trujillo said. The man was airlifted to an El Paso hospital with burns to his arms. His injuries are considered non-life threatening, Trujillo said. The home and garage received significant damage, as did an antique pickup parked outside, Trujillo said. A dog also died in the explosion, said Darrell Pearson, older brother of Norman Pearson. Darrell was able to rescue a second dog from the fire, he said. Darrell said he and his wife, who owned the dog that was killed, were visiting his brother and his wife. The two brothers were in the garage during the explosion, Darrell said. "The problem was, really in retrospect thinking about it, about three feet away was a water heater with a pilot light on it," he said. "A fume must've caught that, because it exploded. It hit me, and I know it hit Norman." Darrell said he was thrown through the closed garage door and out into the street. Norman was shirtless and "got the worst" of the explosion, Darrell said. Norman grabbed a fire extinguisher and later a water hose to try to extinguish the flames. "It was not enough," Darrell said. "It was going fast." The Las Cruces Fire Department brought the fire under control in about 20 minutes, according to a news release. A firefighter suffered a heat-related illness and was transported to the hospital as a precaution, according to the release. The fire is still under investigation, according to the release. The dollar value of the damage has not been determined.

http://www.lcsun-news.com/las_cruces-news/ci_25935397/garage-explosion-injures-las-cruces-man

USA, DE, NEW CASTLE, JUNE 11 2014. FAULTY GAUGE CAUSES CHLORINE LEAK ON DEL. 9

jeff montgomery & lucia blackwell

State environmental officials responded to Del. 9 (River Road) south of New Castle after a chlorine gas leak Tuesday morning sent a vapor cloud across the roadway just south of Red Lion Creek. The road was initially reported being closed between Gov. Lea and Hamburg roads, and later at Del. 72. Fire police reopened the road about 9:50 a.m. State police Cpl. John Day said fire personnel determined there was no need for the road to remain closed. The Department of Natural Resources and Environmental Control said more than 10 pounds of chlorine gas escaped about 8 a.m. from Kuehne Chemical, a longtime chlorine producer on the east side of the roadway just north of Gov. Lea Road. The release was due to a faulty gauge, DNREC said. The incident remains under investigation. Kuehne, which also manufactures bleach and caustic soda, produces chlorine using a system of membranes and electro-chemical separation, a process considered far safer and more environmentally friendly than the mercury-based process used at the now-shuttered Occidental Chemical plant along the same stretch of roadway. The company's two chlorine facilities can produce about 50,000 tons of the material annually.

<http://www.delawareonline.com/story/news/traffic/2014/06/10/hazmat-incident-closes-del-9-south-of-new-castle/10270763/>

USA, PA, BRISTOL TWP, JUNE 11 2014. CHEMICAL SPILL IN PA. CAUSES ODORS IN NJ

A spill of about 300 gallons of chemical used to make plastics at a plant near the Delaware River in Pennsylvania led to fumes being smelled by residents of the river towns in New Jersey on Tuesday morning. Riverside residents said it smelled like plastic or burned rubber. Ethyl acrylate was spilled after a container fell off a forklift about 8:30 a.m. at Arkema's Altuglas plant, at the Bridge Business Center on George Patterson Boulevard in Bristol Township. The spill was contained by noon, and no one was injured, said Mark Heldt, Arkema's manufacturing director. On Facebook, residents questioned what was in the air. "I thought I spilled something or the house was gonna blow up. Crazy," said one woman on the Residents of Riverside Facebook page. "I couldn't believe how strong it was," another noted. Burlington County Health Department officials and the New Jersey Department of Environmental Protection received complaints about the smell. "DEP's Bureau of Air Compliance and Enforcement and Burlington County Health also conducted an investigation to ensure that the source of the odor was not coming from anywhere in New Jersey," said Bob Considine, a DEP spokesman. "I know we sent folks out to investigate," said county spokesman Eric Arpert, who added that no toxic chemicals were detected Tuesday morning before the source of the



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spill was known. In Delanco, some residents called the police, wondering if the odor came from the Dietz & Watson site on Coopertown Road, where the concrete floor of the company's distribution center that burned down last year was removed. In Bristol, Arkema is removing the asphalt where the chemical spilled, officials said. Burlington County Central Communications reported that it received complaints about the odor from residents of Beverly, Delanco, Delran and Riverside. Ethyl acrylate is a raw material that has a strong odor which spreads even when small amounts are exposed to the air. It can cause eye, skin or respiratory tract irritation, officials said. There were no reports of anyone seeking medical attention Tuesday. Students at the nearby Mary Devine Elementary School in Bristol Township were kept inside at the request of fire officials, acting principal Brian Galloway said. "(The district) took the proper precautions to bring the kids indoors and close the windows until the odor dissipated," township Fire Marshal Kevin Dippolito said, adding that the odor was gone in about 90 minutes. The U.S. Environmental Protection Agency has removed ethyl acrylate from its list of carcinogens but classified it as a "probably human carcinogen." The agency stated on its website that it has not developed a potency estimate to quantify the risk by inhalation.

http://www.burlingtoncountytimes.com/news/communities/riverside/chemical-spill-in-pa-causes-odors-in-nj/article_8e370289-131e-5e5a-a7c9-ad32e1191f6a.html

CANADA, B.C, RICHMOND, JUNE 11 2014. FIRE CHIEF RESPONDS TO INADEQUATE RAIL SAFETY REPORTS >> INFORMATION FROM RAIL COMPANIES INCOMPLETE, SAYS JOHN MCGOWAN



Rail cars in Richmond.

Do you know what's being shipped by rail in the city? No? Don't feel bad, neither does the fire chief. Richmond's fire chief John McGowan says information the department received from the Minister of Transport regarding the transportation of dangerous goods through the city is insufficient. The information provides "local authorities with base information for emergency planning purposes but does not provide enough detail to formulate a comprehensive emergency plan," wrote McGowan, in a report to the city's safety committee on Tuesday. The information was supposed to give municipalities a clearer indication of the risks involved in transporting dangerous goods by rail. The federal directive came in the wake of the Lac-Mégantic derailment in July, 2013 that caused a massive

explosion, killing 47 people. Since then rail car safety took unprecedented criticism across Canada. McGowan is now asking the city to write a letter to the federal Minister of Transport, Lisa Raitt, so that rail companies are required to report "the nature, exact volume and frequency of dangerous goods transported through municipalities." Under the minister's Protective Direction 32, both Canadian National and Canadian Pacific rail companies reported to the City of Richmond on the type and quantity of materials being transported in Richmond, but only on a quarterly basis. According to McGowan, based on the information provided, he wouldn't know if a train "has 130,000 litres of a hazardous material product or half a litre." According to McGowan's report, Richmond's rail car movement is limited to low speeds, which decreases the risk of a derailment and rail companies are supposed to have a trained, emergency response team available for deployment. Nevertheless Richmond Fire and Rescue is the default responder on all hazardous materials incidents in the city, noted McGowan. But until McGowan has all the facts laid out before him a fully comprehensive emergency plan cannot be completed. Rail car safety took unprecedented criticism across Canada after the Lac-Mégantic derailment in July, 2013 that caused a massive explosion, killing 47 people.

<http://www.richmond-news.com/fire-chief-responds-to-inadequate-rail-safety-reports-1.1124603>

USA, TX, GALVESTON, JUNE 12 2014. AGENCIES LOOKING AT GALVESTON BAY OIL SPILL COST

Federal and state agencies have started looking at natural resource damage in an effort to come up with a dollar estimate from a March barge and cargo ship collision in the Houston Ship Channel that dumped thousands of gallons of oil into Galveston Bay. "You've got all kinds of different wildlife that could be impacted," Chip Wood, a U.S. Fish and Wildlife Service biologist, told The Galveston County Daily News (<http://bit.ly/1qt1bFv>). "You've got marshes, you've got sand beach, you've got recreational issues, so it's quite an extensive evaluation." The assessment could take years and will include developing of a plan to restore damaged areas, putting the plan in place and getting the party responsible for the damage to pay for it, Wood said. No one was hurt in the March 22 accident that still is being examined by the U.S. Coast Guard and the National Transportation Safety Board, but nearly 170,000 gallons of heavy fuel oil spilled into the busy waterway between Texas City and Galveston and then into the Gulf of Mexico. Traces of the oil were found as far as 200 miles down the Texas coast. Wood



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said his agency also is working with the [National Park Service](#), [National Oceanic and Atmospheric Administration](#), the [Texas Parks and Wildlife Department](#), the [Texas General Land Office](#) and the [Texas Commission on Environmental Quality](#). "We go out and look at both an environmental perspective, the impacts of the oil on biological communities and organisms, as well as the recreational use that was impaired as a result of the spill," said [Don Pitts](#), with Texas Parks and Wildlife. Assessments will include money lost by fishermen who were kept off the Texas City dike or visitors to Galveston's East Beach who couldn't use those places because they were shut for days after the spill. "We will turn those lost uses into a dollar value based on research that tells us what the public values of a beach day and a fishing day," Pitts said. The eventual payouts could lead to construction of amenities like new fishing piers, boat ramps or habitat restoration to help wildlife populations hurt by the spill. Kirby Inland Marine is the "responsible party" since the oil in the barge pushed by its tugboat belonged to the Houston-based company when it collided with the cargo ship Summer Wind. Federal investigators are looking into who was at fault. The tug and its two barges were leaving Texas City and heading for the Intracoastal Waterway. The Summer Wind was heading inbound through the Houston Ship Channel. The collision during foggy conditions occurred when the barges made a left turn to enter the Intracoastal Waterway and were crossing the ship channel. Kirby has said in court filings the Summer Wind was speeding and being operated in a reckless manner, while Liberia-based Sea Galaxy, owners of the Summer Wind, has said the collision wasn't its fault.

<http://www.seattlepi.com/news/texas/article/Agencies-looking-at-Galveston-Bay-oil-spill-cost-5544203.php>

USA, AK, DOWNEY, JUNE 12 2014. OIL LEAK SHUTS DOWN STREET IN DOWNEY



Downey Police and firefighters close off Telegraph Road after oil was found bubbling through the asphalt on the eastbound lanes of Telegraph Road near True Avenue in Downey on Tuesday.

Oil from a broken pipeline shut down part of Telegraph Road on Tuesday morning. Around 8 a.m., Downey Public Works employees went to the 9700 block of Telegraph Road regarding water on the roadway. They cleared up what looked like water with some oil, according to Downey Fire Capt. Dan Rasmussen. "They realized it was seeping up," Rasmussen said. He said the fire department and a hazardous materials specialist were called in. He didn't know what agencies the specialist notified. Rasmussen said oil was coming from an apparently abandoned ExxonMobil pipe. He described it as a very slow bubbling through a

crack on the street. Public works, with assistance from the fire department, covered the leak with absorbent material to stop any runoff from entering a nearby storm drain, he said. Rasmussen said eastbound and westbound lanes were also closed. The westbound lanes were re-opened about two hours later.

<http://www.whittierdailynews.com/general-news/20140610/oil-leak-shuts-down-street-in-downey>

USA, VA, RANOAKE CO, JUNE 12 2014. UPDATE: JAE VALLEY ROAD IN ROANOKE COUNTY NOW OPEN >> CLOSURES POSSIBLE THURSDAY AS CREWS RETRIEVE TRACTOR PORTION OF WRECKED TRUCK

 **Watch the Video** [One Roanoke County Farm could be Impacted by Tanker Spill](#)



Jae Valley Road reopened to traffic around 12:25 a.m. Thursday. Future closures may be necessary as workers remove the tractor portion of the tanker truck that went down embankment. Residents who live along Jae Valley Road who were evacuated from their homes are now allowed back, according to Roanoke County Police. Jae Valley Road will continue to remain closed for at least the next three hours while crews work to remove the tanker truck. The tanker truck was capable of holding 8,000 gallons of fluid. Crews on the scene tell WDBJ7 the tanker was holding 4,800 gallons of formaldehyde solution at the time of the crash. Due to the possibility of severe weather in the area, it is possible the tractor trailer may not be removed on Wednesday. Therefore, causing the road to stay closed into Thursday morning. Stay with WDBJ7.com for more on this developing story.

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The man driving the tanker carrying embalming fluid that crashed Wednesday morning in Roanoke County has been charged. David H. Bennett, of Conway, S.C., was driving the tanker along Jae Valley Road when it crashed into a guard rail and went down an embankment. He is charged with failure to obey a highway sign and failure to maintain control. The tanker was carrying 4,800 gallons of embalming fluid. The fluid leaked, causing homes to be evacuated. Residents aren't expected to be able to return to their homes until at least Thursday. According to Roanoke County Police, trucks 28 feet or longer are forbidden on Jae Valley Road. Traffic signs stating that are clearly posted for drivers. Bennett was driving a 2001 Freightliner tractor with a tanker trailer attached. Jae Valley Road is still closed at this time.

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The Roanoke County road where a tanker truck carrying embalming fluid crashed Wednesday morning will likely be closed until Thursday. Nearly 20 homes are evacuated because of the accident. The driver was taken to the hospital with what is believed to be non-life threatening injuries. The accident happened in the Mount Pleasant area at the intersection of Jae Valley Road and Windy Gap Drive. The evacuated homes are in the 4200 block of Jae Valley Road down to Sun Valley Road. Residents won't be able to return to their homes until the wrecker and tanker have left the scene. "The hope is to have folks back home this evening, but there is one property where the homeowners will not be allowed to come home because the home was in the direct path of the product," Roanoke County battalion chief Travis Griffith said. Police say the tanker, which was carrying around 4,800 gallons of embalming fluid, went through a guard rail and fell 20 to 30 feet down an embankment. The tanker is leaking embalming fluid. Officials are not sure what caused the crash. The tanker had the capacity to carry 8,000 gallons. The driver managed to crawl out of the tanker. He is not believed to have life-threatening injuries. "It's carrying embalming fluid which contains both ethanol and formaldehyde which is why we have such a big perimeter around this area. They're afraid that the vapors may cause potential harm," sergeant PJ Pascoe with Roanoke County Police said. The terrain and slickness of the fluid is making it difficult for crews wearing full protective suits to get to the area. Officials have checked the air quality, and it is OK except in the immediate area of the crash. Crews working the area are report smelling the noxious fumes from the embalming fluid when the wind shifts. A hazardous materials contractor, W.E.L. Inc., has been called in to help clean up the spill. Crews from the Vinton, Mount Pleasant and Cave Spring stations, Virginia Department of Emergency Management Hazardous Materials crew and the Roanoke Valley Hazardous Material Team are also working to clean up the spill. Police say those evacuated from their homes have the option to seek shelter at Mount Pleasant Elementary School. At this time, no evacuees have needed the site. Traffic is closed in both directions beginning about 1.5 miles south of the Blue Ridge Parkway. Drivers should avoid the area and seek alternate routes. It's not known when the road will reopen. However, the cleanup is expected to take most the day.

<http://www.wdbj7.com/news/local/one-lane-of-route-116-in-roanoke-county-blocked-by-tractortrailer-accident/26435044>

AUSTRALIA, SOUTH AUSTRALIA, PORT ADELAIDE, JUNE 12 2014. MYSTERY PORT RIVER DIESEL SPILL SPARKS FEARS FOR LOCAL DOLPHIN POPULATION AFTER AT LEAST ONE CAUGHT IN IT



Unhap was captured swimming through the oil spill.

Conservationists fear for the health of Port River dolphins following a mysterious oil spill in the waterway last week. Dolphin volunteers reported seeing resident dolphin Unhap swimming through a diesel slick last Thursday (June 5). The cause of the spill, estimated by volunteers to contain about 170 litres of fuel, is being investigated by the Department of Planning, Transport and Infrastructure. The department failed to provide a spokesperson, instead providing the Portside Messenger with an emailed statement. "DPTI officers investigated the oil spill site and possible sources of oil spill in the general area (and) the investigation failed to find any trace of the oil spill," the email read. Long-time volunteer

Marianna Boorman saw Unhap swimming through the diesel and said it was not the first time oil or diesel had been found in the water. She urged people to take care with what they put in the water. "You see small amounts of fuel from time to time but this is the biggest I've seen in a while," Ms Boorman said. "The fact the vapours sit on top of the surface, the dolphins are breathing it in and it can irritate their skin and eyes. "It's a concern if that keeps happening." The maximum penalty for dumping pollution into the water is \$500,000. Unhap is being monitored by volunteers and has not showed any signs of injury or illness.

<http://www.heraldsun.com.au/news/national/mystery-port-river-diesel-spill-sparks-fears-for-local-dolphin-population-after-at-least-one-caught-in-it/story-fnii5yv7-1226950394838>



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USA, AK, ANCHORAGE, JUNE 12 2014. DALTON HIGHWAY TANKER CRASH INJURES DRIVER, SPILLS FUEL INTO CREEK

chris klint



A Dalton Highway tanker tractor-trailer rollover Saturday injured the driver and released more than 2,500 gallons of diesel fuel, with state officials saying the spill has affected a small stream on state land. In a Tuesday statement on the wreck, the Alaska Department of Environmental Conservation says the truck operated by NANA Oilfield Services Inc. crashed near Mile 299.4 of the highway, at about 3:20 p.m. Saturday. "A NOSI tractor-trailer hauling fuel from Fairbanks to the North Slope left the highway and rolled over, damaging the tank trailer," DEC officials wrote. "The driver was treated and released from Fairbanks

Memorial Hospital for injuries sustained in the rollover. The cause of the incident is under investigation." Blythe Campbell, a spokesperson for NOSI parent firm NANA Development Corp., says the driver's injuries were relatively minor. The company is conducting a separate internal investigation into the crash. "Bumps and bruises, primarily, were his main injuries," Campbell said. "We did medevac him -- it's a long trip." NOSI crews tell DEC that the spill is estimated at 2,561 gallons of fuel -- the amount not recovered from the tanker after the crash. "Responders pumped 7,149 gallons of fuel from the damaged trailer before removing it from the incident site on June 8," DEC officials wrote. "The trailer contained 9,710 gallons of fuel at the time of the incident." Two companies, Alaska Chadux Corp. and Emerald Alaska Inc., have been contracted to mitigate the spill. Workers have deployed sorbent materials to help absorb the fuel, as well as using Mylar tape, balloons and fencing to mark the spill's perimeter in an attempt to deter birds and other wildlife from approaching. The spill has flowed down about 300 yards of tundra to a nearby creek. Workers have deployed booms to block any further flow of oil to the creek, and were installing a temporary dam Tuesday to help mitigate the spill's effects. Tom DeRuyter, the state's on-scene coordinator for the incident with DEC, says the affected creek is relatively minor. "There's about 500 yards of impact to that creek," DeRuyter said. "It's very, very shallow, just a few inches (deep)." With equipment to flush the area with water and release further oil en route, and plans under way to excavate and remove any affected soil, DeRuyter says the spill cleanup is still in its initial stages. "That's going to continue to change, as we get the manpower and equipment up there to initiate response," DeRuyter said. A Feb. 12 crash of an Eggor Enterprises tanker truck in the vicinity, near Mile 309.5 of the Dalton, spilled nearly 2,200 gallons of diesel fuel. The spill eventually spread to more than 14,000 square feet of state land, affecting a nearby buried section of the trans-Alaska pipeline.

<http://www.ktuu.com/news/news/dalton-highway-tanker-crash-injures-driver-spills-fuel-into-creek/26429138>

USA, OH, NEW ALBANY, JUNE 12 2014. TANKER TRUCK CARRYING FUEL CATCHES FIRE NEAR GAS STATION

Firefighters rushed to a New Albany gas station to put out flames on a tanker truck. This happened around 11:00 Tuesday night at the GetGo gas station along New Albany Road West. The tanker truck was carrying 8,500 gallons of fuel. Firefighters said the driver pulled into the parking lot after spotting flames coming from his back tires. Investigators believe the brakes caught fire. Crews quickly put out the flames before they could spread, and before any oil spilled. No one was injured.

<http://www.10tv.com/content/stories/2014/06/11/new-albany-getgo-tanker-fire.html>

USA, UT, WASHINGTON CO, JUNE 12 2014. CRASH DEMOLISHES SEMI TANKER CARRYING VOLATILE CRUDE OIL

 **Photo's [25]** [Crash Demolishes Semi Tanker](#)



A semitrailer pulling a tanker filled with hot crude oil – placard 1267 – traveling southbound on Interstate 15 near mile post 20, went off the road down a steep embankment before rolling and twisting, causing massive damage to the semi and tanker and spilling large amounts of oil before coming to a stop in the inside median. The cab of the truck was completely separated from its frame as the tanker came to rest on its side around 5:30 p.m. Wednesday, impacting primarily northbound traffic and requiring emergency responders from multiple

agencies. The substance being transported was identified as being highly flammable, UDOT Roadway Operations Manager Todd Abbott said. "For whatever reason it left the roadway to the left, it went off into the median and in this particular area, it's very steep," Utah Highway Patrol Sgt. Jake Hicks said. "The vehicle rolled causing major damage to the semi truck and the tanker – the tankers leaking quite a bit of oil – and the driver sustained some injuries but non life-threatening – he's on the way



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to the hospital." We think maybe it was a mechanical malfunction, Hicks said, noting that it might have had to do with a drive tire issue, something they will look into as they investigate further. Responders couldn't tell if the driver had been seat belted or not because the cab of the truck took so much damage it was virtually destroyed. "He got out," Hicks said. "The witnesses said when they first saw the crash he was actually walking from the crash up the side of the hill." There were good samaritans who stopped and provided medical assistance and shade and somewhere for the driver to rest until medical arrived. "He's alright, I think he will be alright," UDOT Roadway Operations Manager Todd Abbott also said from the scene, "they'll take him to the hospital but they will possibly keep him overnight for observation."

It is a Hazardous Material Situation

The tanker leaked quite a bit of oil which will all have to be cleaned up because it is a hazardous material situation, Hicks said. The white 2007 Freightliner is registered to Faustino Sanchez of Pasadena, Calif. The tanker is registered to Trucking Equipment Company of Newport Beach, Calif.

The Cleanup

Among those responding were Leeds Fire Department, Washington County Sheriff, Utah Highway Patrol, Utah Department of Transportation and eventually cleanup crews directed by the trucking company. "UDOT will be helping us get the necessary people out here to clean it because it's a hazardous material situation," Hicks said. "This all has to be contained and cleaned up. I think that will take days." The trucking company is responsible for cleanup of the spill that, though highly flammable, did not ever burst into flames. "All the soil the oil has soaked into, they will have to dig it all out, bring in clean topsoil," Abbott said, "any contamination to the ground they are responsible for and at this point (around 6 p.m.), I know they have made contact with the trucking company. So I would imagine within 2-3 hours we will have an environmental response team up here that is sent up here by the trucking company who will number one remove the remaining product out of the tanker and then start cleaning up all the contaminated soil." Abbott said crews will probably work on getting the tanker offloaded and getting the wreckage cleaned out through the night or tomorrow morning. "We brought equipment out just to secure everything so that, should we lose more, for some strange reason, we can keep it contained and it doesn't hurt the rest of the environment," Abbott said. "Crude oil is very volatile," Abbott said.

Traffic Impacts

There were no lane closures but there was traffic backup due to motorists rubbernecking, Utah Highway Patrol Sgt. Todd Royce said. The Interstate will remain open but the frontage road that runs parallel to northbound I-15 and beneath it to provide access to Red Cliffs Recreation Area will be closed for an indefinite period of time.

<http://www.stgeorgeutah.com/news/archive/2014/06/11/kss-jek-news-live-tanker-turnover-spill-on-i-15-nb/#.U5lccManry0>

USA, NV, HENDERSON, JUNE 12 2014. ONE CRITICAL AFTER EXPLOSION BURNS SEVEN DURING HIGH SCHOOL GRADUATION BONFIRE

One burn victim remains in critical condition today after a seven young people were hurt — some severely — when a drum of fuel left too close to a bonfire exploded Monday night in the desert outside Henderson. Clark County firefighters are looking into the blaze but offered few details about the investigation other than to say a "flammable liquid was added to the fire." County spokesman Dan Kulin said Tuesday that a group of high school students and/or young adults started the fire "about 5 miles south of Horizon Ridge Parkway." The group was celebrating Basic High School's commencement ceremony held earlier Monday, according to Basic graduate Maddie Anderson, who spent the night in the University Medical Center burn unit for her injuries. Around 11 p.m., a boy rolled a 55-gallon barrel of diesel fuel to the edge of the blaze where the group had gathered near an abandoned building, Anderson said. About 20 minutes later, the container blew up. "Next thing I knew, I was running away and my friends were on fire," she said. The teens were out of cell phone range, Anderson said, and they had to get themselves to the hospital. The boy who she said was the worst injured drove himself and several others to get help. Kulin confirmed that no Las Vegas-area fire departments or ambulance companies were called. Five of the teens admitted to the UMC burn unit had to stay overnight, Anderson said. Anderson and a boy were released Tuesday afternoon. But not everyone was faring so well Tuesday night. One boy was in a coma, which was induced "so they could scrub him," Anderson said. Two girls remained in intensive care, Anderson said. One had burns over 85 percent of her body; the other had burns over 65 percent of her body. They were both intubated. Hospital official Danita Cohen confirmed Wednesday that two people were in serious condition while one remained critical. Anderson said all of the teenagers were expected to recover but that it would be a long road for some of them. Anderson has burns on her leg, face and eye that she said are "not too bad." Pictures posted on social media showed some of teens, including one in a hospital room and one in a home, wearing bandages.

<http://www.reviewjournal.com/news/fire-rescue/one-critical-after-explosion-burns-seven-during-high-school-graduation-bonfire>



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INDIA, MAHARASHTRA, THANE, JUNE 12 2014. : 2 KILLED AS CHEMICAL TANKER FALLS ON SLUMS

Two persons were on Wednesday killed and 9 others injured when a chemical-laden tanker fell from the Mumbra bypass in Thane over hutments in an adjoining slum area. The tanker, containing Methyl Hexil Nitrate, left from Vadodara in [Gujarat](#) and was heading towards the Jawaharlal Nehru Port Trust when it met with the accident at around 7.45am near the Devripada-Atlanta bypass, Regional Disaster Management Cell (RDMC) chief Santosh Kadam said. The driver was apparently reversing the tanker and did not realise that it was on the edge of the road. As a result, the rear wheel skidded off the road and the driver lost control of the vehicle, he said. The weight of the chemical-laden container tore open the concrete barrier wall, built to prevent such accidents, and came hurtling down nearly 150-200 ft on the hutments, severely injuring its residents, Kadam said. The rescue work continued for six hours to extricate those trapped in the hutments, involving efforts of more than 40 employees of the RDMC and fire brigade, while two giant cranes and fire brigade vehicles were also pressed into service, he said. The deceased were identified as Madhavi Prabhakar Halde (15) and Hari Bhiku Chouhan (35), RDMC said. The injured were rushed to a nearby municipal hospital. Locals demanded authorities to implement speed restrictions and monitoring of seedy vehicles. They also demanded that a safety wall be put up as residents living near the Mumbra bypass, where several accidents have taken place. A case has been registered against the tanker driver, Manilal Pal, under sections 279 (rash driving) and 304(a) (culpable homicide not amounting to murder) of Indian Penal Code at the Mumbra police station, a police official said.

<http://www.hindustantimes.com/india-news/thane-2-killed-as-chemical-tanker-falls-on-slums/article1-1228421.aspx>

USA, AKA, SHISHMAREF, JUNE 12 2014. CLEANUP UNDERWAY IN MYSTERIOUS SARICHEF ISLAND SPILL

Responders have mobilized absorbent boom to soak up the material that soiled thawing sea ice on the north shore of Sarichef Island in the Bering Strait region, the Alaska Department of Environmental Conservation reported late Tuesday. The [mysterious spill](#) of an apparent petroleum substance with a gasoline odor was discovered last week near the village of Shishmaref. Sheening affected a 400-by-30-foot area, the DEC said in its most recent [situation report](#). Representatives of DEC, the Coast Guard and the environmental services company Emerald Alaska were at the site on Friday and Sunday working to mop up the sheen, said the DEC's Paul Lhotka, one of the officials sent to the site. The spilled material was on top of the ice and is being released into the water as the ice thaws, Lhotka said Wednesday. For now, the identification of the material, its source and the amount released are unknown, he said. "We did walk the shoreline and we didn't see anything obvious," he said. A local responder with hazardous materials training has been hired to monitor the site and continue cleanup efforts, Lhotka said. The Coast Guard has also taken a sample of the spilled material for laboratory identification, according to DEC.

<http://www.alaskadispatch.com/article/20140611/ak-beat-boom-deployed-mystery-spill-near-shishmaref>

CHINA, JIANGSU PROVINCE, NANJING, JUNE 12 2014. FIRE REIGNITES AT EAST CHINA REFINERY

 [Photo's \[7\] Explosion Rips Through Oil Refinery in Nanjing](#)

 [Watch the Video China-Refinery Blast](#)



The fire at an oil refinery in the eastern Chinese city of Nanjing Monday had reignited hours after it was put out. But no casualties have been reported so far. About 200 firefighters and 20 fire engines had been dispatched to quench the blaze, which broke out at around 12:40 p.m. Monday when the sulfur recovery facility at the refinery of Sinopec Yangzi Petrochemical Co. caught fire and exploded. The Nanjing firefighting department said Tuesday morning that the fire erupted again hours after it was extinguished at 4:20 p.m. Monday, and is still ablaze. The fire was fueled up again by chemical reaction of combustible material in an oil tank with fire extinguishing foam, according to the company's information office. Environmental examination shows the explosion has caused no water contamination, but the air around the plant is still filled with a pungent odor.

Related Stories

- [Blaze strikes Nanjing state oil refinery for the second time in hours](#)
- [Nanjing refinery blaze reignites](#)

<http://www.globalpost.com/dispatch/news/xinhua-news-agency/140610/fire-reignites-at-east-china-refinery>



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USA, ARK, MAYFLOWER, JUNE 12 2014. EXXON TO CHALLENGE ARK. OIL SPILL FINE AT HEARING, BUT PUBLIC NOT ALLOWED TO LISTEN

elizabeth douglass



Mayflower, Ark. after Exxon's Pegasus oil pipeline split open along a seam, sending 210,000 gallons of Canadian heavy oil into the neighborhood's streets and yards and a nearby cove. Exxon is fighting a proposed \$2.7 million federal fine and allegations related to the rupture and spill.

'What gets everybody really suspicious is that you don't have access to watch it, which raises all kinds of issues about transparency.' Federal pipeline regulators and [ExxonMobil](#) lawyers will spar Wednesday in Houston over a proposed \$2.7 million fine and allegations that the company delayed crucial inspections, skewed risk data and ignored warning signs before its [Pegasus oil pipeline](#) ruptured in Arkansas last year. The two sides are presenting evidence for and against the fine and allegations in an "informal" administrative hearing that's closed to the public. It is being heard by a presiding officer from the [Pipeline and Hazardous Materials Safety Administration](#) (PHMSA), according to Damon Hill, spokesman for the regulatory agency. A final ruling could take six months or

longer. PHMSA's Pegasus case is being closely watched by pipeline opponents who question the government's ability to stand up to oil company pressure and protect the public from harmful—and sometimes deadly—incidents involving oil pipelines and railroad cars filled with crude. "What gets everybody really suspicious is that you don't have access to watch it, which raises all kinds of issues about transparency," said Richard Kuprewicz, a pipeline safety consultant who serves on PHMSA's safety standards advisory board for oil pipelines. "The pipeline is owned by the company, but it's running through public assets, so [the closed process] tends to be frustrating." This kind of hearing "is allowing the company to have due process, to test whether PHMSA's perspective is on track or if they missed something that either the company hasn't given them access to, or that they believe PHMSA may have misinterpreted," said Kuprewicz. "This is where the lawyers kind of go at it." At issue is the bluntly worded [notice](#) PHMSA sent to Exxon in early November. In it, PHMSA [laid out](#) a series of "probable" violations of pipeline laws and regulations that it found while investigating the March 2013 Pegasus [oil spill in Mayflower](#), Ark. PHMSA said Exxon underestimated the vulnerability of the Pegasus by "selectively using" risk assessment results and relying on artificially lowered risk scores to sidestep the need for extra inspections or special spill prevention measures. Exxon's system for assessing pipeline vulnerabilities needs changing to make sure risk scores "are not manipulated," that integrity management plans "are not circumvented," and that "conflicting budget goals" don't affect pipeline safety priorities, PHMSA said. When the notice became public, a pipeline failure analyst who has oil companies as clients [noted](#): "I would read this as PHMSA basically accusing them of gaming their own risk assessment process." Hill, the PHMSA spokesman, said at the time that PHMSA was "not implying that those things were done." In December, Exxon denied the allegations and [requested a hearing](#) to contest the proposed fine, probable violations notice and the related proposed compliance order—Exxon wants all three withdrawn in their entirety. It called the proposed \$2.66 million civil penalty "excessive." Exxon spokesman Aaron Stryk said the company sought the hearing "to demonstrate our compliance with the laws and regulations applicable to the items called into question by the Notice of Probable Violation. Out of respect to PHMSA, we will address the specifics of each item during the hearing process." Exxon is also fighting a proposed PHMSA fine of \$1.7 million for alleged violations related to a July 2011 break in the company's Silvertip oil pipeline, which fouled the Yellowstone River in Montana with 63,000 gallons of crude. Together, the two fines amount to \$4.36 million, or about 0.013 percent of the company's 2013 profit of \$32.6 billion.

Exxon Denies Responsibility

[The Arkansas case](#) began when Exxon's 858-mile Pegasus oil pipeline split open along its lengthwise seam, sending 210,000 gallons of Canadian diluted bitumen into a nearby neighborhood and cove. The stench and incursion of the diluted tar-like substance sickened residents, forced evacuations and rendered some houses uninhabitable. Exxon spokesman Stryk said the company has spent an estimated \$75.1 million so far on spill-related expenses, including the purchase of more than 20 homes in the affected neighborhood. That doesn't count costs associated with pending lawsuits or lost revenue from shutting down the pipeline, which carried crude oil from Illinois to the Texas coast. The burst section of the line will remain closed for [at least another year](#) while Exxon conducts more robust tests. Since the spill, much of the discussion around the Pegasus has centered on the pipeline's age and manufacturing lineage. Most of the pipeline—about 650 miles of it—was made of pipe manufactured in 1947 and 1948 using [low frequency electric resistance welds](#) (LF-ERW), a technique [known to create hook](#)



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[cracks](#) and other defects that can cause seam welds to fail. That same part of the Pegasus was vulnerable for another reason, too: It was built using pipe made by [Youngstown Sheet & Tube Co.](#), whose pipe from that era is known in the industry to be prone to brittleness and fractures. Pipe experts stress that proper care and precautions can prevent manufacturing defects from growing and eventually causing a pipeline rupture. Something in the way the pipeline was operated must have caused an existing hook crack to grow, they said. Exxon, however, put the blame entirely on the manufacturing metallurgy, and has never explained [what awakened](#) a 65-year-old defect in the Pegasus. At the core of PHMSA's case is its contention that Exxon did not properly assess the risks inherent in the Pegasus—namely, that it was made from pre-1970 pipe welded using the LF-ERW process, and that pipeline segments had ruptured several times during hydrostatic pressure testing and once while it was in service. Exxon has said its own analysis led to "the determination that the Pegasus pipeline was not seam-failure susceptible." Exxon also took issue with PHMSA's allegations that the company:

- Failed to reassess the seam failure risk on the most vulnerable segment of the pipeline within five years of confirming the threat. Despite having suffered the most seam failures during hydrostatic tests in 1991 and 2006, Exxon did not reassess that stretch of pipe for seam threats until February 2013, a few weeks before the Pegasus broke open. Exxon countered that a different test designed to find corrosion was conducted within the five-year deadline.
- Failed to take prompt action when it was notified of pipeline conditions that were classified as needing immediate repair. An inspection company told Exxon about two sites needing repair on Aug. 9, 2010, but the company didn't formally "discover" one threat until 19 days later, and the other one until months later. The discovery date is what starts the clock on response deadlines. Exxon said it was not informed of the repair conditions on the dates PHMSA asserts, and thus it did not miss the deadlines.
- Failed to follow its procedures "by selectively using results" from its threat assessment process in 2011. That caused Exxon to downplay the risk of an oil release into Arkansas' [Lake Maumelle watershed](#) and other areas along the Pegasus segment subject to manufacturing defects. Exxon then failed to elevate the threat, PHMSA said. Exxon said it considered the pipeline's history as well as inspection and test results for the pipeline segment in question and properly characterized the threat levels.
- Failed to reassess risk scores after it changed the way pipeline risks were assigned. Exxon combined four pipeline segments that used to have separate risk scores to create two segments, a move that averaged the risks and lowered the overall risk scores, PHMSA said. Regulators said that action masked higher threat segments within the Lake Maumelle watershed and the city of Mayflower. Exxon said that merging testable pipeline segments didn't affect the risk and threat assessments for the Pegasus. Kuprewicz, the pipeline safety expert, said cases like the Pegasus can uncover what seem to be obvious regulatory lapses and risky operations at pipeline companies—but nonetheless result in paltry punishment. That's because some regulations leave wiggle room in the wording—or give operators wide latitude in how to comply—and that allows pipeline operators to violate the law's intent without explicitly breaking the letter of the law.

Pipeline companies have fought hard to make sure PHMSA regulations have broad flexibility and fewer specific compliance edicts, he said. It's not yet clear how the Pegasus case will unfold within PHMSA, Kuprewicz said. "You just have to let it run its course."

<http://insideclimatenews.org/news/20140611/exxon-challenge-ark-oil-spill-fine-hearing-public-not-allowed-listen>

INDIA, MUMBAI, JUNE 12 2014. ESSAR TO SELL UK'S SECOND-BIGGEST REFINERY

james crabtree



India's Essar Group plans to sell the British oil refinery it bought from [Royal Dutch Shell](#) for \$350m in 2011, as the struggling conglomerate attempts to reduce debts and refocus on its core Indian business. [Essar Energy](#), a subsidiary of the group, acquired its Stanlow facility, the UK's second-largest oil refinery located near Ellesmere Port in Cheshire, as part of attempts to build a global refining business. But the Mumbai-based industrial group has conducted discussions with a number of potential parties as part of plans to sell either a minority stake or the entire facility, according to two people familiar with the situation. The move is a sign of the continued struggles of the European refining sector, which has seen numerous facilities closed or sold in recent years, often

at knock down prices. It also underlines recent moves by numerous heavily indebted Indian industrial groups to offload assets,



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as they struggle to pay back international and domestic creditors. Shares in [Essar Energy](#) ceased trading in London this week, following the completion of a controversial move to take the group private by the company's owners, the Indian Ruia family. Founding brothers Ravikant and Shashi Ruia raised around £1.3bn by floating Essar Energy in 2010, amid a [wave of excitement](#) about India's future growth and the likely rapid expansion of its energy and natural resources industries. But the oil and power group went on to perform poorly, with shares plunging from 580p at the end of 2010 to just below 70p when it ceased trading this week, leading the company to issue a take-private offer this year. The move prompted vocal complaints from shareholders, but ultimately saw independent directors at Essar Energy recommend that [minority shareholders should accept](#) what they viewed as a cut price offer from the Ruia family. Essar had conducted discussions over Stanlow with possible buyers in the refining and energy sector, as well as potential private equity investors, as it examines options to exit its UK operations, one of the people familiar with the situation said. Essar denied the group planned to sell the refinery, stressing that the company had invested in upgrading the facility. Essar Energy also operates a newly-completed refinery in the Indian state of Gujarat, and had high hopes of turning round its loss-making Stanlow facility. The group began a substantial investment programme, but weak refining margins mean the facility has continued to make losses, consuming badly-needed capital at a time when the wider Essar conglomerate is struggling with net debts of about \$14bn at the end of the last financial year. "The truth is they should never have bought Stanlow, but Shell sold it on the cheap, and they [the Ruia family] only later found out it needed major investment," another of the people familiar with the situation said, on condition of anonymity. "The problem is that it will be very hard to sell, given the state of the European refining sector, and if they sell it they'll have to do it at a low price," the person added.

<http://www.ft.com/cms/s/0/f1aabbf2-f237-11e3-9015-00144feabdc0.html#axzz34UrNKfPr>

ENGLAND, WALES, SANDYCROFT, JUNE 12 2014. FLINTSHIRE FIRMS' CHEMICALS HAD 'EXPLOSIVE POWER'

Chemicals removed from a former factory had the power equivalent to more than 100 tonnes of explosives, Flintshire council has said. It cost the council more than £100,000 to clean-up at the Euticals site in Sandycroft, the environment overview and scrutiny committee has been told. Chief executive Colin Everett said the council aimed to recoup costs from the sale of the land. The pharmaceuticals firm went into administration in July last year. Natural Resources Wales said the site had been made safe.

Related Stories

- [Highly explosive chemicals were left at liquidated Sandycroft firm](#) 3 hrs ago
- [Chemical firms' £120,000 leak fine](#)
- [Chemicals firm goes into liquidation](#)
- [Explosive chemicals removed at site](#)
- [Apology after chemical discovery](#)

<http://www.bbc.com/news/uk-wales-north-east-wales-27812874>

USA, AZ, NOGALES, JUNE 12 2014. 'SUSPICIOUS DEVICE' EXPLODES AT ARIZ. POWER PLANT, RUPTURES LARGE FUEL TANK

sean holstege

 **Watch the Video** ["Suspicious device" explodes at Nogales power plant](#)

A makeshift [bomb exploded at a Nogales, Ariz., power plant](#) Wednesday, rupturing a large fuel tank and prompting the FBI and federal bomb experts to respond. Local officials were alerted at 9:30 a.m. to a call of "suspicious activity" at the UniSource Energy Services Valencia Plant. An explosion had ruptured a diesel storage tank and caused what Nogales police Lt. Carlos Jimenez described as a relatively small spill that was confined to the immediate area. Officials closed off the power plant and an adjacent car dealership. The the FBI, the federal Bureau of Alcohol, Tobacco, Firearms and Explosives and the Arizona Department of Public Services were called. At 5 p.m. Wednesday agents were still processing the scene. "The reason for the high-scale response is the plant is an electrical substation and critical to the area," Jimenez said, explaining that as many as 30,000 customers in the area -- the entire town of Nogales and its environs -- depends on the plant for power. "The whole city of Nogales could have been compromised," he added. There were no reports of injuries and authorities said they knew of no suspects or witnesses. They described the explosive as "a suspicious device," but would not elaborate. The fuel did not ignite, Jimenez said.

Related Stories

<http://www.usatoday.com/story/news/nation/2014/06/11/suspicious-device-explodes-at-ariz-power-plant-/10354643/#>



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SRI LANKA, HAMBANTOTA, JUNE 12 2014. NEW TANK FARM, BUNKERING TERMINAL FACILITIES TO OPEN AT H'TOTA PORT

The new tank farm complex and the bunkering terminal of the Magam Ruhunupura Mahinda Rajapaksa Port (MRMRP) in Hambantota is set to be opened on June 22 by President Mahinda Rajapaksa, a media statement by the Sri Lanka Ports Authority (SLPA) said. The tank farm that could house marine fuel oil, aviation fuel and LPG will have a total capacity of 80,000 m³, the SLPA said. "This project is composed of five up right tanks with dome in 10,000m³, three up right tanks with dome in 5,000m³, three up right tanks with dome in 3,000m³, three spherical LPG tanks with 2,000m³ and all necessary auxiliary facilities," the statement said. The tank farm project is expected to provide bunkering services for the ships and domestic requirements for LPG and Aviation Oil. Meanwhile the bunkering facility is made of eight tanks and is divided into two groups with three 10,000 m³ tanks in one dike and another three 5,000 m³ tanks and two 3,000 m³ tanks in a second dike. The marine jetty facility for ship berthing consists of two berths of 300m each in length with a draft of 15 meters. Each jetty is equipped with 8 loading/unloading arms with segregation for heavy fuel, gas oil, aviation fuel and LPG. For bunkering operations, there are separate loading and unloading pipelines to ensure uninterrupted services for both the bunkering vessels and import/export vessels in continuing its normal operations. The facility is also equipped with a modern laboratory with fully qualified and experienced chemists and analysts to test all products that will be stored at the tank farm. It will be the first laboratory outside Colombo to have the facility to test petroleum products which will ensure reliability of the products at Hambantota. An additional unique feature is that the Hambantota port will be one of the very few ports in the region with a modern state-of-the-art reception facility for slops/waste oil from vessels. The waste oil reception plant has a storage capacity of 500cum and will enable the vessels passing Sri Lanka to discharge their oily waste whilst complying with MARPOL regulations and ensuring clean and green environment.

<http://www.dailymirror.lk/business/economy/48290-new-tank-farm-bunkering-terminal-facilities-to-open-at-htota-port-.html>

DOMINICAN REPUBLIC, LOMA DE CASTAÑUELAS, JUNE 12 2014. FUEL TANK EXPLOSION LEAVES THREE DEAD IN LOMA DE CASTAÑUELAS, DOMINICAN REPUBLIC

Three persons were killed by fuel tank explosion in the town of Loma de Castañuelas, province of Monte Cristi, Dominican Republic. The incident occurred on Saturday June 7, 2014. A person identified as 22 year old Rafael Evangelista Cabrera died on the spot. 35 year old Wicho Valerio and 14 year old Anderson García succumbed to severe burns in the regional hospital José María Cabral y Báez in Santiago. Additional two persons – 50 year old Rafael Estévez and 25 year old Rubén Darío Toribio remain hospitalized with severe burns and are listed in critical condition. The explosion was sparked by an attempt to weld a tank containing diesel oil. Rafael Evangelista Cabrera – the person who died on the spot was the smart welder.

<http://www.bestgore.com/burn-victim/fuel-tank-explosion-three-dead-loma-de-castanuelas-dominican-republic/>

USA, MT, RONAN, JUNE 12 2014. REMEDIATION OF 1994 GAS SPILL CONTINUES

megan strickland



Contaminated soil is sampled and bagged from the old George's Conoco station in Ronan.

Hydrological engineers conducted tests at an abandoned Ronan gas station last week to determine if further environmental remediation is needed to disperse hazardous chemicals remaining in the soil after a 1994 spill of gasoline from a perforated 16,000-gallon storage tank. The Montana Department of Environmental Quality has spent almost two decades and more than \$3 million on restoring the former George's Conoco station located on Highway 93 in southern Ronan. Until recently it appeared that a plume of contaminants that stretches from the southwestern corner of the old building to Spring Creek was dispersing as planned, but monitoring wells in the area indicated that concentrations of contaminants underneath the building itself

might require more remediation, DEQ Environmental Specialist Patrick Skibicki said. "The plume is attenuating," Skibicki said of the contaminants, which was 70 feet deep, 1,500 feet long and 400 feet wide at one point, according to DEQ records. The plume contains some chemicals that are carcinogenic, but have not impacted local drinking water supplies or wells. In 2010 a massive cleanup effort was undertaken by DEQ, using heating technology that removed the chemicals from the soil. To date, more than 13,500 gallons of fuel have been recovered. Last week Pioneer Services, Inc. Senior Project Manager Kenneth



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Manchester and two other workers pulled soil samples from beneath the old building. A machine sent a 37-foot-long rod into the ground at an angle. Samples were taken from the resulting hole. It didn't take fancy instruments to indicate that all was not right with the samples. "You can tell we've got something going on there," Manchester said of the acrid-smell permeating from the samples that were taken over a two-day period. A final report is expected later this summer that will give direction on whether further cleanup is necessary. Skibicki said that DEQ hopes that the prime commercial real estate can be developed again at some point in the future. Funding for the bulk of the cleanup in 2010 was funded by the American Recovery and Reinvestment Act, but subsequent funding will come from the federal Leaking Underground Storage Trust Fund. National media reported last week that Congressional leaders are considering transferring LUST funds to another account meant to pay for federal highways. According to a May 6 report from the Congressional Budget Office, of the 18.4 cents per gallon excise tax paid on all American gasoline sales, 0.1 cent goes to the LUST fund. The remaining 18.3 cents goes to the Highway Trust Fund. The bulk of the excise taxes, including the LUST tax, expires in September 2016, unless Congress reauthorizes them. DEQ lists 4,898 active LUST fund sites in the state of Montana. There are four Lake County sites slated for cleanup between now and 2017 through the LUST fund.

<http://www.valleyjournal.net/article/9397/Remediation-of-1994-gas-spill-continues>

RUSSIA, SIBERIA, MALOUGRENYEVO, JUNE 12 2014. MASSIVE 'BALLISTIC MISSILE' FLOATS THROUGH FLOODED RUSSIAN VILLAGE, SCARES NEIGHBORS

meg wagner

 **Watch the Video** [Russian Missile Fuel Tank Floats into Village](#)



Villagers in Malougrenyevo were terrified and confused when a 'rocket' floated into their town during a flood, the missile isn't dangerous and had no fuel inside, experts said. Some people in Russia use empty rocket tanks for storage.

Serious floods in Russia carried an old road and into a local policeman's front yard. The rocket part isn't dangerous, though: some families in Russia recycle the tanks into storage containers and septic systems. A flood in Russia is apparently powerful enough to push a giant rocket through a small village. A mysterious metal tube washed up in Malougrenyevo after serious floods swept through Russia's Serbia. The floods have evacuated thousands and allowed the giant pipe to float down Russian streets and into the front lawn of a local

policeman, [RT reported](#). Inside the hollow tube, the villagers found two dogs. Neighbors began speculating what it might be: a buried ballistic missile unearthed by the flood, a rocket that fell from the sky or a highly toxic fuel tank from a botched launch. But while experts identified the mysterious tube as an intercontinental ballistic missile fuel tank, it's not exactly dangerous. A chemical plant near the village used to fill the tanks with fuel for the defense ministry, but when the department stopped ordering them in the 1990s, the plant began selling the fuel-less tanks to residents for various uses. The empty fuel tanks can be used as storage containers, water collecting vessels and septic tanks, Aleksey Yaskin, [a rocket engines professor told RT](#). Tatyana Zhdanova's family kept theirs in their backyard until the floods carried it away. "Ours got away during the flood. Broke the fence and floated away along with the dogs, who were hiding inside," [she told RT](#). The floods have forced the evacuation of nearly all of the 2,500 people in Malougrenyevo. Overall, the floods have pushed 12,000 people across Russia out of their homes.

<http://www.nydailynews.com/news/world/giant-missile-floats-flooded-russian-town-article-1.1823711>

USA, TX, FORT WORTH, JUNE 12 2014. HAZARDOUS CHEMICAL LISTS NO LONGER PUBLIC RECORD IN TEXAS

brett shipp

 **Watch the Video** [Hazardous Chemical Lists No Longer Public Record in Texas](#)

 **Document** [Texas AG ruling on Tier II reports](#)

For the past 30 years, federal law has required chemical makers and handlers to disclose what's stored on premises. It's called the Community Right To Know Act, and it has been at the core of the safety conversation since last year's deadly fertilizer explosion in West, Texas. But News 8 has learned that in the past few weeks, state health officials have stopped making those hazardous chemical records public. On May 29, emergency responders in Athens, Texas, were [faced with a potential disaster](#). An old storage building filled with explosive ammonium nitrate near the center of town was on fire. According to the Community Right To Know Act, the chemical contents of that building had to be publicly disclosed through



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what's called a Tier II report. According to the Environmental Protection Agency, "states and communities [...] can use the Tier II information to improve chemical safety and protect public health and the environment." In Texas, Tier II reports are kept on file at the Department of State Health Services and according to its web site, those reports are public information. All citizens "may ask for" them by simply filling out a request. Yet, just days ago, following the ammonium nitrate building fire in Athens, when News 8 asked the Department of State Health Services for an updated Tier II report on the facility, department spokesperson Carrie Williams told us, "We're not able to release the kind of information you're requesting." Williams cited an Attorney General's ruling from May 22, 2014, which denied public access to "Tier Two information [...] because it reveals the location, quantity and identity of hazardous chemicals [...] likely to assist in the construction of an explosive weapon." Emergency officials and responders are now the only ones in Texas able to access Tier II reports. "It's rather absurd. It's going in the opposite direction of where we need to go after the explosion in West, Texas," said Sean Moulton, director of open government policy with the Center for Effective Government in Washington, D.C. Moulton says Texans should demand the Attorney General and State Health officials reverse course immediately. "I just think it's irresponsible and incredibly short-sighted to have officials involved in emergency planning responsible for keeping the public safe, and to say the public isn't going to be involved in that process," Moulton said. We even checked with neighboring states, Louisiana, Oklahoma, and New Mexico. Officials in all three states say their Tier II hazardous chemical information has always been available to the public upon request. So, again, why are those reports suddenly off limits in Texas? When we tried to ask Attorney General Greg Abbott last week at the GOP Convention in Fort Worth, he excused himself, promised to return, but never did. Abbott also declined a formal, on-camera interview. Attorney General spokesman Jerry Strickland later told News 8 the decision not to release the Tier II reports is being made by the Department of State Health Services. State Health Department Commissioner Dr. David Lakey also declined to interview with News 8. His office said it will not release any Tier II reports until the Attorney General issues another ruling. Dallas County Judge Clay Jenkins says federal law is clear, and he's confused as to why state officials would be risking public safety. "You want to know where dangerous and potentially-explosive materials are," Jenkins said. "You don't want to put your child in a daycare right next to an explosive chemical warehouse." Or, as is currently being debated in Athens, Texas, whether to allow another ammonium nitrate storage facility to be built in the center of town. If you would like to see chemical inventories public again, contact Dr. David Lakey, commissioner of the Texas Department of State Health Services at david.lakey@dshs.state.tx.us, and Texas Attorney General Greg Abbott at greg.abbott@texasattorneygeneral.gov.

<http://www.wfaa.com/news/texas-news/Exclusive-Hazardous-chemical-lists-no-longer-public-record-in-Texas-262943831.html>

USA, TX, JEFFERSON CO, JUNE 13 2014. FAMILY SUES EXXON OVER WORKER'S DEATH FROM ALLEGED BENZENE EXPOSURE

melody dareing

The widow and children of a deceased refinery worker are suing the man's employer over his death. Kathryn Drake, wife of the late Roy Clinton Drake, along with children Amy Williford, Angela Slaughter and Carl Alan Drake, filed a lawsuit June 4 in the Jefferson County District Court against ExxonMobil Corp., citing gross neglect. The lawsuit states ExxonMobil knew for decades solvents, gasoline, benzene, benzene-containing products and other chemicals caused disease, but still allowed employees to use the chemicals in the workplace. ExxonMobil allegedly didn't warn workers of the dangers and failed to take precautions to protect their safety, according to the complaint. The Drake family is seeking damages for all elements allowable under the law, including exemplary damages, and seeks to recover an amount in excess of jurisdictional limits. The family is being represented by D'Juana Parks of Provost Umphrey Law Firm LLP of Beaumont. Jefferson County District Court Case No. D195-764

<http://setexasrecord.com/news/296887-family-sues-exxon-over-workers-death-from-alleged-benzene-exposure>

CANADA, N.S, WEST RIVER STATION, JUNE 13 2014. PICTOU COUNTY TRAIN DERAILMENT CLEANUP BEGINS >> 5 FAMILIES TOLD IT WILL BE AT LEAST 5 DAYS BEFORE THEY CAN GET HOME

 **Watch the Video** [Pictou County Train Derailment Cleanup Begins](#)



Six cars — two carrying butane and four carrying propane — remain strewn along the tracks on Lansdowne Road after a train derailment in Pictou County on Monday.

Five families in West River Station have been told it will be at least five days before they're allowed back in their homes as the cleanup of the latest train



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derailment in Pictou County began Tuesday. Meanwhile, the company that owns the derailed train said it doesn't know what caused it to come off the tracks. Denis Boucher, a spokesman for the owners of the Cape Breton and Central Nova Scotia Railway, said an investigation is underway into what caused several cars carrying a mix of propane and butane to derail on Monday. The cars — two carrying butane and four carrying propane — remain strewn along the tracks on Lansdowne Road. Gail Sinclair, who lives in one of five homes that were evacuated because they're within a five-kilometre radius of the derailment, said her life is on hold. "My whole life is just disrupted. That's all. It's just not a normal day," she said. "Hasn't been a normal two days." Sinclair and the other evacuees were allowed to return to their homes for two hours on Tuesday to retrieve some belongings. She said she's frustrated because she hasn't heard from the railway company. "What if something explodes or whatever? It's scary. Apparently this stuff is odourless," she said. "What if I was sitting in the house yesterday with all the windows open?"

No Leaks Detected, say Fire Officials

Officials say the cleanup will take several more days. Logs are being hauled in to prop up the tankers because the butane and propane inside can only be removed when the tanks are stable and level. An access road needs to be built to accommodate the equipment and it takes eight hours to empty each tank. The New Glasgow fire chief said his department's hazardous materials unit took readings at the scene on Monday and there were no leaks detected. (Anjuli Patil/CBC) Terry Howe, an emergency response co-ordinator, said there's nothing to be worried about now. "If everything is followed right, we don't have any issues," he said. "We've done it before and we've been doing it since 1998." Const. Bryce Haight said there is minimal risk of fire, but police needed approval from the railway, provincial regulators and the remediation experts before allowing the families to return. Police said the train's engineer realized there was a problem and stopped the train, which was en route to Truro from Stellarton. New Glasgow fire Chief Doug Dort said his department's hazardous materials unit took readings at the scene on Monday and there were no leaks detected. This is the [second train derailment in two weeks in Pictou County](#). Three rail cars carrying sheets of steel derailed in the downtown area of New Glasgow on May 29. No one was injured.

Related Stories


- [Pictou County train derailment prompts evacuation](#)
- [Work begins in New Glasgow to clear derailed train cars](#)
- [3 rail cars carrying steel derail in New Glasgow, no injuries](#)

<http://www.cbc.ca/news/canada/nova-scotia/pictou-county-train-derailment-cleanup-begins-1.2670554>

USA, TX, HOUSTON, JUNE 13 2014. FIRE, EXPLOSIONS AT NORTH HOUSTON WAREHOUSE

gianna caserta

 **Watch the Video** [Viewer video of warehouse explosion and fire](#)

 **Watch the Video** [Aerials of warehouse fire in north Houston](#)



Explosions and a fire broke out at a warehouse in north Houston. [Cell phone video captured the chain reaction explosions](#) after an Acetelyne tank caught fire at the StabilTec Repair Facility. "You can feel the blast, it knocks you down a bit," said Dustin Carney, StabilTec Safety Manager. "I just ran outside, when I turned around I saw the flames coming out of one of the tanks," said employee Javier Vazquez. At around 11:45 a.m. Thursday, firefighters were called out to the building on Aldine Westfield at Rankin. The Harris County Fire Marshal's Office says a tank caught fire, which then caused several other tanks around it to explode. "I heard that pop, and I looked up and you can see the flame shooting out and I instantly went into that panic mode and said OK everyone

out," said Dustin Carney, head of Quality Safety Health and Environmental practices for the company. "Acetelyne is an extremely volatile gas so under slight pressure the gas can ignite by itself, all it takes is good enough friction and it is gone," said Carney. From Sky 2 you could see the extensive damage to the building and roof. Carney says all the workers get safety training once a month and the evacuation plan was executed perfectly. All 15 StabilTec employees got out of the building safely. "It was a very scary situation but all my men worked perfectly. They did exactly what they were supposed to and they operated exactly as I wanted them to," Carney said. Stabiltec is a manufacturer of downhole tools for the oil and gas industry.

<http://www.click2houston.com/news/fire-breaks-out-at-north-houston-warehouse/26459460>



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USA, OK, COMANCHE CO, JUNE 13 2014. OIL SPILL CLEANUP UNDERWAY

 **Watch the Video** [Oil Spill Cleanup Underway](#)



A massive oil spill cleanup is underway in eastern Comanche County after an oil battery tank sprung a leak Wednesday afternoon. Black crude oil spilled from the tanks and into a bar ditch half a mile east of 75th Street on NE Cache Road. Valley View volunteer firefighters dammed up as much of the black sludge before the oil company could arrive to start vacuuming it up. Comanche County Emergency Manager, Clint Wagstaff was on scene and said they're not sure how much oil was spilled since crude oil is measured by the barrel. The company responsible for the spill's cleanup, Wagon Wheel Production Company based in Crawford, Oklahoma is working with the Oklahoma Corporation Commission to figure out their next plan of action.

<http://www.kswo.com/story/25756626/oil-spill-cleanup-underway>

USA, TX, GALVESTON, JUNE 13 2014. GALVESTON BAY OIL SPILL COST ASSESSMENT COULD TAKE YEARS

 **Photo's [27]** [Cleanup underway after oil spills into Texas shipping channel](#)

 **Hear at:** [Audio from two vessels that collided sheds light on Texas oil spill](#)



Vessels work with skimmers and oil containment booms in Galveston Harbor on Sunday, March 23, 2014, in Galveston. Dozens of ships are involved in clean-up efforts to remove up to 168,000 gallons of oil that have spilled into Galveston Bay after a ship and barge collided near the Texas City dike on Saturday afternoon.

Federal and state agencies have started looking at natural resource damage in an effort to come up with a dollar estimate from a March barge and cargo ship collision in the Houston Ship Channel that dumped thousands of gallons of oil into Galveston Bay. "You've got all kinds of different wildlife that could be impacted," Chip Wood, a U.S. Fish and Wildlife Service biologist, told The Galveston County Daily News. "You've got marshes, you've got sand beach, you've got recreational issues, so it's quite an extensive evaluation." The

assessment could take years and will include developing of a plan to restore damaged areas, putting the plan in place and getting the party responsible for the damage to pay for it, Wood said. No one was hurt in the March 22 accident that still is being examined by the U.S. Coast Guard and the National Transportation Safety Board, but nearly 170,000 gallons of heavy fuel oil spilled into the busy waterway between Texas City and Galveston and then into the Gulf of Mexico. Traces of the oil were found as far as 200 miles down the Texas coast. Wood said his agency also is working with the National Park Service, National Oceanic and Atmospheric Administration, the Texas Parks and Wildlife Department, the Texas General Land Office and the Texas Commission on Environmental Quality. "We go out and look at both an environmental perspective, the impacts of the oil on biological communities and organisms, as well as the recreational use that was impaired as a result of the spill," said Don Pitts, with Texas Parks and Wildlife. Assessments will include money lost by fishermen who were kept off the Texas City dike or visitors to Galveston's East Beach who couldn't use those places because they were shut for days after the spill. "We will turn those lost uses into a dollar value based on research that tells us what the public values of a beach day and a fishing day," Pitts said. The eventual payouts could lead to construction of amenities like new fishing piers, boat ramps or habitat restoration to help wildlife populations hurt by the spill. Kirby Inland Marine is the "responsible party" since the oil in the barge pushed by its tugboat belonged to the Houston-based company when it collided with the cargo ship Summer Wind. Federal investigators are looking into who was at fault. The tug and its two barges were leaving Texas City and heading for the Intracoastal Waterway. The Summer Wind was heading inbound through the Houston Ship Channel. The collision during foggy conditions occurred when the barges made a left turn to enter the Intracoastal Waterway and were crossing the ship channel. Kirby has said in court filings the Summer Wind was speeding and being operated in a reckless manner, while Liberia-based Sea Galaxy, owners of the Summer Wind, has said the collision wasn't its fault.

<http://kxan.com/2014/06/11/galveston-bay-oil-spill-cost-assessment-could-take-years/>



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USA, ME, GORHAM, JUNE 13 2014. CREWS CONTINUE CLEANUP OF HEATING FUEL SPILLED FROM TRUCK >> NEARLY 9,000 GALLONS OF HEATING FUELS SPILLED

jim keithley

 [Watch the Video Crews Fight to Contain Gorham Oil Spill](#)

 [Photo's \[10\] Tanker Truck Rolls Over in Gorham](#)

 [Photo's \[8\] Crews Clean Up Tanker Truck Spill](#)



An investigator with the Department of Environmental Protection said it's a good thing the truck didn't flip on the other side of Route 114 because that is where Strout Brook feeds into the Stroudwater River. Where the oil did spill, makes it easier to contain, officials said. Clean up crews from Clean Harbors Environmental Services have been on the scene since the accident, sopping up 8,900 gallons of oil. On Thursday, they filled lots of sand bags and are building a dam to contain the remaining oil that pooled in a marshy area near the Route 114 rotary. "The remaining oil is caught up in the storm drains and in the swamp and that's why we're building this dam and this dam will allow water to flow out underneath and the oil to collect behind it so that we can recover it there," said Ann Hemenway. The truck was carrying both No. 2 heating fuel and kerosene. "I'm just wondering what the long-term effects will be. I mean I don't know how

they'll be able to get every bit of it. How it's going to effect the environment. I mean, there's animals and things that live down there," Kathleen West. West owns the property where the oil spilled and has been checking every hour on the status of the clean up. She and three other neighbors who rely on well water are wondering what impact the spill might have on their water quality. "I'm just not sure how quickly we would know if there was a problem. What do we do if there is a problem. I mean, I just had my well put in four years ago when we bought the place. It's 450 feet deep. Hopefully we won't have a problem. It is on this side of the house," said West. "The geologist from my office has been out and surveyed the area, and he's already spoken to the four property owners that we have concerns about, and he will be monitoring their wells, and outside of that immediate area here, nobody should be concerned," said Hemenway. Crews are scooping up the contaminated soil and trucking it away. The DEP said they have recovered 7,000 of the nearly 9,000 gallons spilled. As for the cause of the spill, the truck driver told police he lost control of the rig trying to avoid a car that pulled out in front of him. Police are asking anybody who may have seen that car to call them. It was a black or blue Honda CRV. There was also a passenger in the rig that flipped, a truck driver trainee. No one was hurt.

<http://www.wmtw.com/news/crews-continue-cleanup-of-heating-fuel-spilled-from-truck/26460436#1YRfct>

USA, CA, LOS ANGELES, JUNE 13 2014. OIL COMPANIES LOBBYING AGAINST CALIFORNIA SPILL CLEANUP BILL

marc lifsher

NextGenClimate.org, a climate change activist group, supports comprehensive spill prevention programs to ensure that trains hauling oil don't threaten California communities. Above, the Union Pacific West Colton Yard in Bloomington.



A heated budget battle in Sacramento over more oil-spill protection for rivers, lakes and other inland bodies of water has prompted a last-minute lobbying blitz by formidable adversaries: the oil industry and environmentalists. As the Legislature moves this weekend to put the finishing touches on a \$107-billion state budget, one flashpoint for controversy has been Gov. Jerry Brown's proposal for a program to prevent and clean up crude oil spills from rail-car and

pipeline accidents. It also calls for a fee to pay for the program. The oil industry shamelessly tried to pull the wool over the eyes of Californians by publicly opposing a common sense and prudent long-term solution for funding oil spill cleanup. This week, business groups, led by the Western States Petroleum Assn. and the California Chamber of Commerce, sent out an "alert" to lawmakers that they opposed Brown's plan, which will be part of the 2014-15 budget package. And Wednesday, a deep-pocketed climate change activist group waded in. NextGenClimate.org released a statement Wednesday afternoon strongly criticizing oil companies for opposing the oil spill prevention and response plan. "The oil industry shamelessly tried to pull the wool over the eyes of Californians by publicly opposing a common sense and prudent long-term solution for funding oil



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spill cleanup," said NextGenClimate.org spokeswoman Suzanne Henkels. Henkels' organization is bankrolled mainly by Tom Steyer, a billionaire and retired Bay Area hedge fund manager. Steyer has been active in efforts at the Capitol to tax crude oil at the wellhead. He also supports a moratorium on extracting oil using a controversial method called hydraulic fracturing and opposes the proposed Keystone Pipeline linking Canada and the Gulf Coast. Steyer and NextGenClimate.org say they support comprehensive spill prevention programs to ensure that train loads of volatile oil from Canada's tar sands and the Bakken field in North Dakota don't threaten California communities. "We can't allow Big Oil to put their profits before community health and safety," Henkels said. Brown's oil spill prevention program contains \$6.7 million to expand a 23-year-old coastal oil spill program to inland waters. The oil industry says it opposes paying for the program with a fee of 6.5 cents per 42-gallon barrel when the oil arrives at the refinery. Instead, they want to separate coastal activities from inland ones and pay only a 3 cent fee for the inland prevention and spill response. Brown's plan is "overly broad and is not narrowly focused on areas where there may be a real risk from potential oil spills by rail," the alert to lawmakers from the oil companies and their allies said.

<http://www.latimes.com/business/la-fi-oil-companies-lobbying-against-spill-cleanup-bill-20140611-story.html>

USA, WI, JANESVILLE, JUNE 13 2014. CHILD IGNITES GASOLINE, CAUSES 2 VEHICLE FIRES >> INVESTIGATORS: CHILD PLAYING IN DRIVEWAY BEFORE SETTING GASOLINE ON FIRE WITH LIGHTER

keely arthur

Two vehicles were damaged after a child lit some gasoline with a lighter causing the two vehicles to catch fire Wednesday afternoon, according to a release. The Janesville Fire Department responded to 4116 Eastridge Drive around 1:30 p.m. for reports of a vehicle that was on fire, officials said. On the way to the address, crews were notified of another vehicle that was on fire. Crews extinguished a GMC Sierra that was full engulfed in fire in the middle of the road, according to the release. Then crews extinguished a Nissan Versa that was on fire in the driveway. Investigators said a child that was playing in the driveway when the fire started admitted to lighting some gasoline with a lighter.

<http://www.channel3000.com/news/child-ignites-gasoline-causes-2-vehicle-fires/26448812>

USA, WISCONSIN, JUNE 13 2014. BOAT MOTOR MAKERS ISSUE WARNING ON GAS WITH HIGHER ETHANOL CONTENT

Wisconsin now has a dozen gasoline stations selling fuel with a 15% blend of the fuel additive ethanol, second only to Iowa and ahead of 10 other states. Beaver Dam-based United Cooperative recently upgraded its fueling pumps at Cenex convenience stores to allow customers to buy gasoline with blends of 10%, 15%, 30% and 85% ethanol. More retailers are realizing the benefits of offering the various blends, said Robert White, director of market development at the Renewable Fuels Association in Washington, D.C. At some stations, 40% of the fuel sold is now the 15% ethanol blend, known as E15, according to White. "It's proving that, when the fuel is available, consumers will try it and come back to use it again," he said. Introduced in the U.S. market in July 2012, E15 has drawn a lot of criticism from small-engine makers who say the fuel could ruin their products. This week, [Mercury Marine](http://www.mercury-marine.com) and Brunswick Corp. warned boaters to not use gasoline that has more than 10% ethanol in it, saying the higher blends could void boat engine warranties. "Most boats are fueled up at gas stations, and many of those stations have not posted the required fuel-use warning labels," Dave Marlow, Brunswick's director of product integrity and government affairs, said in a statement. Brunswick is the parent company of Fond du Lac-based Mercury Marine, one of the boating industry's largest manufacturers of outboard engines. Under federal law, consumers are not supposed to use gasoline with more than 10% ethanol in older vehicles or small engines. But given that the higher blends are cheaper, fueling mistakes are going to happen, according to the ["Look Before You Pump"](http://www.lookbeforeyouump.com) campaign that has been launched by the National Marine Manufacturers Association and outdoor power equipment makers including Briggs & Stratton Corp. The problems could include engine overheating, fuel line ruptures, a breakdown of rubber pieces in engines, expensive repairs and engine failure not covered by warranty. "We will continue to fight against E15 in marine engines," said Marty Bass, a Mercury Marine vice president. "We need to get this message in the hands of every boater before they fill up because, if they don't know, they could damage their engine. Most of these engine failures don't occur at the dock, but rather while you are on the water, which then becomes much more dangerous," Bass added. Ethanol backers agree that E15 shouldn't be used in engines where it's not intended. But they say the fuel's limitations have been overblown in an effort to scare people from using it altogether, and that fueling pumps are clearly labeled to show that the higher blends aren't for use in older vehicles and small engines. "People hear that E15 is the devil in disguise. But when you really get down to the average Joe, they aren't listening to that," White said. Prices vary, but often E15 is about a nickel or more cheaper per gallon than unleaded gasoline



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with a 10% ethanol blend. Price is the first thing Americans notice when buying gasoline, according to a [Harris Interactive poll](#) done for the Outdoor Power Equipment Institute, a trade association that represents small-engine manufacturers. It's hard to predict the growth of E15 sales because there's been so much resistance to the new fuel blend from petroleum companies and engine makers. Hartford has one of the Cenex stations where E15 is available. "There are very few stations in the country that couldn't offer it if they wanted to, based on their equipment, but franchise agreements typically dictate what they sell," White said. "I think it's going to be the folks like United Cooperative who lay the foundation for E15," he added. The blend won't be available in many areas this summer — except for use in flex-fuel vehicles — because of an Environmental Protection Agency regulation. Without the restriction, E15 would be sold at many more locations, White said.

<http://www.jsonline.com/business/boat-motor-manufacturers-issue-warning-about-gas-with-higher-ethanol-content-b99289149z1-262714701.html>

USA, UT, GRAND STAIRCASE, JUNE 13 2014. DISCOVERY OF OIL SPILLS IN UTAH NATIONAL MONUMENT IS TROUBLING

casey o'malley



The Grand Staircase-Escalante National Monument in Utah covers 1.8 million acres. Earlier this year, hikers discovered oil leaking in some of the back country.

Utah's Grand Staircase-Escalante National Monument is special in a lot of ways. It not only showcases spectacular geology but was also the first national monument to be managed by the Bureau of Land Management, rather than the National Park Service. Moreover, it is the largest national monument in the country, clocking in at an impressive 1.8 million acres. Add to this mix the five active oil wells within the monument, and it's clear that BLM managers face a difficult monitoring problem. So difficult, in fact, that several oil spills remained unreported by an oil company and undetected by the BLM — probably for decades. Grand Staircase-Escalante was designated a national monument by President Bill Clinton in 1996, but the Upper Valley Oilfield, which cozies up close to the border of the monument, had already been producing oil for 50 years. Though the sudden designation of the Escalante area as a national monument stopped local plans for a coal mine, it couldn't turn off the already existing oil wells that dotted the landscape. The oil field straddles the boundary between Dixie National Forest and Grand Staircase-Escalante, and when the national monument was designated, the wells — a pre-existing use — were allowed to remain operational. Tenneco Oil Co. began developing the Upper Valley Oilfield in 1964, drilling 22 wells. Citation Oil & Gas Corp. took ownership of the oilfield in the mid-'80s, but much of the infrastructure is from the original 1964 development by Tenneco. On March 23, a group hiking in Grand Staircase-Escalante was amazed to discover a thick layer of oil covering nearly four miles of a wash. They reported to local BLM officials that they saw "pooled oil and sludge on rocks" in Little Valley Wash. The next day, BLM law enforcement officials hiked out

and confirmed the spill; by March 26, a group of petroleum engineers, geologists, and the monument's assistant manager had also hiked to the spill and conferred with representatives of the company holding the lease. A small pinhole in a pipeline, recently patched but never reported, appears to have leaked regularly; no one really knows for how long. Further investigation revealed oil spills of varying size and age in four more areas of Grand Staircase-Escalante. The spills, found in Pet Hollow, Horse Spring Canyon, Canaan Hollow, and Bear Hollow, were covered with dirt and sand, suggesting that somebody had tried to bury the oil, which was a standard response to oil spills in the '70s. The BLM's official report on the Little Valley Wash spill notes that the "vast majority of the oil spill may be as much as three decades old" and more recently, that "a small pipeline appears to have leaked from time to time." The small pinhole leak discovered in a pipeline appears to have been too small to affect the system's overall pressure, which means the pressure-monitoring systems, designed to shut off during a major leak, were never triggered. On June 3, the BLM released its official report on the incident. Its findings agree with initial claims that the Little Valley Wash was polluted by various-sized oil spills that occurred over several decades; the spills in other washes also appear to have occurred decades ago. The BLM has put Citation Oil & Gas on notice that it must immediately notify the agency if oil leaks again into the Upper Valley Field. Meanwhile, though the BLM has started planning new surface-use rules, it



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has ordered no further cleanup and issued no sanctions or fines. The older oil has solidified and is relatively stable; digging it up could release more petrochemicals than allowing the oil to remain undisturbed. The newer spilled oil, however, has not hardened and could be dispersed in spring runoff or flash floods. The Escalante River watershed drains toward the headwaters of the Escalante River, which flows into the Colorado River. The BLM will monitor the area's water, and if tests reveal that hydrocarbons are seeping into the watershed, the agency says it will reevaluate its passive response. The discovery of several oil spills along with some broken equipment signals that it is time to hold oil companies accountable and vigilantly oversee oil and gas production – especially when it takes place on sensitive lands. Repeated leaks are inexcusable, especially when a contributing factor seems to be aging equipment. Over 63,000 oil wells have been drilled on BLM land in the United States. After four weeks of looking closely at a tiny area containing five wells in Grand Staircase-Escalante, the oily remains of five spills were uncovered. That math isn't comforting.

<http://www.abqjournal.com/414884/north/discovery-of-oil-spills-in-utah-national-monument-is-troubling.html>

USA, UT, ST. GEORGE, JUNE 13 2014. OIL TANKER SPILLS 4,000 GALLONS NEAR ST. GEORGE

morgan Jacobsen

 **Watch the Video** [Driver Walks Away From Tanker Truck Rollover](#)



A semitrailer truck carrying about 6,000 gallons of hot crude oil crashed about 13 miles north of St. George, spilling an estimated 4,000 gallons on Wednesday, June 11, 2014. The driver was not seriously injured.

A semi truck carrying about 6,000 gallons of hot crude oil crashed about 13 miles north of St. George Wednesday, spilling an estimated 4,000 gallons, according to the Utah Highway Patrol. About 5 p.m., troopers responded to an area near mile post 20 on I-15 where the semi was traveling south, went off the road and rolled into the median. The truck sustained extensive damage, and the driver received only minor injuries, according to UHP Sgt. Jake Hicks. The cause of the crash was unknown. The cab of the semi was completely separated from

its frame, and the tanker came to rest on its side, spilling a large amount of the flammable oil onto the ground. The Utah Department of Transportation and the St. George Fire Department were working to contain the spill, and cleanup was expected to take a week for a hazardous materials crew, according to the UHP. Witnesses reported seeing the driver walking from the scene of the crash, and it remained unclear whether he was wearing a seat belt and how he was able to exit the truck. The driver was taken to a local hospital in fair condition. "As far as crashes go, and this being a very spectacular crash, we're very fortunate in a lot of ways," Hicks said. "It didn't happen in the city. This is a more remote area, the median is very large for the spill, and also, the driver is incredibly fortunate to be alive." The tanker was registered to a trucking equipment company from Newport Beach, California.

<http://www.deseretnews.com/article/865605017/Oil-tanker-spills-4000-gallons-near-St-George.html>

EGYPT, CAIRO, JUNE 13 2014. NEW AIRPORT FUEL STATION PLANNED FOR CAIRO INTERNATIONAL AIRPORT



Egyptair and Nesma Airlines cooperate to develop ground services.

In a bid to improve services at Egyptian airports, new development projects and partnerships are set to balance shortfall in reduced tourism. A new fuel station covering 19,000 metres and costing EGP 55m is to be created at Cairo International Airport, according to Mohammed Saeed, chairman of EgyptAir Ground Services. The company also intends to build an awning for workers and equipment with an area of 6,000 metres. He added in a statement to Al-Borsa newspaper that the company hopes to build a supply and fuel station for ground equipment at Luxor Airport costing approximately EGP 2m. Fuel will be provided onsite for equipment operation, and the plan will be implemented in approximately two fiscal years. Saeed added that the company will not be able to achieve its revenue goal for the current fiscal year. Reasons for this shortfall include smaller aircraft used by airlines operating at Egypt's airports and a decrease in air traffic in the country. He mentioned that anticipated profits for the end of the current fiscal year stand at EGP 26m, as compared to the goal of



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

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EGP 80m. He added that EgyptAir Ground Services currently depends on its revenues from the 120 daily flights to Sharm El-Sheikh and Hurghada. The company also provides ground services at Cairo Airport and Alexandria's Burg El-Arab airports. Saeed explained that EgyptAir Ground Services is negotiating with 16 new foreign companies with the goal of providing goods and passenger transportation services within ground terminals. The negotiations will help the company to compensate for the recent freezing of several contracts with foreign companies due to their fear surrounding the deteriorating security situation in Egypt. He pointed out that the company partnered with Nesma Airlines last February to provide ground services in 5 airports in the Kingdom of Saudi Arabia. Those airports are Riyadh, Medina, Qassim, and Dammam, which represent the largest growing airports in the Kingdom of Saudi Arabia. Ashraf Lamloom, Chairman of Nesma, said in previous statements to Al-Borsa, that the goal of an alliance with EgyptAir Ground Services is to increase both companies' revenues. He added that Nesma hopes to compete to offer services in the Ha'il and Taif airports in the near future. Lamloom noted that Nesma will provide all necessary equipment for operation, and EgyptAir will use its own employees for operations processes due to their extensive experience in the field. Saeed pointed out that the company received several technical demands from workers, including travel allowances, who want equality with their colleagues in other airline companies. EgyptAir Ground Services currently has contracts to service 168 foreign companies within ground terminals managed by the company, and to host approximately 104 incoming flights daily.

<http://www.dailynewsegypt.com/2014/06/11/new-airport-fuel-station-planned-cairo-international-airport/>

UNITED ARAB EMIRATES, ABU DHABI, JUNE 13 2014. ADGC TO OPERATE 20 SERVICE STATIONS IN RIYADH, MAKKAH, MADINAH BY 2016

ADNOC Distribution Global Company (ADGC) on Wednesday signed a franchise agreement with Saudi-based Al Olalibi Group, pioneers in the distribution and transportation of petroleum products in Saudi Arabia. The first phase of the 15-year franchise agreement entails operating 20 service stations across key locations in Riyadh, Makkah and Madinah under the trademark and brand name of ADNOC Distribution Global Company. The agreement also mandates ADNOC Distribution Global Company to provide technical and engineering consultancy towards the construction, operation and management for the new service stations. ADGC will additionally offer Al Olalibi its expertise in retail, training, marketing and customer services. The agreement was signed between Abdulla Salem Al Dhaheeri, Chairman of ADNOC Distribution Global Company, and Eid Abdul Hadi Al Olalibi, General Manager, Al Olalibi Service Station Operation and Management Company. The agreement comes within the context of promoting stronger economic cooperation between the UAE and Saudi Arabia, and stems from the strategic vision of the leadership in the two countries. More specifically, it articulates ADNOC Distribution Global Company's strategic plan to expand its service station network and enhance its technical expertise beyond the UAE. In addition to validating the quality and excellence of ADNOC Distribution Global Company's products and services locally and internationally, the agreement further establishes the company as a progressive entity that pioneers joint development projects with regional industry players. Al Dhaheeri said: "Saudi Arabia is one of the most significant and strategic markets in the region. We are pleased to enter the Saudi market through our association with the Al Olalibi Group. The partnership reaffirms ADNOC Distribution Global Company's leadership role in petroleum products supplies and validates customer confidence in our products and services. This agreement also marks a positive step in our efforts to strengthen cooperation among our companies working in the area of petroleum product distribution and service station management in Saudi Arabia." Al Olalibi said: "ADNOC Distribution Global Company holds proven market experience in the management and operation of service stations that are on par with global standards. This alliance will enhance the reputation of our high quality services across key locations in Saudi Arabia. We are keen to develop and expand this partnership in the country through endorsing international best practices in trade, service security, health and safety." As part of its ambitious expansion strategy, ADNOC Distribution Global Company seeks to leverage its unique capabilities and expertise in operating service stations towards growing its regional and global footprint.

http://www.zawya.com/story/ADGC_to_operate_20_service_stations_in_Riyadh_Makkah_Madinah_by_2016-ZAWYA20140612035506/



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