



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,106 Newsy Stuff

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October 20 2014



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AUSTRALIA, NEW SOUTH WALES, ORANGE, OCTOBER 6 2014. CHEMICAL SPILL AT ELECTROLUX FACTORY IN ORANGE, HAZMAT SPECIALISTS MOVE IN

tracey prisk



Chemical Reaction: A team of hazardous material (HAZMAT) removal specialists were brought in to cleaning up a large chemical spillage at Electrolux.

Around 500 Electrolux workers have been told to take the day off after a "significant" chemical spill forced management to close the factory on Tuesday and possibly Wednesday. NSW Fire and Rescue, which is managing the incident, called in a team of hazardous material (HAZMAT) removal specialists to clean up the leak which was detected at 9am on Monday when a security guard arrived for work and found the factory's alarm system activated. The HAZMAT team was expected to work throughout last night to clean up the mess, however it was still unclear whether their work would be completed in time for the factory

to reopen on Wednesday. According to Electrolux's corporate communications spokesman Craig McCarthy the flammable liquid, which contains pentane, had leaked from the factory's cabinet foaming area. Mr McCarthy said early estimates suggest around 1000 litres of chemicals had spilled. "It looks like it had been going for some time," Mr McCarthy said. Mr McCarthy said Electrolux management would attempt to contact workers yesterday although some would not learn of the closure until they presented for work today. Mr McCarthy said no one was injured as a result of the spill as no-one had been on-site since Friday evening. "We're thankful that none of the chemicals have gone down any drains and all of it has been contained in the area," he said. "The HAZMAT team has been tremendous." Canobolas Local Area Command duty officer Peter Atkins said there were around 30 emergency services workers on site yesterday, included a small number of police. "It was fortunate the facility was cleared at the time of the incident and it was contained to one area of the facility," inspector Atkins said.

<http://www.centralwesterndaily.com.au/story/2605795/electrolux-management-unclear-how-long-chemical-spill-will-keep-plant-closed/?cs=103>

USA, MA, BOSTON, OCTOBER 6 2014. TRASH HAULER FINED FOR SOUTHWICK HYDRAULIC FLUID SPILL

A New York-based trash hauling company was fined \$4,500 by the state Department of Environmental Protection for not making timely notification of a hydraulic oil spill by one of its trucks in Southwick. The DEP said County Waste and Recycling of Clifton Park, N.Y. also agreed to retrain its drivers regarding notification requirements. The fine stems from an April 29, 2014 incident, when one of County Waste's trash trucks lost approximately 15 gallons of hydraulic fluid when a hose on the truck failed. The truck was making residential trash pickups on Honey Pot Road at the time of the spill. The company's employees made attempts to contain the spilled oil and contacted a contractor to clean up the lost fluid, but did not notify the DEP or the Southwick Fire Department for several hours. "In this case prompt notification to MassDEP would have ensured earlier cleanup of the spill before a rain event that occurred and spread the oil to a drainage swale adjacent to the roadway," DEP spokesman Michael Gorski said, in a written release. State regulations require notification of a spill event of more than 10 gallons as soon as possible, but no later than two hours after spill.

http://www.masslive.com/news/index.ssf/2014/10/trash_hauler_fined_for_southwi.html

USA, HI, OAHU, OCTOBER 6 2014. HAWAII INDEPENDENT ENERGY WORKS TO CLEAN UP OILY WATER SPILL OFF OAHU

Hawaii Independent Energy was working to clean up spill of oily water from the ocean off Barbers Point Harbor in West Oahu, following a release of ship fuel and water on Sunday from a single-point mooring outside the harbor, officials said. The release of some 1,200 gallons of water mixed with a smaller amount of fuel happened around noon on Sunday during a hose change-out as part of routine maintenance at the mooring about a mile-and-a-half off Barbers Point, Hawaii Independent Energy, a subsidiary of Par Petroleum, said in a statement. The source of the spill was secured, and an oil seen covering three-quarters of a square mile was visible about two miles offshore and heading south, officials said. The company notified the National Response Center, the [U.S. Coast Guard](#) and the [Hawaii State Department of Health](#) and said it has formed a unified command with the Coast Guard and the Health Department to clean up the spill. As of Sunday night, there were five ships on the scene that planned to work through the night. Hawaii Independent Energy said it would conduct an investigation into the cause of the release.

http://www.bizjournals.com/pacific/blog/morning_call/2014/10/hawaii-independent-energy-works-to-clean-up-oily.html



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USA, OK, STILLWATER, OCTOBER 6 2014. FOUR INJURED IN TANKER EXPLOSION AT HORIZON ENERGY >> TWO TAKEN TO LOCAL HOSPITALS BY MEDICAL HELICOPTER

ariana garza



Four people were injured Monday morning in an oil tanker explosion near Stillwater. The explosion happened near Highway 177 and East 80th Street at Horizon Energy. Authorities said two people were taken to hospitals in Oklahoma City and Tulsa by medical helicopter while two others were taken to Stillwater Medical Center with injuries. According to the Stillwater Fire Department, a cause has not yet been identified, but firefighters were told employees of Best Well Services were working on the oil tanker just before the explosion. "At least two of the workers was working on the tanker truck," said Robert Black, chief of training for the Stillwater Fire Dept. "There were two workers within proximity of the truck that were also injured." The explosion

caused significant damage to the building. Witnesses to the aftermath said the explosion was like a quick flash. "I was just sitting in my office all of a sudden I heard a loud boom, it rattled our building, it reminded me of the Murrah bombing in the fact that it shook the whole building and the ceiling tiles shook and dust fell from the ceiling," said Nick Stubbs, owner of nearby Headgear Cap Company. "[We] looked out the front door and all we could see was a big plume of smoke and embers falling from the sky." Ditti Miller, a spokeswoman at the scene for Best Well Services, told KOCO the injured employees were burned in the explosion but one had already been treated and released from a hospital by about 11 a.m. She said the company will investigate the explosion and any further information would come from the Tulsa office.

<http://www.koco.com/news/crews-at-scene-of-tanker-explosion-near-stillwater/28968504>

USA, N.J, WESTVILLE, OCTOBER 6 2014. DRIVER KILLED IN WESTVILLE AFTER CRASHING INTO TANKER TRUCK

mark daniels

 **Watch the Video:**

- [Sky5 Covers Tanker Explosion near Stillwater](#)
- [1 Dead in NJ Crash Involving Tanker Truck, SUV](#)



A driver was killed in Westville Oct. 6, 2014, after slamming into a tanker truck at the intersection of Delsea Drive and Almonesson Road, according to police scanner reports.

A collision between a car and a tanker truck in Westville left one driver dead this morning, according to police scanner reports. Rescuers were alerted to the crash at the intersection of Delsea Drive and Almonesson Road at 3:10 a.m., reporting that a car was underneath a tractor trailer with a male subject trapped inside.

Medics responding to the scene reported the victim dead on arrival, according to scanner reports. Dispatchers say the truck involved was an asphalt tanker that was empty at the time of the crash.

http://www.nj.com/gloucester-county/index.ssf/2014/10/driver_killed_in_westville_after_crashing_into_tanker_truck.html

SA, DE, WILMINGTON, OCTOBER 6 2014. GOVERNOR MARKELL SIGNS THREE BILLS TO HELP SPUR BROWNFIELDS DEVELOPMENT, WHILE SAFEGUARDING DELAWARE'S GROUNDWATER AND PROTECTING PUBLIC HEALTH

On a former brownfield site that's now a WSFS Bank branch location, Governor Jack Markell today signed legislation that enhances the state's capabilities for transforming environmentally-impaired properties while also better protecting public health and groundwater resources from hazardous releases. Joined by the bills' sponsors, Senator David McBride (D-Hawk's Nest) and Representative Debra Heffernan (D-6th District), and DNREC Secretary David S. Small, Gov. Markell signed into law three bills that made changes in lending and liability language to Delaware's **Hazardous Substance Cleanup Act (HSCA)**, the **Underground Storage Tank (UST) Act** and the **Jeffery Davis Aboveground Storage Tank (AST) Act**. The three bills, Senate Bill 198 and House Bills 367 and 368 codify lender liability provisions and clarify what lenders need to do to maintain their liability protection. In addition to making a number of technical revisions to Delaware's HSCA, UST and AST cleanup programs, the bills signed by Gov. Markell ensure that banks and lending institutions are not held responsible for contamination on the site solely because they foreclose or provide the financing on properties that may be contaminated with



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hazardous substances and petroleum products. "These new laws represent continued progress to make Delaware a safer and healthier state for residents and businesses, while promoting safe economic development at previously contaminated sites," said Governor Markell. "To encourage lending institutions to support redevelopment of these sites, we need to ensure that they will not be punished for the pollution that they did not cause. It is the individuals and entities who contaminate our environment who should be held responsible for cleaning up their mess to the greatest extent possible. I thank Senator McBride and Representative. Heffernan for their leadership in ensuring that DNREC continues to have the legal tools needed to protect Delaware's groundwater resources, which are so vital to our environment and economy." The three interrelated bills spearheaded by the two lawmakers also drew praise from the governor as "a collaborative effort involving the business community, industry representatives, legislators, and environmental regulators to protect public health and the environment, especially Delaware's precious drinking water resources." "Historic releases of petroleum products and other hazardous substances have emerged as a major cause of groundwater contamination in the State," said DNREC Secretary David Small. "It's noteworthy that the Governor's signing these bills today at the location of a former service station, where petroleum releases impacted soils and groundwater in the area. As with many complex groundwater contamination sites, this site is still undergoing remediation after almost two decades. Yet through the collaborative effort between a business developer and DNREC's Tank Management and Brownfield Development Programs, the site was safely cleaned up to support redevelopment, bringing new business opportunities and jobs to the Brandywine Hundred area. These new laws support the repurposing of environmentally-impaired properties into safe, viable and thriving business sites."

[The HSCA Bill \(SB 198\)](#) sponsored by Sen. McBride addresses issues raised by the Delaware Bankers Association along with suggestions made for the Governor's Executive Order 36, which called for review and reform of all state regulations for better efficiencies in state government. The HSCA bill codifies lender liability provisions to ensure that banks are not held responsible for contamination on a site solely on the basis of providing financing for its redevelopment. SB 198 also allows DNREC to directly pay consultants working for a brownfield developer, with the developer's consent – in addition to the current system where DNREC reimburses the developer for their payments to the consultant. The bill also makes HSCA enforcement consistent with other Department code and allows DNREC to issue a Secretary's Order, followed by a public hearing (if requested), rather than requiring a hearing prior to issuing an order. Senate Majority Leader McBride championed Delaware's original brownfields bill that passed in 2004, and which he said has succeeded beyond his hopes. A 2010 University of Delaware study found that each dollar invested in brownfields showed a return on investment of \$17.50. "Brownfields are an important, but still underdeveloped resource for Delaware and, for all of us who want to see brownfields converted to new, productive uses, this is an important change in the law. I think we all hope it will encourage more development on these sites," said McBride, who championed the new law. "It will encourage banks to make the loans needed to redevelop brownfields by not holding them liable for contamination and will allow the state to directly pay consultants working with businesses to redevelop these sites."

[The UST Bill \(HB 367\)](#) sponsored by Rep. Heffernan also addresses lender liability in addition to clarifying who is responsible for releases from underground storage tank systems. The other major change is to the responsible party liability provisions by making the responsible parties who benefited from operation of the facility pay for the cleanup. Along with technical edits, the bill clarifies DNREC's right to access a property to confirm suspected releases and allows the Department to require an environmental covenant be placed on a property where residual contamination is left in place that might require additional remediation if the property is converted to another use.

[The UST Bill \(HB 367\)](#) sponsored by Rep. Heffernan also addresses lender liability. In addition the bill ensures that there will always be a responsible party who can be found liable to pay for a release from an underground storage tank. This will save taxpayer dollars and help ensure that the polluter pays for the cleanup. It will also assist in ensuring that abandoned gas stations enter Delaware's successful Brownfields Program. The bill also clarifies DNREC's right to access a property to confirm and clean up suspected releases. Additionally, it enables DNREC to require that an environmental covenant be placed on a property where residual contamination is left in place that might require additional remediation if the property is converted from commercial to residential land use.

"When a gas station owner walks away from a property without removing the underground storage tanks or doing the necessary cleanup, it becomes a problem for the community," said Rep. Heffernan. "Leaking underground storage tanks are still considered a major threat to our groundwater, and vapors from petroleum spills can release carcinogens to our indoor air. In Delaware, we need to do everything we can to hold owners and operators who caused these releases liable for paying for the necessary environmental cleanups."



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[The AST Bill \(HB 368\)](#) also sponsored by Rep. Heffernan provides similar environmental cleanup liability protections for lenders who foreclose on properties that contain ASTs, and also sets forth the criteria and process for lenders to maintain this liability protection. HB 368 also corrects a previous omission by specifying a timeframe for DNREC to file an environmental lien with the Recorder of Deeds.

"I'm very proud of these bills and the quality work of everyone who worked on them," Rep. Heffernan said. "It took a true partnership between the business community, DNREC, and the Attorney General's office to get all of these bills done in one session. I'm glad they were all presented to the legislature together, which allowed us to take a holistic look towards improving how environmental cleanup work is done in Delaware."

<http://news.delaware.gov/2014/10/06/governor-markell-signs-three-bills-to-help-spur-brownfields-development-while-safeguarding-delawares-groundwater-and-protecting-public-health/>

USA, ORE, OCTOBER 6 2014. SALEM GAS STATION OWNER FINED AGAIN

tracy loew

State environmental regulators have [fined a Salem gas station owner](#) \$3,020 for failing to comply with a previous order regarding closed underground storage tanks. It's the second time Jeffrey Sawyer has been fined for improperly closing the tanks at a gas station he owns at 280 Pine St. NE. DEQ requires [underground storage tanks](#) to be certified in order to ensure they are not leaking petroleum or other toxic substances to the environment. After failing to pay annual tank permit fees, Sawyer received a temporary closure certificate. The certificate expired in July 2013, but Sawyer failed to renew it. In February, he was fined \$6,621 and ordered to either apply for a permanent closure certificate; apply for operational status; or apply for an extension of the temporary closure certificate. Sawyer did not respond to the order, DEQ official said. He may face escalating penalties if he continues to avoid responding. The gas station was built in 1964 and has delinquent county property taxes of 31,318, according to the Marion County Assessor's office. Sawyer also owns the adjoining Texaco Food Mart at 2255 Commercial St. NE. It also has a delinquent property tax amount, of \$17,260.

<http://www.statesmanjournal.com/story/tech/science/environment/2014/10/06/salem-gas-station-owner-fined/16815983/>

CANADA, NU, ARCTIC BAY, OCTOBER 6 2014. NUNAVUT GOVERNMENT TELLS NUNAVUT-OWNED FISHERY TO REFUEL IN GREENLAND >> "SEVEN FOREIGN OWNED YACHTS RECEIVED FUEL IN ARCTIC BAY, BUT OUR VESSEL COULD NOT RECEIVE FUEL"



The Arctic Fishery Alliance's Kiviuq I outside of Grise Fiord last month.

The mayor of Arctic Bay says he's frustrated and disappointed with a Government of Nunavut decision not to provide fuel to an Arctic Fishery Alliance vessel this past month. The Arctic Fishery Alliance is owned by community trusts as well as hunters and the trappers organizations in Grise Fiord, Arctic Bay, Resolute Bay and Qikiqtarjuaq. One of its two fishing vessels, Kiviuq I, was recently scheduled to arrive in Arctic Bay following [a two-week exploratory fishing project around Jones Sound and Grise Fiord](#). The AFA said its plan was to have the Kiviuq I fueled in Arctic Bay or at Nanisivik before taking local hunters to Devon Island to harvest muskox and retrieve research equipment that would then be transported to Resolute Bay. But instead, the AFA said the vessel has to take an extra six days to go to Greenland to refuel. "It is

impossible to understand why our vessel, that we are part owners of, could not get fuel either from our tanks or directly from the tanker that was in the area," said Arctic Bay mayor Phillip Kalluk in an Oct. 3 AFA release. "When I asked why, I was told they did not want to short the community," said Kalluk, noting there was seven million litres left in local fuel tanks. "In August, seven foreign owned yachts received fuel in Arctic Bay, but our vessel, which is Nunavut owned and operated and registered in Canada could not receive fuel so it could help our communities. In fact I was told by a government official to send our vessel to Greenland." That trip took six days, Kalluk said, refuelling in Greenland on Sept. 25. Due to the delay, ice conditions then made it impossible to reach Resolute Bay, Kalluk said, and the vessel won't be able to conduct any other exploratory fishery work in Lancaster Sound this year, as was planned. For its part, the Government of Nunavut's Department of Community and Government Services, which oversees Nunavut's Petroleum Products Division, said that it's not equipped to fuel large vessels at seas. "Vessels are aware that there is no vessel refueling services available in Arctic Bay," said a response emailed to Nunatsiag News. "Refueling in Greenland has been common practice for many years." A request to fuel



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at Nanisivik, a 31-kilometre drive away, was declined because road conditions between Arctic Bay and Nanisivik are too dangerous, CGS added. In addition, the GN maintains there was only 2.8 million litres of fuel available in Arctic Bay's tank farm at the time — not seven. "Large sea vessels require large amounts of fuel and often, numerous refuelings," CGS said in its emailed response. "This puts unnecessary pressure on the Petroleum Products Division's capacity and fuel inventories, and puts communities at risk of having a shortfall in fuel supply. Our priority is delivering fuel to the communities." This is the Kiviuq's second year conducting research in the High Arctic. AFA has not previously established an agreement with the GN for fueling in Nunavut communities, although its members say they did not anticipate that a Nunavut-owned company would be turned away. The AFA's other vessel, the Suvak, was tasked this year with fishing part of the territory's turbot quota in the Davis Strait. Given the lack of marine infrastructure in Nunavut, that vessel generally takes fuel at Nuuk, Greenland. But the AFA says it would much rather refuel in Nunavut communities.

http://www.nunatsiaqonline.ca/stories/article/65674nunavut-owned_fishery_told_to_refuel_in_greenland/

AUSTRALIA, QUEENSLAND, PORT DOUGLAS, OCTOBER 6 2014. NEW FUEL SYSTEM AT MARINA



Exxon Mobil personnel remove the giant fuel storage tanks at Reef Marina in Port Douglas.

Customers at the Reef Marina will be filling their vessels' fuel tanks with an extra degree of safety with the installation of a new fuel storage and delivery system. Petroleum giant Exxon Mobil has maintained and operated the Marina's fuel system from its inception, and last week removed the four old below-ground storage tanks. The company dug out two 55,000-litre and one 15,000-litre diesel tanks and one 5,000-litre petrol tanks, which had reached the end of their operational lifespan and installed a new 40,000-litre above-ground double-bunded diesel tank, which delivers fuel through a brand-new double-walled line system complete with electronic leak detectors and a self-serve bowser. Exxon Mobil also carried out a complete remediation of the belowground tank site, finding a minor amount of fuel in the very top layer of the soil around the tanks

attributed to user spillage and no evidence of below-ground leaking. Marina general manager Rob Cruz said the Marina was working with Exxon Mobil and Douglas Shire Council to ensure the new fuel system delivered safer and more efficient operation. "Exxon Mobil has come through and done a very thorough inspection and remediation of the site and they are going to continue that process in the future," Mr Cruz said. "We want to make sure that the Marina is a safe and environmentally friendly environment and obviously updating the fuel system is one of the most important ways we do that."

<http://www.tourismportdouglas.com.au/New-fuel-system-at-Marina.11920.0.html>

POLAND, KATOWICE, OCTOBER 6 2014. COAL MINER MISSING, MANY INJURED, AFTER METHANE EXPLOSION



Emergency services at the KWK Mysłowice-Wesola coal mine.

One coal miner is missing and 31 are in hospital after a methane explosion at a colliery in Mysłowice, southern Poland. The first explosion at the Mysłowice-Wesola coal mine occurred just before 9pm on Monday night. The injured men were taken to various hospitals across the region, including 18 in a critical condition to the CLO hospital in Siemianowice Śląskie. A spokesman said that the injured men have most suffered burns to their respiratory tracts, and seven of the men have had to be attached to ventilators. Meanwhile, rescue efforts for the missing man were hampered by smoke this morning, and before 9 am the bid was suspended, as fears grew of another explosion. Six separate rescue teams, with a combined force of 30 men, have been involved in the search for the missing man. "We know roughly where the employee is located," confirmed chief engineer at the mine Grzegorz Standziak. "We know from conversations with miners who came up from that area," he added. Between 1990 and 2013, Polish coal mine have witnessed 42 methane fires or explosions. As a result of these incidents, 88 miners died, and 117 were gravely injured. The worst single methane-related disaster occurred in November 2006 at the Halemba coal mine in Ruda Śląska, when 26 workers were killed.

Related Stories [Miner Missing after Methane Explosion in Poland](http://www.thenews.pl/1/9/Artykul/183477,Coal-miner-missing-many-injured-after-methane-explosion)

<http://www.thenews.pl/1/9/Artykul/183477,Coal-miner-missing-many-injured-after-methane-explosion>



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NAMIBIA, OKAHANDJA, OCTOBER 6 2014. TRAIN CARRYING FUEL DERAILS >> FUEL WAS LOST.

A Transnamib train carrying fuel from Walvis Bay to Windhoek derailed about 45km from Okahandja yesterday morning. A statement from the company said no one was injured in the derailment which took place between Okahandja and Karibib. The locomotive was pulling 28 wagons of fuel and various other commodities, 17 of which were damaged. TransNamib spokesperson Hippy Tjivikua yesterday confirmed the derailment, saying it was consisted of "112 axles and a net weight of 1 427 tonnes". Tjivikua said the fuel was lost. "Fortunately, there were no casualties but an emergency team is at the accident scene. However, there are permanent damages to the rail infrastructure. We will try to repair the line fast so that our daily operations and service delivery are not affected," he said. Tjivikua also said they were also examining the environmental damage from the fuel spillage. "I must say this is a very serious derailment that has affected [rail] traffic between Kranzberg and Windhoek. The mainline is closed for traffic until further notice," Tjivikua said. Tjivikua also said the cause of the accident is still under investigations, while the estimated cost of the damaged infrastructure is yet to be determined.

<http://allafrica.com/stories/201410061732.html>

USA, MD, BALTIMORE, OCTOBER 8 2014. SMALL PETROL STATION SPILLS TRIGGER "SIGNIFICANT" PUBLIC HEALTH RISKS



Spills at the petrol pump could spell danger for local residents over time

A new study suggests that drops of fuel spilled at petrol stations — which occur frequently with fill-ups — could cumulatively be causing long-term environmental damage to soil and groundwater in nearby residential areas. Few studies have considered the potential environmental impact of routine gasoline spills and instead have focused on problems associated with large-scale leaks. Researchers with the Johns Hopkins Bloomberg School of Public Health developed a mathematical model and conducted experiments suggesting these small spills may be a larger issue than previously thought. "Gas station owners have worked very hard to prevent gasoline from leaking out of underground storage tanks," says study leader Markus Hilpert, PhD, a senior scientist in the

Department of Environmental Health Sciences in the Johns Hopkins Bloomberg School of Public Health. "But our research shows we should also be paying attention to the small spills that routinely occur when you refill your vehicle's tank." Over the lifespan of a gas station, Hilpert says, concrete pads underneath the pumps can accumulate significant amounts of gasoline, which can eventually penetrate the concrete and escape into underlying soil and groundwater, potentially impacting the health of those who use wells as a water source. Conservatively, the researchers estimate, roughly 1,500 liters of gasoline are spilled at a typical gas station each decade. "Even if only a small percentage reaches the ground, this could be problematic because gasoline contains harmful chemicals including benzene, a known human carcinogen," Hilpert says. Hilpert and Patrick N. Breyse, PhD, a professor in the Department of Environmental Health Sciences, developed a mathematical model to measure the amount of gasoline that permeates through the concrete of the gas-dispensing stations and the amount of gasoline that vaporizes into the air. The model demonstrates that spilled gasoline droplets remain on concrete surfaces for minutes or longer, and a significant fraction of spilled gasoline droplets infiltrate into the pavement, as concrete is not impervious. "When gasoline spills onto concrete, the droplet will eventually disappear from the surface. If no stain is left behind, there has been a belief that no gasoline infiltrated the pavement, and all of it evaporated," Hilpert says. "According to our laboratory-based research and supported by our mathematical model, this assumption is incorrect. Our experiments suggest that even the smallest gasoline spills can have a lasting impact." Since the health effects of living near gasoline stations have not been well studied, Breyse says there is an urgency to look more closely, especially since the new trend is to build larger filling stations with many more pumps. These stations continue to be located near residential areas where soil and groundwater could be affected. "The environmental and public health impacts of chronic gasoline spills are poorly understood," says Breyse. "Chronic gasoline spills could well become significant public health issues since the gas station industry is currently trending away from small-scale service stations that typically dispense around 100,000 gallons per month to high-volume retailers that dispense more than 10 times this amount." "In a perfect world, it would be ideal to avoid chronic spills," Hilpert says. "However, if these spills do occur, it is also important to prevent rainwater from flowing over the concrete pads underneath the pumps. Otherwise, storm runoff gets contaminated with benzene and other harmful chemicals and can infiltrate into adjacent soil patches or form stormwater that may end up in natural bodies of water."

<http://www.clickgreen.org.uk/research/trends/125134-small-petrol-station-spills-trigger-significant-public-health-risks.html>



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CANADA, SK, REGINA, OCTOBER 8 2014. AN ACTUAL FIRE AT MOSAIC STADIUM, AS FIREWORKS START A FIRE ON TOP OF THE VIDEO SCREEN

andrew bucholtz



A box of fireworks near Mosaic Stadium's big video screen caught on fire Friday.

...Remember [The Great Mosaic Stadium Fire of 2012](#), and the [t-shirts for those who "survived" it](#)? Well, there was an actual fire at Regina's Mosaic Stadium this weekend, during [Friday's Saskatchewan Roughriders-Calgary Stampeders clash](#), and it also involved the big video screen. Instead of reports of a fire thanks to a burning Yule log image, though, this time around [saw a real fire](#) on top of the northeast endzone's giant video screen when a pyrotechnics box overheated shortly after kickoff and burst into flames. (This has been a bad week for Saskatchewan and fireworks, as the University of Saskatchewan Huskies [caused a massive delay at halftime](#) with their own fireworks

Saturday.). CJME [reports](#) that there was no damage to the screen, which was turned off briefly once the fire broke out. City facility operators were able to put out the fire before it caused too much damage, and then the screen was restored to larger cheers than the Riders' received for their dismal start in this one. This was handled quickly and efficiently, and fortunately, it didn't cause any damage to the screen; that's an expensive piece of electronics. This Maxtron, which [was installed in 2012 as part of a \\$14 million renovation project](#), is 28 feet high by 60 feet wide; that's not cheap to replace, so it's positive that it wasn't damaged in the fire. Stadium staff [decided not to set off any further fireworks](#) (which usually go off after Rider touchdowns) that night, though, which is probably a good call. It might be worth examining what happened here and making sure it doesn't reoccur. Fireworks can be great, but Saskatchewan fans would probably rather see their offence heat up than their video screen.

<https://ca.sports.yahoo.com/blogs/cfl-55-yard-line/photos--an-actual-fire-at-mosaic-stadium--as-fireworks-start-a-fire-on-top-of-the-video-screen-191847052.html>

CANADA, SK, CLAIR, OCTOBER 8 2014. TRAIN DERAILS IN SASKATCHEWAN, OIL TANKER CATCHES FIRE

 **Photo's [18]** [Clean-up of Saskatchewan Train Derailment](#)

 **Watch the Video:** [Freight Train Derails in Central Saskatchewan](#)



Smoke from train derailment east of Saskatoon

A freight train carrying hazardous materials derailed in Saskatchewan on Tuesday, sending plumes of black smoke into the sky. It wasn't immediately clear how many cars jumped the tracks near Clair, about 200 km east of Saskatoon. Police closed a stretch of Highway 5 in both directions and kept people back for several kilometres, fearing toxic fumes. The Transportation Safety Board spokesman Rob Johnston said it was not immediately clear what goods were being transported but said they could include hydrochloric acid, sodium chloride and petroleum distillates, all of which are combustible. He said it appeared about six cars out of 15 were carrying the hazardous materials, while some cars were empty and others were carrying non-

dangerous goods. A team of investigators were en route to the site Tuesday afternoon.

<http://www.sunnewsnetwork.ca/sunnews/canada/archives/2014/10/20141007-144948.html>

USA, WI, RANSOLPH, OCTOBER 8 2014. 1,000 GALLONS OF GAS SPILLED IN FUEL TANKER CRASH >> DEPUTIES INVESTIGATE CRASH ON HIGHWAY 73 IN COLUMBIA COUNTY

About 1,000 gallons of gasoline were spilled when a fuel tanker crashed on Highway 73 in Columbia County early Tuesday morning, according to a release. Around 5:56 a.m. Columbia County sheriff's deputies were dispatched to reports of a fuel tanker semitrailer that had rolled over at Highway 73 and County Road AW in the town of Randolph, officials said. The tanker was holding approximately 8,500 gallons of gasoline and diesel fuel, according to the release. The tanker suffered severe damage and at least two of the compartments on the truck were leaking gasoline. Approximately 1,000 gallons of gasoline leaked out into the surrounding area, officials said. As of Tuesday afternoon, Highway 73 remained closed as crews continue



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to clean up the spill and offload the gasoline and diesel fuel that was not spilled, according to the release. The driver was transported from the scene for injuries from the crash, deputies said. The crash remains under investigation. Columbia County Sheriff's Office was assisted at the scene by Columbia County Emergency Management, Randolph Fire and EMS, Friesland Fire, Divine Savior EMS, Enbridge, Landmark Services, Columbia County Highway, DNR, Wisconsin State Patrol and the Portage Fire Department HazMat Team.

<http://www.channel3000.com/news/1k-gallons-of-gas-spilled-in-fuel-tanker-crash/28994160>

USA, TN, NASHVILLE, OCTOBER 8 2014. TANKER DUMPS THOUSANDS OF GALLONS OF FUEL INTO RICHLAND CREEK

eric t. chaffin

According to [news reports](#), on August 15, 2014, a man driving a tanker truck for Tri Star Trucking pulled out of a fuel depot in Nashville, Tennessee, and overturned on Centennial Boulevard. The driver jumped out and escaped major injury, but the truck hit an unoccupied parked car and dumped about 8,500 gallons of gasoline and diesel fuel onto the road. The tanker later exploded. The fuel leaked into sewer lines, causing subsequent explosions. The Richland Creek Watershed Alliance has since announced plans to file a lawsuit against the trucking company for violating sections of the federal Clean Water Act.

Tanker Overturns Spilling Toxic Fuel

Jason Frizzell, 33, was driving the truck on Interstate 65 when the accident occurred. He later received a citation for failing to exercise due care, as he was found to have been driving at 50-52 miles per hour in a 35 mile-per-hour zone when he went through a curve and caused the truck to roll onto its side. He was also found to have been "inattentive," having admitting to "looking down" prior to the accident. The downed tanker erupted, spilling toxic fuel into underground storm drains that led to nearby Richland Creek. Crews worked quickly to try to contain the leakage by placing environmental booms on the creek. Environmental experts say much of the fuel was absorbed. Fuel vapors caused secondary explosions in some manholes, threatening public safety some distance from the crash site.

Watershed Alliance Plans to Sue

Despite the action to limit contamination of Richland Creek, the Richland Creek Watershed Alliance stated that fuel continues to seep past the booms. Spokesperson Monette Rebecca stated that though the general consensus was that the creek was saved, "nobody knew the truth." The Alliance plans to file a lawsuit against Tri Star Trucking unless federal or state governments take action in the next couple of months.

The "[Channel News 5 Network](#)" stated the Alliance has sent a letter to Tri Star Trucking outlining their plans to file a lawsuit. Rebecca noted that fuel was still visible in the creek days after the crash, and that she had seen and photographed dead wildlife. Tri Star Trucking was cooperating in the clean-up operation.

Highway Fires Frequent Occurrences

The U.S. Fire Administration's "[Topical Fire Report Series](#)" noted that between 2008 and 2010, "an estimated 194,000 highway vehicle fires occurred in the United States each year resulting in an annual average of about 300 deaths, 1,250 injuries and \$1.1 billion in property loss." About one in seven fires that fire departments respond to across the country is a highway vehicle fire—not including tens of thousands of responses to highway vehicle accident sites. Fifty-seven percent of fatal vehicle fires were the result of a collision. Though just who is to blame in this recent Nashville accident is still under investigation, many accidents that result in explosions and fires could have been prevented with proper driver behavior, driver training, and vehicle design. Those who are injured in these types of accidents may be eligible to file a [personal injury lawsuit](#) to recover damages.

<http://westvirginia.legalexaminer.com/tractor-trailer-accidents/tanker-dumps-thousands-of-gallons-of-fuel-into-richland-creek/>

USA, OH, BLOOMINGBURG, OCTOBER 8 2014. SMOLDERING FIRE REPORTED AT VALERO ETHANOL PLANT NEAR WASHINGTON COURT HOUSE

tino ramosmonday

 **Watch the Video:** [Smoldering Fire Reported at Valero Ethanol Plant](#)

Homes were evacuated for a short time due to a fire at the Valero Renewables Plant in Bloomingburg, northeast of Washington Court House. The fire in a silo broke out Monday afternoon and continued into the night. It was still smoldering on Tuesday. The Washington Court House Fire Department evacuated a 1,500-foot area around the plant as a precaution, including several homes. The blaze burned for hours. A special group that specializes in assessing these types of fires was flown in from Texas by the company. Firefighters say they are still not sure what caused the Fayette County fire or how much



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damage it caused. They must wait until they know it is safe to go inside and check out the situation. Workers returned to their jobs at the plant on Tuesday morning. Firefighters remain on standby in case the fire gets out of control, but officials say that's unlikely. No injuries were reported due to the blaze.

<http://www.10tv.com/content/stories/2014/10/06/bloomington-ohio-smoldering-fire-reported-at-valero-ethanol-plant-near-washington-court-house.html>

USA, TX, DORCHESTER, OCTOBER 8 2104. LIGHTNING STRIKE IGNITES OIL FIRE IN DORCHESTER

markie martin

 **Watch the Video:** [Lightning Strike Ignites Oil Fire in Dorchester](#)



A lightning strike was the cause of a big oil fire in one Texoma town early Monday morning. At about 7 A.M., lightning struck a row of oil tanks in Dorchester--resulting in a shocking explosion for nearby residents. "Heard a lightning strike sound like it was real close to the house, and I heard a big boom right after that," said nearby resident Michael Barlow. Barlow is one of several Dorchester homeowners who was startled early Monday morning by a lightning bolt that struck a nearby oil tank off Highway 902. "I mean it felt like an earthquake--it blew and the whole house vibrated and it shook," said Barlow. Another neighbor Joshua Taylor said, "Made a nice big geiser, and you saw this big explosion of a ring of fire going outwards." Grayson County fire marshal

Kevin Walton says this is what the scene looked like on and off for about three hours after the lightning ignited a domino effect on the tanks. "It struck the first tank, which is the tank that's up there, which initiated the other two to catch on fire," said Walton. The tanks are owned by Slawson Exploration Company, but landowner Phillip Wildman says it was his livestock that had him worried. "You know I've got cattle on this place and that's what I was doing, I was looking to see how much of that rained down," said Wildman. "I'm going to have to move my cattle, there's an oil slick on top of the pond." Walton says although nobody was hurt during the explosion, one nearby home was asked to evacuate. His men had to work quickly to conquer the flames. "I think we've put 10,000 gallons of water on there so far," said Walton. Neighbors like Taylor say they're happy the fire was contained, but it was definitely not how they expected to start their week. "Hey, it's not every day you get to witness a lightning explosion," said Taylor. About five different fire crews responded to the oil fire Monday morning. Departments were on-scene until late afternoon, but cleanup crews will be assessing the oil spill for the next couple of days.

<http://www.kten.com/story/26718985/lightning-strike-ignites-oil-fire-in-dorchester>

USA, CT, NEW HAVEN, OCTOBER 8 2014. COAST GUARD TO AID OIL SPILL CLEAN-UP

michelle liu

The U.S. Coast Guard will assist in the cleanup of an oil spill at Mill River in New Haven this week after a report filed by the Connecticut Department of Energy and Environmental Protection alerted them to the slick.

Coast Guard public affairs officer Martin Betts said that Coast Guard Sector Long Island first initiated a response on Sept. 15, which included a preliminary assessment of the nearby former English Station power plant facility. An analysis of the facility, the apparent source of the leak, proved that the site posed a substantial threat to the surrounding environment. "Part of our mission is marine environmental protection, which involves dealing with oil and hazmat from a remediation standpoint," Betts said. "The other thing is this is a waterside facility, so based on our mission, we're beholden to act." According to DEEP spokesman Dennis Schain, because the contamination site is in the middle of an urban area, there is pressure to eliminate environmental and public health risks, as well as to determine if the facility can be placed back into productive use. Schain said the site's soil contamination required the DEEP to issue an earlier cleanup order that was contested by the facility's owners at the time. Schain added that, due to related litigation, that order is still awaiting a decision from a superior court judge. In the meantime, Schain said, DEEP's emergency responders acted upon a report of an oil sheen near a catch basin adjacent to the English Station site. He said the report was filed out of concern that the oil would reach federal waters. An incident news report from the Emergency Response Division of the National Oceanic and Atmospheric Administration's website stated that the Coast Guard contacted the NOAA on Sept. 29 on the possible release of oil and other hazardous substances, and that the sector had requested NOAA aid in the identification of at-risk resources. The cause of incident was listed as discharge/dumping, and 6,000 gallons of various oils were at risk of spill. Betts said that the Coast Guard, the lead federal agency in the cleanup response, has deployed booms to contain any hazardous material that could enter the marine



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environment. The effort is still in an assessment phase. Margaret Miner, executive director of the Rivers Alliance of Connecticut, said that though the spill appeared relatively small, environmentalists have raised concerns regarding pollutants in and around the English Station facility. Additionally, Miner said the spill is still concerning in its effects to the aquatic ecosystem — from fish to insects to birds — as Mill River is one of three important rivers that flow into New Haven. “The Mill River and New Haven Harbor are certainly areas in which many people are working to restore the natural resources and aquatic life to the natural habitat, so any contamination is regrettable,” she said. However, professor of environmental chemistry and environmental engineering Gaboury Benoit said that, although the situation was unfortunate, he did not think it was a serious problem that ordinary petroleum was the main contaminant in the spill. “Oil spills [are] very spectacular and visible so people tend to respond to them,” Benoit said. “If this is limited to the quantity of oil — something that can be stored in a few barrels — then I don’t think this is very worrisome.” Environmental Justice at Yale leader Sarah Lupberger FES ’15 said that she was aware of previous successful efforts by local environmental organizations to prevent English Station from reopening a few years ago. Lupberger also said that pollution from plants like English Station would have a greater effect on poorer neighborhoods, as these communities are less capable of objecting to the use of nearby land for purposes such as that of power plant facilities. The English Station facility is currently owned by Asnat Realty LLC and Evergreen Power LLC.

<http://yaledailynews.com/blog/2014/10/07/coast-guard-to-aid-oil-spill-clean-up/>

NORWAY, OSLO, OCTOBER 8 2014. STATOIL PREPARES TO LAYOFF ANOTHER 500 WORKERS AS TOTAL CUTS APPROACH 2,000



Norway’s Statoil will be eliminating another 500 jobs in an effort to cut costs and boost efficiency. The newly announced cuts come on the heels of recent reports that Statoil could be laying off or shifting as many as 1,400 employees. The new round of job cuts is expected to affect offshore workers, Energy Voice said. The company has reportedly started layoff negotiations with employee groups. Statoil did not comment on its plan to reduce staffing. The company’s profits fell by 12 percent in July as output dipped due to maintenance work and asset sales. Statoil has been slashing capital spending, shelving projects and reducing output targets this year in an effort to stem costs and increase dividends. The cutbacks have reverberated throughout the Norwegian energy sector, triggering layoffs at services and engineering firms operating in the country. Last month, Norway-based services company Aker Solutions cut 250 jobs while Bermuda-based North Atlantic Drilling reportedly prepared to slash 250 positions as both companies were hit by Statoil’s cutbacks.

<http://petroglobalnews.com/2014/10/statoil-prepares-to-layoff-another-500-workers-as-total-cuts-approach-2000/>

CANADA, SK, CLAIR, OCTOBER 8 2014. CANADIAN TOWN EVACUATED AFTER TRAIN CARRYING DANGEROUS GOODS CATCHES FIRE

Hazardous materials crews are en route to derailment site in Saskatchewan after petroleum distillate spills from two train cars

 **Photo's [3]** [Train Carrying Dangerous Goods Derails, Bursts into Flames](#)

 **Photo's [2]** [Train Derails in Canada, Catches Fire](#)

 **Photo's [10]** [Major Train Derailment & Fire near Wadena, Sask.](#)



A Canadian National Railway Company train that derailed near Clair, Saskatchewan, and was carrying dangerous goods catches fire.

A Canadian National Railway Company freight train carrying dangerous goods has derailed in central Saskatchewan in Canada and has caught fire. The Saskatchewan government said Tuesday the derailment happened near the small community of Clair, which is being evacuated. A highway has been closed in the area. Provincial officials said hazardous materials crews were en route. CN spokesman Jim Feeny said the fire is coming from petroleum distillate, which spilled from two of the derailed cars. “The cars of concern contain petroleum



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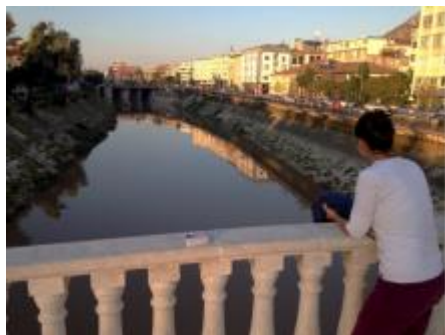
distillate. They spilled and that is the source of the fire," Feeny said. Feeny said the crew is not injured, but said they have reports from the local authorities that some nearby residents in the rural area have been evacuated. He said the train was made up of three locomotives pulling 100 cars and that 26 of them derailed Tuesday morning. He said 60 of the cars were empty and 40 were carrying goods. A witness told a local radio station that the flames are at least 30 meters (100ft) high. Canada's Transportation Safety Board said it is deploying a team of investigators to the site. An oil train exploded and killed 47 people in Quebec last year.

Related Stories

- [Train carrying dangerous goods derails, bursts into flames](#)
- [Derailed CN Rail train in Saskatchewan carrying dangerous goods - TSB](#)
- [Freight train carrying dangerous goods derails in Canada -](#)
- [Train derailment near Wadena leads to fire, explosions](#)
- [Massive fire after train derails in central Saskatchewan](#)

<http://www.theguardian.com/world/2014/oct/07/canadian-town-clair-evacuated-train-fire>

TURKEY, HACIPASA, OCTOBER 8 2014. TURKEY CRACKS DOWN ON OIL SMUGGLING LINKED TO IS



Sevda, a 22-year-old waitress in a brown apron, recounts how she made a small fortune running smuggled diesel from a village on Turkey's wild and dangerous border with Syria. But the days when she could earn 20 times her salary waiting tables came to an abrupt end several months ago when police arrested her and slapped her employers with a massive fine. The smuggled fuel came from oil wells in Iraq or Syria controlled by militants, including the Islamic State group, and was sold to middlemen who smuggled it across the Turkish-Syrian border. Western intelligence officials have alleged that Turkey is turning a blind eye to a flourishing trade that strengthens the Islamic State group, and Secretary of State John Kerry has called on Turkey to do more to stem the trade. Analysts estimate that the Islamic State group gets up to \$3 million a day in revenue from oil fields seized in Iraq and Syria. But in about two dozen interviews, Turkish authorities, smugglers and vendors along Turkey's 900-kilometer border with Syria paint a remarkably similar picture: Oil smuggling was a booming business until about 6 months ago, when Turkish authorities ramped up a multi-layered crackdown that has significantly disrupted the illicit trade. Many of those interviewed, including Sevda, gave only their first name or asked for anonymity out of fear of reprisals by authorities or smugglers, who believe that reports in the Turkish news media led to the crackdown. Turkish authorities say they have beefed up border controls, arrested dozens of smugglers and have gone after consumers with an extensive stop-and-search operation on Turkish highways where fuel tanks are tested for smuggled oil. The AP accompanied police on a tour of anti-smuggling measures in Hatay province, which has been the main smuggling conduit, observing new checkpoints and border patrols. Turkey says it seized nearly 20 million liters of oil at the border in the first 8 months of this year, about four times as much as in the same period the year before, while illicit fuel discovered on consumers has dropped considerably. At the peak of Turkey's oil smuggling boom, the main transit point was a dusty hamlet called Hacipasa on the Orontes River that marks the border with Syria. Hacipasa has been a smuggling haven for decades, authorities and residents say. As in other border towns, many families straddle the frontier and trade commodities like sugar and cigarettes back and forth without customs controls. But Syria's civil war and the capture of oil wells by Islamic State militants opened a giant market that made moguls out of some locals. "Some people multiplied their wealth a thousand fold in a few months," says a local gas station owner who declined to be named. Over tea in his immaculate office, the chain-smoking man who has spent his life along the border says he witnessed the boom and the bust of the smuggling business. As smuggling took off last year and cheap has from across the border became readily available, 80 percent of his legal diesel business disappeared, he said. Since Turkey launched its crackdown, most of it has come back and business is now only 20 percent off what it used to be.

<http://www.saukvalley.com/2014/10/06/turkey-cracks-down-on-oil-smuggling-linked-to-is/albjcy4/>

USA, HI, HONOLULU, OCTOBER 8 2014. NAVY LOOKING TO UPGRADE JET FUEL TANKS IN RED HILL

 **Watch the Video:** [Navy Looking to Upgrade Jet Fuel Tanks in Red Hill](#)

The Navy is looking to upgrade jet fuel tanks in Red Hill to help prevent future leaks. In January, 27,000 gallons of jet fuel leaked from a tank at the Red Hill underground fuel storage facility. On Tuesday, the Red Hill task force met, and Navy officials



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talked about putting double-wall protections inside the tanks. "We're really doing our very best to extend the service life of these tanks through an aggressive way, but also implement technology so folks can rest assured that their water will remain safe here in the Pacific," said Capt. Mike Williamson of Naval Facilities Engineering Command. "The same standards that we require of the neighborhood gas station should be applied to these huge tanks," said Gary Gill of the Hawaii Dept. of Health. "It's never been done before, but it needs to be done." The task force will meet again next month and will discuss their report to lawmakers for any further action.

 **Related Stories** [Navy begins construction on 2 groundwater monitoring wells in Red Hill](http://khon2.com/2014/10/07/navy-looking-to-upgrade-jet-fuel-tanks-in-red-hill/)
<http://khon2.com/2014/10/07/navy-looking-to-upgrade-jet-fuel-tanks-in-red-hill/>

USA, PA, TIOGA COUNTY, OCTOBER 9 2014. DEP SEEKS \$4.5 MILLION RECORD FINE AGAINST EQT FOR IMPOUNDMENT LEAK

katelyn ferral

State regulators are aiming to levy a record fine against another shale gas company for leaks in its wastewater ponds. Pennsylvania's Department of Environmental Protection announced Tuesday that it has filed a civil complaint, seeking to fine Pittsburgh-based EQT Production Co. a record \$4.5 million for a 2012 impoundment leak in Tioga County. If the state Environmental Hearing Board approves the fine, it would be the largest given to a shale gas driller in the state. The Attorney General's Office is investigating the unit of EQT Corp. for the impoundment leaks and charged the company with two counts of polluting waters and one count of disturbing waterways. The misdemeanor charges each carry a \$5,000 fine. State officials claim EQT has not cooperated during the investigation and knowingly put fracking wastewater into ponds permitted only for freshwater. "EQT fails to recognize the ongoing environmental harm from the significant amount of waste released by its leaking 6 million-gallon impoundment," said Dana Aunkst, acting DEP secretary. EQT hit back, arguing in a news release that it tried to work with state authorities and disputing the state's interpretation of Pennsylvania's Clean Streams Law. The company filed a complaint against the state last month when it was unable to settle its liability case in the Tioga County impoundment leaks. Lewis Gardner, EQT's attorney, criticized the \$4.5 million fine in light of ongoing settlement negotiations. "It is an utter waste of EQT and taxpayer resources for the parties to follow the usual administrative process while this fundamental legal issue is left unresolved by the courts," he said. Company spokeswoman Natalie Cox declined to comment on details of the case. The complaint highlights questions about the industry's ongoing use of impoundment wells to store water used in hydraulic fracturing, or fracking. Fracking requires between 3 million and 5 million gallons of water, much of which returns to the surface laden with salt, heavy metals, and chemicals used in the fracking process. "I think there's another question to look at, to say, 'How and when are pits appropriate?'" said Davitt Woodwell, president of the Pennsylvania Environmental Council. "If they are, you need at least this standard of double liners and leak protection." Last month, the state fined Ft. Worth-based Range Resources Corp. \$4.15 million for leaks in impoundment ponds in Washington County, prompting the company to invest in technology to make its wastewater ponds more leak-proof. The company employs double-liners and a computerized leak-detection system. Environmental advocates dislike open-air impoundments, despite advances in technology. "Open-air impoundments, in general, are always going to have problems," said Myron Arnowitt, director of Clean Water Action in Pennsylvania. "There's no system without risk, (but) a closed-loop system that utilizes tanks is much better technology than digging a hole in the ground and putting down a plastic liner." According to the state, EQT applied for a permit to store fresh water in its impoundment in Duncan Township. After construction finished in 2011, the company instead stored flowback water from Marcellus drilling sites, the agency said. When inspectors detected elevated levels of chlorides — naturally occurring salts — in the impoundment, the company continued to add flowback water to it, according to the state. EQT said it notified the state immediately upon discovering leaks in 2012 and has worked with officials since. The company said it removed contaminated soil related to the leaks and that sampling by an independent party shows it meets state standards. The state claims that although the level of wastewater that was leaked is unknown, surface and groundwater show contamination. Monitoring and inspection of EQT's impoundment has cost the state \$112,296, DEP said.

<http://triblive.com/news/adminpage/6924316-74/state-dep-impoundment-axzz3FVhFTInR>

USA, WASHINGTON DC, OCTOBER 9 2014. EPA INCREASES PUBLIC ACCESS TO CHEMICAL DATA

laura barron-lopez

The Environmental Protection Agency moved on Tuesday to increase the amount of data made available to the public on regulated chemicals. The changes are being made to its "one-stop online tool" called ChemView, the agency said, which provides information on chemicals regulated under the Toxic Substances Control Act (TSCA). "In the absence of Treform, EPA



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is moving ahead to improve access to chemical health and safety information, and increase the dialogue to help the public choose safer ingredients used in everyday products," said James Jones, assistant administrator for the Office of Chemical Safety and Pollution Prevention. "The additional data along with a customer satisfaction survey will make chemical information more readily available for decision-makers and consumers," Jones added. The new functions include improving the display and content for the reporting tool, and new links to pollution prevention information. The database will also include information on consent order, and new use rules for new and existing chemicals. The federal government and Congress has come under mounting pressure to act on TSCA reform after a recent chemical spill in West Virginia, which left communities without clean water for days. Environmentalists have also recently urged the EPA to set more stringent time limits on information deemed "confidential" by the chemical industry. Green groups argue that while the EPA and others are waiting for TSCA to be reformed, the agency should place on limit confidentiality claims to increase public access to what they consider important information that could improve the health of people across the U.S.

<http://thehill.com/policy/energy-environment/220016-epa-increases-public-access-to-chemical-data>

SAUDI ARABIA, SABYA, OCTOBER 9 2014. FUEL TANKER CRASHES INTO REPAIR SHOP

A fuel tanker crashed into a repair shop after the driver lost control on Jazan-Sabya Highway, said Civil Defense acting spokesman Lt. Raad Al-Rayani. Miraculously, no one was injured even the driver, whose vehicle overturned because of the crash. Civil Defense firefighters controlled the situation immediately and prevented fuel from leaking to nearby places. The Saudi Electricity Company Jazan branch was asked to cut off power in the neighborhood of the accident site because there was a high-voltage station in the vicinity of the repair shop. Fuel was emptied into another tanker while the driver was arrested.

<https://en-maktoob.news.yahoo.com/fuel-tanker-crashes-repair-shop-075201704.html>

AUSTRALIA, VICTORIA, MELBOURNE, OCTOBER 9 2014. COOTES TRANSPORT FINED FOR SAFETY BREACHES AFTER FATAL TRUCK CRASH INQUIRY



The Cootes fuel tanker that exploded on Mona Vale Road, Sydney, last year, killing two people.

Trucking company involved in last year's fiery crash in Sydney fined \$50,250 after pleading guilty to 67 road safety charges. A trucking company involved in a fatal tanker crash in New South Wales last year has been fined more than \$50,000 for safety breaches in Victoria. Cootes Transport Pty Ltd pleaded guilty to 67 road safety charges after VicRoads and Victoria Police found 139 major defects in the company's Victorian fleet. VicRoads said the company came under scrutiny in October last year after the tanker crash in northern Sydney. Two people were killed and five were injured when the Cootes Transport tanker rolled

on its side, burst into flames and collided with several cars at Mona Vale. The company was ordered to pay more than \$500,000 in fines and legal costs after the crash. For its breaches in Victoria, the Melbourne magistrates court on Wednesday fined the company \$50,250. Cootes Transport said in a statement it had improved the standard of its fleet. "All servicing and testing procedures have been upgraded and we continue to work closely with the VicRoads and independent certifiers to continue to ensure the integrity of our fleet," the company said.

<http://www.theguardian.com/world/2014/oct/08/cootes-transport-fined-safety-breaches>

AUSTRALIA, NEW SOUTH WALES, OCTOBER 9 2014. WHEN A PETROL TANKER ROLLS OVER, HOW DO YOU RETRIEVE THE SITUATION WITHOUT CAUSING A BLAST AND FIRE?

 **Watch the Video:** [Truck Driver Rollover Training](#)

The ACT Transport Industries Skills Centre – otherwise known as "Sutton Road", after its Queanbeyan location – runs a nationally-accredited emergency response course teaching basic skills such as earthing and bonding to prevent a spark explosion; drilling through the side of the tanker; and transferring the fuel. The course is also run with involvement from the Canberra and Regions Oil Industry Emergency Response Group (CROIERG) with assistance from the National Bulk Tanker Association. Steve Skinner went along to see how it's done and spoke with course director, Paul Harrison. Keep an eye out for the full story in the October issue of ATN

<http://www.fullyloaded.com.au/news/industry/1410/video-truck-driver-rollover-training/>



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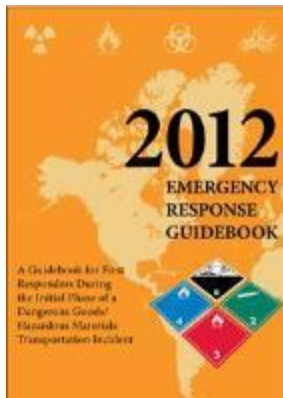
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SCOTLAND, ABERDEEN, OCTOBER 8 2014. OIL RIG EVACUATED AFTER SHIP CARRYING RADIOACTIVE WASTE DRIFTS

An oil platform has been evacuated after a ship carrying radioactive material caught fire and began drifting in the Moray Firth. The MV Parida was transporting a cargo of cemented radioactive waste when a fire broke out in a funnel. The blaze was extinguished, but 52 workers were taken from the Beatrice platform by helicopter as a precaution. By 22:00 on Wednesday, the ship had been towed to a "secure pier" at the Port of Cromarty Firth. Its 15 crew were not harmed during the fire and it was understood the cargo was not damaged. Ministers said the Scottish government was "closely monitoring" the incident. Dounreay Site Restoration Limited has confirmed the waste was from Dounreay, an experimental nuclear power plant near Thurso which is being decommissioned. The material, which was sent to Dounreay from Belgium for reprocessing in the 1990s, was being shipped back to Belgium. The Nuclear Decommissioning Authority (NDA) said the Parida was carrying two containers called flasks each holding three 500-litre drums of intermediate level waste. The NDA said the ship and its cargo had been categorised at the lowest level of safety concern. It described Tuesday night's event as a "marine incident and not a nuclear incident". The coastguard were alerted at about 20:00 on Tuesday as the Danish registered Parida was taking a cargo of radioactive concrete from Scrabster to Antwerp in Belgium. The platform staff were flown to RAF Lossiemouth shortly before midnight. Parida was about seven miles from the Moray Firth platform at the time. Environment Secretary Richard Lochhead said the Scottish government was "closely monitoring" the incident. He said: "Most people, like me, may not be comfortable with the idea of a vessel carrying nuclear waste waiting for a weather window to sail through our waters. "While these vessels are built to cope with extreme weather, if they break down they drift and that is a fact we have to think about here. "It is a serious incident and I think we need to review how we regulate the transportation of nuclear waste in our waters. That is the responsibility of the Office of Nuclear Regulation and I will be speaking to UK ministers about it." WWF Scotland, Comhairle nan Eilean Siar and SNP MSP Rob Gibson have raised concerns about radioactive waste being transported by sea.

http://www.bbc.com/news/uk-scotland-highlands-islands-29531395_story_continues_2

USA, WASHINGTON, DC, OCTOBER 8 2014. CSB RECOMMENDS SAFETY IMPROVEMENTS TO U.S. DEPARTMENT OF TRANSPORTATION EMERGENCY RESPONSE GUIDEBOOK WIDELY USED BY FIREFIGHTERS



The U.S. Chemical Safety Board (CSB) is recommending critical safety improvements to the widely-used Emergency Response Guidebook published by the U.S. Department of Transportation (DOT) for emergency responders to use when confronting chemical fires, explosions and releases of hazardous materials. The CSB noted that while the manual is provided for responders to use in transportation incidents, CSB investigators have found over the years that the guidebook is often used by emergency responders – firefighters, medical technicians and police officers -- dealing with chemical accidents at fixed facilities. However, the CSB found some of the directions given in the manual are vague. The CSB document specifically cited guidebook changes needed for handling ammonium nitrate fires such as the one that led to a [massive explosion at a fertilizer storage facility in West, Texas](#) last year. The CSB recommendations are contained [in a seven-page response to a formal Request for Information \(RFI\)](#) the transportation department issued as it seeks comment on a proposed revision issued on August 29, 2014, an edition scheduled for public release in 2016. The current guidebook was released in 2012. The guidebook – jointly produced with Canada and Mexico and in use in those countries as well – is used across the country by emergency responders who can quickly look up

correct responses to a myriad of chemical accidents. The department's website states that "DOT's goal is to place an ERG in every emergency service vehicle nationwide." CSB Chairperson Rafael Moure-Eraso said, "We have respectfully submitted our comments to the DOT, based on years of our incident investigations, which show that responders are often not aware that this important manual is intended only for responding to chemical releases or fire incidents in transportation accidents, such as railroad tankers or truck-hauled containers, and not fixed facilities. Directions on how to respond to incidents at fixed chemical or manufacturing facilities may be much different." The CSB proposed that the Emergency Response Guidebook (ERG) place a cautionary note at the front of the manual – rather than on page 356 where it is now – to read, in capital letters, "Only intended for use when responding to transportation incidents." CSB Investigation Team Lead Johnnie Banks noted, "The CSB recommended the ERG include additional guidance on where responders can find chemical hazard information in responding to incidents at fixed facilities, such as Material Safety Data Sheets or EPA-required 'Tier 2' information which specifies the chemicals on hand at facilities. We feel responders need to know where to go for data quickly in the heat of battle." The CSB



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found what investigators called “vague or poorly defined terms” in the proposed new guidelines. Where firefighters are told, for instance, to “fight fire from maximum distance,” the CSB recommended DOT specify the distance so firefighters are not left to guess what “maximum” means. The CSB noted the [catastrophic explosion at West Fertilizer](#) resulted in 15 fatalities and over 250 injuries, and that twelve first responders perished while fighting the blaze when the storage facility exploded. The CSB reviewed the DOT guidance in the ERG for ammonium nitrate fertilizer, classified as an oxidizer. Within Guide 140 for a large fire, the guidance states “Flood fire with water from a distance.” In the case of an ammonium nitrate fire similar to West Fertilizer, the CSB response to DOT notes that “flooding the fire with water from an undefined distance could result in serious injuries or fatalities if the ammonium nitrate detonated.” The CSB RFI response addresses in detail the need for additional language in DOT guidance regarding ammonium nitrate fertilizer to consider its “unpredictable and explosive nature” and the “potential for detonation within a very short time frame.”

<http://www.csb.gov/csb-recommends-safety-improvements-to-us-department-of-transportation-emergency-response-guidebook-widely-used-by-firefighters/>

USA, WI, RANDOLPH, OCTOBER 9 2014. CRASH SPILLS 1,000 GALLONS OF FUEL NEAR RANDOLPH

shannon green

A fuel tanker rollover crash early Tuesday shut down Highway 73 for hours near Randolph and caused a spill of an estimated 1,000 gallons of fuel. A 911 call came in at 5:56 a.m. Tuesday about the crash at Highway 73 and Highway AW. The driver was transported from the scene by Randolph EMS for injuries received in the crash. A witness believes the driver of the truck swerved to avoid hitting an animal — possibly a deer — crossing the road, said Pat Beghin, Columbia County Emergency Management Director. The tanker, hauling about 8,500 gallons of gasoline and diesel fuel, was severely damaged, with at least two compartments leaking gasoline. Beghin said the tanker slid along pavement for a long distance, causing heavy structural damage to the tanker. The fuel had to be pumped out before the vehicle was up-righted. Hazmat firefighters, along with EMS from Randolph and Divine Savior in Portage responded to assist with safety at the scene. With crews still working to upright the tanker Tuesday evening, an early estimate is that about 1,000 gallons of gasoline leaked into the surrounding marshy area on the east side of Highway 73. No homes are in the immediate vicinity of the crash, Beghin said. The trucking company is responsible for cleaning up the hazardous spill. The cleanup will begin as soon as possible to contain the spill, Beghin said. “They know they are going to have a pretty good sized cleanup,” Beghin said. Traffic was rerouted around the site of the crash site for several hours as emergency responders cleaned up the scene and offloaded the gasoline and diesel that did not spill. The crash remains under investigation. Responding agencies included the Columbia County Sheriff's Office, Columbia County Emergency Management, Randolph Fire and EMS, Friesland Fire, Divine Savior EMS, Enbridge, Landmark Services, Columbia County Highway Department, the Wisconsin Department of Natural Resources, the Wisconsin State Patrol, and the Portage Fire Department Hazmat Team and Blystone's Towing of Portage.

http://www.wiscnews.com/bdc/news/article_517db2d1-15d1-55da-abb7-abad5f1e2078.html

MEXICO, TAMAULIPAS, ALTAMIRA, OCTOBER 9 2014. MEXICAN POLICE RECOVER 420,000 LITERS OF DIESEL STOLEN FROM PEMEX

Security forces in the northeastern Mexican state of Tamaulipas have recovered more than 420,000 liters (110,960 gallons) of diesel stolen from state-owned oil company Petroleos Mexicanos' pipelines, authorities said. The Tamaulipas Coordination Group, made up of state and federal security forces, said in a statement that the fuel was recovered in three separate operations. The first occurred on Sept. 25 in the town of Altamira, where authorities seized four tanker trucks used to store the stolen fuel and a tractor-trailer and arrested one suspect. A day later, a second operation on the Tampico-El Mante highway led to the arrest of the driver of a tractor-trailer that was towing a tanker truck containing 30,000 liters of diesel stolen from a Pemex pipeline. The most recent operation occurred on Oct. 4 at a residence in the town of Madero, where authorities seized 396,375 liters of stolen diesel, 13 tanker trucks and two cargo trucks. Pemex says fuel theft results in financial losses totaling some \$5 billion annually. Theft of fuel from Pemex pipelines, known in Mexico as “milking,” is common, with both individuals and gangs involved in the illegal activity. A total of 2,523 fuel theft cases were registered in 2013, according to the state-owned oil company. The federal government deployed additional security forces units in Tamaulipas earlier this year and purged law enforcement agencies in an effort to stop a surge in drug-related violence in that northeastern state. Fuel theft via illegal pipeline taps is also common in the Mexican states of Sinaloa, Jalisco, Sonora, Veracruz and Puebla.

<http://latino.foxnews.com/latino/news/2014/10/08/mexican-police-recover-420000-liters-diesel-stolen-from-pemex/>



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CANADA, QC, LAC-MÉGANTIC, OCTOBER 9 2014. LAC-MÉGANTIC CORONER SAYS 47 DEATHS WERE 'VIOLENT, AVOIDABLE'

 **Watch the Video:** [Lac-Mégantic Coroner says 47 Deaths were 'Violent, Avoidable'](#)

 **Document** [Report of one Victim, David Martin.](#)

[He was one of the 27 people found in the rubble at popular bar Musi-Café. The coroner was not able to determine a single cause of death for Martin, or the other victims. However, Clavet said it was likely Martin died quickly.]



Coroner Martin Clavet makes recommendations for 'a better protection of human life'

Lac-Mégantic coroner says 47 deaths were 'violent, avoidable' The Quebec coroner who investigated the deaths of 47 people in the Lac-Mégantic, Que., train disaster last year says their deaths were "violent" and "avoidable." Forty-seven coroner's reports — one on each person who died — were released on Wednesday, closing an important chapter for the families and friends of those who died. The reports describe the circumstances of each person's death and the condition of each body. The victims of the July 2013 explosion were mostly identified by DNA samples and dental records Each of the coroner's reports said,

translated into English from French, "This is a violent death. This death was preventable, or avoidable." Quebec coroner Martin Clavet also published a series of recommendations. "It seems essential to me to make the following recommendations for a better protection of human life," Clavet wrote. His recommendations mirror those of the Transportation Safety Board, which conducted an extensive investigation into the Montreal, Maine and Atlantic Railway derailment. The train was carrying 72 cars of crude oil when it derailed and exploded in the heart of the tiny Quebec town of Lac-Mégantic. In his reports, Clavet said new rules approved by Transport Canada in December 2013 didn't go far enough in instructing how many hand brakes needed to be applied for all rolling materials left unsupervised. His recommendations to Transport Canada include clear regulations about the number of hand brakes needed in accordance with the train's weight, the material on board and the angle of the track, as well as a protocol to test the brakes before leaving the rolling vehicle. Clavet also made similar recommendations to the Quebec Transport Ministry.

Related Stories

- [More on the TSB's findings](#)
- [Lac-Mégantic train engineer's emergency calls released](#)
- [Grieving town of Lac-Mégantic consoled by memorial mass](#)
- [Rail companies fight new rules to prevent crew fatigue](#)
- [Lac-Mégantic engineer, 2 others won't face more charges](#)
- [Lac-Mégantic tragedy made communities 'open their eyes' about rail safety](#)
- [Deadly train disaster still haunts people of Lac-Mégantic](#)
- [Lac-Mégantic engineer, 2 others won't face more charges](#)
- [Lac-Mégantic tragedy made communities 'open their eyes' about rail safety](#)
- [Deadly train disaster still haunts people of Lac-Mégantic](#)

<http://www.cbc.ca/news/canada/montreal/lac-mégantic-coroner-says-47-deaths-were-violent-avoidable-1.2792240>

BULGARIA, GORNI LOM, OCTOBER 9 2014. EXPLOSION IN BULGARIA CAUSED 15 DEATHS

rita teglas



It is believed that at least 15 people (thirteen men and two women) have lost their lives in the [devastating explosion](#) which took place north of the Bulgarian capital in an explosives factory. Rescue workers were not able to enter the site until Thursday, because there were still risks of of secondary explosions. However, during Wednesday night, interior ministry officials visited the area. Their conclusion was that there is no sign of anyone still alive. The explosion took place at around 17:00 p.m. on Wednesday and a second explosion was reported at 21:45. During the explosion, stockpiles of ammunition, belonging to the Bulgarian army were destroyed. There are sources saying that there were

some explosives from Greece involved, as well. The factory was located 75 miles north of the Bulgarian capital, Sofia. Three



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female employees who happened to be near the factory at the time of the explosion were injured and rushed to the hospital. What might have caused the explosion is still unknown. There are however reports saying that 10 tons of highly explosive chemicals had been stored inside the factory. Nikolay Nikolov, civil defense force director declared: "The blast was so powerful that it left craters". He also added that the most likely cause of the explosion is human error. The government is preparing a team to be sent in the area where the explosion took place. The team will be highly equipped; it will enter the explosion site with an armored auto vehicle. Also, drones are going to be sent to fly over the area, in order to survey and provide more information. It might be a difficult mission, since the factory was practically reduced to ashes. These explosions are not the first one to take place in the area. Back in 2007 and 2010, there were other two similar explosions. During both of them, people got severely injured. In the 2010 explosion, two of the plant's units were completely brought to the ground by the blast. Bulgaria declared Friday a national mourning day for the country and since elections were being held on Sunday, one of the candidates even decided to mute his campaign as a sign of respect and mourning for those who had lost their lives in the explosion.

Related Stories

- [Bulgarian Munitions Factory Blast Kills 15](#)
- [Bulgaria Factory Explosion Leaves 15 Missing And Most Likely Dead](#)
- [Bulgaria: The Country of Explosions](#)
- [Fifteen Dead after Bulgarian Ammo Plant Explosion](#)
- [Bulgaria: Blasts in Explosive Plant Kill 15](#)

<http://www.iknowtoday.com/2014/10/08/explosion-bulgaria-caused-15-deaths/>

NEW ZEALAND, TAURANGA, OCTOBER 10 2013. FUEL SPILL CLOSES FORECOURT

letitia atkinson



Firefighters clean up at the Z service station on 15th Ave last night.

Z service station on 15th Ave was cordoned off for a short time overnight as Tauranga Fire Brigade deal with a fuel spill on the forecourt. The brigade was called to the petrol station about 9.10pm. Tauranga Fire Brigade senior station officer Len Sabin says about eight litres of fuel had been spilt. "We cordoned off the forecourt because we didn't want any hot engines sitting over the fuel vapour. "Most of the fuel had evaporated when we got there." Firefighters hosed the remainder of the fuel down before reopening the forecourt.

<http://www.sunlive.co.nz/news/84403-fuel-spill-at-service-station.html>

USA, HI, HONOLULU, OCTOBER 10 2014. NAVY BLAMES CONTRACTOR FOR RED HILL FUEL LEAK >> MILITARY POISED TO BEGIN RECOVERY OF LEAKED FUEL

catherine cruz

 **Watch the Video:** [Navy Blames Contractor for Red Hill Fuel](#)

A state task force pressing for answers about the massive fuel spill and its cleanup heard the military point to shoddy work and lack of oversight by its contractor. "The tank didn't fail because of the lining. The tank failed because of we believe, poor workmanship and breakdowns in the quality control," said Capt. Mike Williamson, chief engineer for the Pacific Region Command. But Williamson also admitted to the task force members that perhaps the Navy could have minimized the January leak if it had a better system of filling the tanks in place. "In this particular case could we have caught this and reduced the 27, gallons and yes, there is a possibility we could have," Williamson said. Williamson the navy is looking at changing the tank filling protocols possibly mandating checkpoints at various levels. The military said it suspects some of the fuel is stuck between the steel of the tanks and the concrete surrounding the tanks. "I hope to report to you as soon as we find anything the extent of what we are finding and what we are able to recover," said Williamson. In about two weeks, the Navy contractor will drill a dozen hole to try and recover what it can of the 27,000 gallons that has spilled. "We have never recovered a drop from that, it's still a calculated number."Gill said. Gill told KITV while he's glad the military is finally moving to recover the fuel he added, it was something the state suggested from the get go. The city and state are still at odds with the military over how



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many additional monitoring wells should be added. The navy has begun work on two--one which could be operational at the end of the month. The state and city want at least six. "Two wells is a start, but we don't believe it's adequate to characterize the size of the facility with the 20 tanks," said Ernie Lau, chief engineer for the Board of Water Supply. There are lingering questions about the history of spills and where the fuel may have migrated to. There were at least two spikes in levels of petroleum contamination in a monitoring well just under tank 5. One was in 2008 and another at the beginning of the year. "We don't know for sure what caused the spike in January we suspect, with a lot of certainty it was because more fuel got into the ground, but we don't know absolutely for sure until we complete our site characterization," The site characterization appears to be a sticky issue. The Board of Water Supply wants a big picture assessment because of the history of spills, but the navy is focusing only on tank 5 which may not bode well for the phasing in of any more wells. The military is discussing additional measures like double-lining the tanks, but William said even that could take 20 years to complete.

<http://www.kitv.com/news/navy-blames-contractor-for-red-hill-fuel-leak/29003164>

USA, S.C, MYRTLE BEACH, OCTOBER 10 2014. AVX CORP. AGREES TO PAY PROPERTY OWNERS \$1.2 MILLION TO SETTLE GROUNDWATER POLLUTION LAWSUIT IN MYRTLE BEACH

david wren

Electronics manufacturer AVX Corp. will pay \$1.2 million to the owners of 42 properties in Myrtle Beach where groundwater contaminated by the toxic degreaser trichloroethylene was discovered, according to a preliminary settlement approved this week by a circuit court judge. AVX used the degreaser --- commonly known as TCE and used to clean machinery --- for decades and state regulators have said the groundwater pollution migrated from the manufacturer's property to the surrounding neighborhood, but the company did not admit any liability in the agreement. The agreement --- which comes nearly seven years after a class-action lawsuit was filed against the company --- still needs the approval of property owners, who will have a chance to voice their feelings during a court hearing Dec. 8 in Conway. The agreement also comes at a time when significant progress is being made to clean up the pollution. Kurt Cummings, AVX's chief financial officer and spokesman, could not immediately be reached for comment. Gene Connell, the Surfside Beach lawyer who filed the class-action lawsuit on behalf of property owners, called the agreement "reasonable" and said it could put an end to litigation that promised "to go on for several more years." Marjorie Hewitt, who owns two pieces of property in the contaminated area, told The Sun News she was surprised by the agreement. "I was starting to think we weren't going to get anything," Hewitt said, referring to the drawn-out court battle. "I've followed the case for so long and kept all the newspaper clippings. It's a good deal if I get something." A drainage ditch from AVX that emptied into Withers Swash cut through the middle of Hewitt's property and Hewitt said she and her husband, Steve, often wondered whether the ooze that made its way through their land was dangerous to their children, pets and vegetable garden. Hewitt said her husband and father-in-law, who also lived in the contaminated area, both died of cancer, but she "can't pinpoint any one cause." "You don't put the blame on anyone, you just go on with your life," she said. The proposed agreement calls for \$510,000 to be divided among the property owners, with some individuals owning multiple properties within the contaminated area. The remaining \$690,000 would go to pay lawyers' fees and costs related to the complex litigation. Connell said the case involved more than 1 million pages of documents, 50 depositions and more than 2,800 hours of work. In addition to dismissing the class-action lawsuit, the agreement would bar all future claims against AVX by the property owners. Judge Larry Hyman gave preliminary approval to the agreement on Monday --- the same day that he reduced the number of property owners covered by the class-action lawsuit by about 80 percent. Connell had argued that the contamination spread from the AVX site to 5th Avenue South, a stretch that included more than 200 parcels including a mix of residential and commercial properties. AVX pointed to evidence from its groundwater testing and the S.C. Department of Health and Environmental Control that showed the contamination was confined to a roughly six-block area between AVX and 11th Avenue South headed toward Withers Swash. Although property owners outside of that boundary are not covered by the class-action lawsuit, they can bring their own claims against AVX, the judge ruled. Individuals within the contaminated area contend the pollution has reduced their property values. AVX lawyers have said there is no evidence property values have been impacted and pointed to real estate that has sold at fair market value since the contamination was publicized. AVX is spending \$8 million to clean the contamination through a process called enhanced reductive chlorination, in which a substance similar to molasses is injected into the groundwater. The molasses-like mixture creates bacteria that eat the TCE, breaking it down into harmless matter. A groundwater test report in July shows there have been "substantial decreases" in TCE levels in several areas during the nearly two years since the cleanup process began. For example, groundwater from a monitoring well that recorded TCE levels of 50,300 parts per billion in 2003 shows levels of 183 parts per billion two years after treatment started. Groundwater from an extraction well that recorded TCE levels of 89,000



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parts per billion in 2003 has been reduced to 10 parts per billion. A part per billion is a scientific measurement that represents the concentration of something in water or soil. One part per billion is equivalent to a pinch of salt in 10 tons of potato chips or one sheet in a roll of toilet paper stretching from New York to London. The U.S. Environmental Protection Agency has set a maximum safe limit of five parts per billion for drinking water. Although the groundwater near AVX is not used for drinking water, it must be cleaned to that standard to meet state and federal regulations. AVX has estimated it will take about five years to reduce TCE levels in the groundwater to EPA standards. The proposed agreement with property owners brings a close to nearly all of the legal action that followed the disclosure in 2006 that AVX had polluted groundwater beyond its boundaries in Myrtle Beach. The last remaining issue is before the state Supreme Court, which has yet to rule on whether owners of property outside the contamination area can sue AVX because stigma from the nearby pollution has damaged their property values. The court heard arguments in that case in January. AVX in 2011 settled a separate lawsuit with adjacent property owner Horry Land Co., which also claimed its property values had been ruined by the contamination. The terms of that settlement are confidential, but property records show AVX bought the 21.5-acre Horry Land site for \$4.6 million. A third contamination lawsuit --- filed by a family that wanted to develop a condominium project near the manufacturer --- ended in August 2013 when a jury awarded \$750,000 to JDS Development. Both sides later agreed to vacate the judgment in favor of a confidential settlement. Also in 2013, a federal appeals court upheld a lower court's ruling in which AVX was found to be solely responsible for the groundwater contamination in Myrtle Beach, dismissing the manufacturer's claims that the ruling was based on testimony from an unqualified expert witness. AVX had claimed some of the pollution might have come from the former Myrtle Beach Air Force Base, which is adjacent to the manufacturer, but Judge Terry Wooten said there is no evidence to support that claim. DHEC had urged AVX as early as 2000 to test groundwater on property adjoining its facility but state regulators backed off after AVX said all of the contamination had been contained on its own land. Testimony during a 2011 trial showed AVX officials knew as early as 1981 that pollution might be spreading from its site to other properties, but the company hid that information from state regulators. The pollution wasn't discovered until 2006, when an adjacent property owner conducted environmental tests in advance of planned development. Although TCE is a health hazard that can cause cancer and other diseases, DHEC does not consider the Myrtle Beach pollution to be dangerous because the groundwater is not being consumed by individuals. State health regulators also conducted soil gas sampling which showed no dangerous TCE fumes were emitting from the ground into nearby homes or businesses. AVX moved its world headquarters from Myrtle Beach to Greenville in 2009, shortly after the TCE pollution became a concern for Myrtle Beach politicians and residents. The company, which is publicly traded, makes ceramic capacitors that are used in the medical, automotive and consumer electronics industries.

http://www.thestate.com/2014/10/08/3732873_avx-corp-agrees-to-pay-property.html?rh=1

USA, CA, SACREMENTO, OCTOBER 10 2014. VIEWPOINTS: CALIFORNIA IS LEADING THE WAY ON OIL REFINERY SAFETY

rafael moure-eraso

California is poised for a major breakthrough in making its [oil refineries](#) much safer for workers and the public. If these changes are adopted – which will require the ongoing commitment of the governor and state regulators – California will lead the nation in preventing tragic accidents that kill workers and endanger nearby residents. As head of the U.S. Chemical Safety Board, the independent federal agency that investigates major chemical and refining accidents, I applaud the proposed regulations released Sept. 9 by the state Department of [Industrial Relations](#). I was in California recently to attend a conference on the regulations, which promise to be a new way of conducting [refinery operations](#) and a national model. The proposed rules would completely revamp and modernize the code for what is called “process safety management” in refineries. They require employers to prevent and eliminate to the greatest extent feasible health and safety risks to employees. As our board has repeatedly noted, most of the current rules tend to encourage paperwork, but don't actually reduce risk. The [draft rules](#) include systematic improvements recommended by the board from our investigation of the August 2012 Chevron refinery fire in Richmond. That fire endangered 19 workers and sent more than 15,000 residents to hospitals when a huge smoke and chemical vapor plume drifted over the city. While the safety board is formally examining the proposed rules, it is already clear to me that California has taken a giant leap forward with the biggest changes proposed since the existing federal regulations took effect in 1992. I give high marks to Gov. Jerry Brown for his steps to protect workers and communities from serious oil refinery accidents. His formation of the Interagency Working Group on Refinery Safety and the important recommendations from its report earlier this year strengthen the case for reform. The key now is to work to complete and preserve these sorely needed rules. According to business insurer Allianz, oil and gas industry losses are the highest of any industrial sector. [Swiss](#)



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Re. a business re-insurer, has determined that the U.S. has three to four times the accident rate of the better-regulated European refinery industry. California has a particular stake in the safety of its aging refineries, where accidents cause [gasoline prices](#) – already among the highest in the nation – to spike. The failure to identify and fix hazards is especially important when refineries are in or near population centers – not only the [Bay Area](#), but [Los Angeles](#). In 2013, the safety board found identical problems at the Chevron refinery in El Segundo, just west of Los Angeles, and the Richmond facility. We found that Chevron repeatedly failed over a 10-year period to apply safer design principles, more effective control mechanisms and upgraded piping in its crude oil processing unit, which was extremely corroded, and ultimately ruptured in Richmond. As we pointed out in our reports, current [safety regulations](#) did not require these preventative measures – a serious regulatory gap. The new rules would require the adoption of safer processes and equipment to the greatest extent feasible. If a company claimed that was not feasible, it would have to fully document why not. In addition, “smaller accidents” or near-misses would have to be investigated by the employer and safety changes instituted to prevent much larger accidents. I trust the proposed safety code will be adopted. When it is, other states and the federal government would do well to enhance their own refinery safety by following California's example.

<http://www.sacbee.com/2014/10/09/6770755/viewpoints-california-is-leading.html>

USA, TX, KILLEEN, OCTOBER 10 2014. GASOLINE FUMES CAUSE 4 BUSINESSES TO EVACUATE



Evacuation: Fire trucks are seen outside a building that was evacuated in Killeen.

Potentially hazardous gasoline fumes caused Killeen firefighters to evacuate at least four businesses Wednesday morning. Initial reports indicated a fire, but responders instead found a strong smell of gasoline in the 440 Shopping Plaza in the 800 block of South Fort Hood Street. The odor was coming from a work crew using gas-powered power tools in one of the businesses, officials said. Firefighters evacuated the workers, as well as employees and patrons from Chau's Cafe, Mar'Tee Gus Beauty and Barber shop, and Quantico Tactical. Fire crews used large fans to blow out the fumes; the evacuees were able to return within the hour, officials said.

http://kdhnews.com/news/gasoline-fumes-cause-businesses-to-evacuate/article_c70e3488-4f06-11e4-b7da-001a4bcf6878.html

USA, TX, OCTOBER 10 2014. CITY OF ODESSA SECOND PLAINTIFF IN XYLENE LAWSUIT

The City of Odessa has been added as a plaintiff in an environmental lawsuit that was filed against a Houston-based company accused of dumping Xylene into the city's sewer system. The pleading was filed Oct. 3 and added the city as co-plaintiff with Ector County, court documents stated. Both government entities have hired environmental lawyer Daniel Ray to file the suit against Roywell Services, Inc. The lawsuit states Xylene was dumped in the sewer system by employees of the Odessa branch of Roywell Services Inc. after they dumped about 90 barrels of the waste into the city's sewer system, the lawsuit stated. City of Odessa employees at the Bob Derrington Water Reclamation Plant reported taking samples on Jan. 16 and Feb. 14, and both times, the levels of Xylene found were higher than federal levels permit, lab reports obtained from the City of Odessa stated. As Odessa and Ector County law enforcement officials did their investigation, an unnamed employee with the company said he saw two employees use a pump to drain the contents of a lined pit —identified as a mixture of acid, chemicals and water — from the property and into a manhole, the lawsuit stated. The mixture that was reportedly dumped into a manhole cover at the property located at 2425 West Interstate 20 was “hot,” and was dissolving caliche rock and dirt. Additional interviews with employees stated that they dumped about 90 barrels of the waste into the sewer system and lifted the manhole cover with company-owned equipment at the direction of one of their managers, the lawsuit stated. An interview with the unnamed manager stated he instructed the employees to dump the Xylene in the manhole cover, the lawsuit stated. A second manager told investigators that the first manager told him that it was only “fresh water,” the lawsuit stated. Additionally, the lawsuit states that some of the chemicals had been leaked into unincorporated parts of Ector County and along the drainage ditch on the north side of Interstate 20. A motion to transfer venues from Travis County to Ector County has been submitted; however, no hearing date has been set for that motion.

http://www.oaoa.com/news/article_be01b37c-4f35-11e4-8711-001a4bcf6878.html



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