



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,098 Newsy Stuff

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USA, MI, KALAMAZOO, AUGUST 30 2014. ENBRIDGE FACES MAXIMUM FINE OF \$86 MILLION FOR KALAMAZOO SPILL

david hasemyer



The company told regulators in a filing it expects to pay at least \$22 million. The EPA, which will assess the fine, is mum. Pipeline giant Enbridge, Inc. has almost finished cleaning up its 2010 spill that sent hundreds of thousands of gallons of heavy crude oil into Michigan's Kalamazoo River. Now the U.S. Environmental Protection Agency must decide how much it will fine Enbridge for causing one of the biggest inland oil spills in U.S. history. Enbridge spokesman Larry Springer declined to speculate on the amount of the fine. But according to the company's [filing](#) with the Securities and Exchange Commission last year, Enbridge expects it will be at least \$22 million. "Discussions are ongoing with the relevant government agencies, and it is premature to discuss negotiations at this time," Springer said. A spokesman for the EPA said the agency would not comment on the fine. Under provisions of the Clean Water Act, Enbridge could be fined as much as \$4,300 for each barrel of oil it spilled into the river. [At one point, EPA estimates indicated that 1,148,229 gallons](#)—or about 27,000 barrels—of oil had

been spilled. The agency's website now says approximately 843,000 gallons were spilled, putting the maximum fine at about \$86 million. In 2011, in what the agency called the [largest per-barrel penalty](#) for an oil spill ever imposed at the time, the EPA fined BP Exploration Alaska, Inc. \$25 million for spilling 5,000 barrels of crude. (A barrel contains 42 gallons.) In that case, two accidents on BP pipelines fouled wetlands on the North Slope of Alaska. "This penalty should serve as a wake-up call to all pipeline operators that they will be held accountable for the safety of their operations and their compliance with the Clean Water Act, the Clean Air Act and the pipeline safety laws," a U.S. Justice Department lawyer said at the time. Earlier this week, the [EPA fined](#) ExxonMobil Pipeline Company \$1.7 million for a 2012 pipeline spill that sent 117,000 gallons of oil into an unnamed tributary connected to Bayou Cholpe near Baton Rouge, La. The EPA typically tries to reach an agreement with an offending company before a fine is announced. [Andy Levine](#), a Philadelphia attorney and former senior assistant regional counsel for the EPA, said the Enbridge case could end up in court if no agreement is reached or the company balks at the final amount. The Enbridge accident closed almost 40 miles of the Kalamazoo River near Marshall, Mich., after Enbridge pipeline 6B ruptured on July 25, 2010. Environmental authorities began opening large segments of the river in 2012 but demanded more cleanup in areas where oil had pooled on the bottom. The spill presented a unique cleanup challenge, because 6B was carrying bitumen, a thick crude oil mined from Canada's tar sands region that is thinned with a cocktail of liquid chemicals to form [diluted bitumen, or dilbit](#). As the chemicals evaporated, the bitumen sank to the river bottom in sticky, marble-sized globs. That meant that conventional cleanup measures designed to clean up oil floating on the surface of the water no longer worked. Enbridge has already spent \$1.2 billion on the cleanup. Earlier this year, the [EPA relinquished its role](#) as the lead agency in the cleanup to Michigan's [Department of Environmental Quality](#) (MDEQ). All that remains of the EPA-ordered cleanup is for Enbridge to finish dredging a section of the Kalamazoo that flows through Morrow Lake, about 36 miles from the spill site. That job is expected to be completed in October. The EPA uses a complex set of guidelines in determining whether to impose sanctions and the amount of the fine. Levine said a clue to the agency's thinking in the Enbridge case might be found in the National Transportation Safety Board's harsh criticism of the company. The NTSB blasted Enbridge in 2011 for a "complete breakdown of safety" in the Kalamazoo spill. It criticized the company for failing to repair Line 6B despite knowing of defects five years before the rupture, including flaws along the section of pipe that burst open. Enbridge also was hit with a [\\$3.7 million civil penalty](#) by the U.S. Department of Transportation. "In some cases there can be an environmental disaster where everything was in order and it just happened," Levine said. "It was an accident that happened not because you violated regulations." But cases where the accident was a result of a company's negligence in not following regulations can trigger stiff penalties, Levine said. "The question EPA will be asking is 'How badly did you blow it based on the regulations?' If, in the course of a disaster, it is determined that a company was not following regulations that can be a major consideration." Another factor the EPA is likely to consider is the severity of the damage—and how responsive Enbridge has been to the EPA's cleanup requirements. "The conduct of Enbridge could be a material driver for or against any enforcement actions," Levine said. "Did Enbridge do everything it was asked or did Enbridge resist? Those will be major factors in determining enforcement action. "You'll see the highest penalties in cases where there is the largest deviation from regulations and maximum harm to the environment."



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Monitoring Will Continue for Years

While punitive measures are being considered, [Steve Hamilton](#), a professor of ecosystem ecology at the Kellogg Biological Station at Michigan State University who served on an EPA advisory committee for the cleanup, said the river has mostly returned to its former state. Aquatic life is teeming and vegetation along the river banks and flood plain is thriving. "My sense is the cleanup is as successful as it could have been," Hamilton said. "Most people wouldn't realize anything had happened if they paddled the river now." Still, Hamilton said it's not possible to say the river is 100 percent healthy, because some oil remains on the river bottom and will likely be there for years. "We don't know whether there will be any residual toxic effects from the oil because we can't get it all out," he said. "So you could see the remnants of this for some time." That means years of study and testing will be needed before the final verdict is reached on any long-term effects of the spill. Even though the EPA is ending its role in the cleanup, Enbridge must continue to meet Michigan's remediation requirements. Nicole Zacharda, an enforcement specialist with the MDEQ's Water Resources Division, said that while the river "looks good," work on wetlands and parts of the river channel could continue for years. "They will do this work under our direction and we will review the results," Zacharda said. The MDEQ also is negotiating with Enbridge over what Zacharda described as a "broad compensation package." She declined to elaborate, saying "there is nothing else I can speak to you about." Enbridge spokesman Springer said the company is working with the MDEA on the final draft of a consent judgment that will outline what remains to be done. "We will have a long-term presence in the area and will continue to work in the best interests of the affected communities and river environment," he said. Since the accident, Enbridge has replaced and enlarged Line 6B from Indiana to Ontario, Canada at a cost of \$1.3 billion. The project faced resistance by landowners angry with Enbridge over its condemnation of their land and some of its construction methods, which the homeowners said were unnecessarily destructive. Enbridge points to the replacement project as evidence of its commitment to improving its operations. In 2011 and 2012 the company spent nearly a billion dollars to assess the safety of its entire 15,000-mile pipeline network in the United States and Canada.

<http://insideclimatenews.org/news/20140828/enbridge-faces-maximum-fine-86-million-kalamazoo-spill>

NEW GUINEA, PORT MORESBY, AUGUST 29 2014. INTEROIL REFINERY AND DOWNSTREAM ASSETS SOLD FOR \$525.6 MILLION

On June 30, 2014, InterOil completed the sale of companies holding its refinery and downstream businesses in Papua New Guinea to Puma Energy Group Pte for \$525.6 million, which included adjustments for cash and working capital. The downstream businesses included the Napa Napa refinery in Port Moresby, 52 service stations, and 30 fuel depots, terminals and aviation sites. The sale ensured the transition to Puma Energy of all InterOil staff in the refinery and downstream businesses.

<http://www.twst.com/update/75650-interoil-corporation-interoil-streamlines-business-in-q2-2014>

INDIA, ANDHRA PRADESH, MACHILIPATNAM, SEPTEMBER 8 2014. 5 DIE OF ASPHYXIATION AFTER CHEMICAL-LADEN VAN HITS LORRY IN ANDHRA

Five persons died of asphyxiation after inhaling poisonous smoke when the chemical-laden van they were travelling in hit a lorry near Andhra Pradesh's Machilipatnam, police said on Saturday. The accident took place during wee hours today when the van, which was delivering tins of chemical phenyl fluoro chloride from Hyderabad to a factory in West Godavari district, on board with 13 people, hit a parked lorry on the highway in Veeravalli village in Krishna district, inspector YV Raman of Hanuman junction circle police station said. Lid of the chemical tins broke when the van rammed into the lorry, causing emanation of poisonous smoke. Four persons died on the spot, while the boy succumbed during treatment at the government hospital in Eluru, he said. Condition of the three other injured is stated to be critical and have been shifted to a government hospital in Vijayawada, he said. All the deceased and victims belonged to Peddipalem and Vemulapalem towns of East Godavari district but their identity is yet to be ascertained, Raman added. Meanwhile, senior police officials visited the spot on Saturday and a case was registered in this regard at the Veeravalli police station, the officer said.

<http://www.hindustantimes.com/india-news/5-die-of-asphyxiation-after-chemical-laden-van-hits-lorry-in-andhra-pradesh/article1-1260903.aspx>

USA, MA, CHARLTON, SEPTEMBER 8 2014. EXCEL RECYCLING PAYS DEP FINE FOR CHARLTON FACILITY

Excel Recycling LLC of South Dartmouth has been penalized \$15,100 by the Massachusetts Department of Environmental Protection to resolve the company's failure to notify MassDEP and conduct timely cleanup actions for a waste oil spill at its Charlton facility. On March 6, 2013, during an unrelated inspection, the Charlton Fire Department observed heavy black oil



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spreading across the company's yard and traced it to several scrap underground storage tanks. The tanks had been brought to the facility to be recycled and should have been empty; however, two of them contained an estimated 150 gallons of waste oil. MassDEP met with the facility operator and Fire Department and determined that a cleanup was necessary. Upon further investigation, MassDEP determined that Excel Recycling had discovered the spill on March 4, 2013, but did not take action or report it to MassDEP until the Fire Department discovered the release two days later. MassDEP oversaw cleanup work. Excel Recycling has revised its facility spill plan, conducted employee training to minimize the potential for accepting contaminated scrap in the future and agreed to the \$15,100 penalty. The company paid \$3,250 of the fine to the Commonwealth, \$9,750 of the penalty was directed toward purchasing spill response equipment for the Charlton Fire Department as a part of a Supplemental Environmental Project, and the remaining \$2,100 has been suspended pending finalization of the SEP and no further environmental violations for a year. "Timely notification of sudden oil releases enables MassDEP to ensure that cleanup response is started as quickly as possible," said Lee Dillard Adams, director of MassDEP's Central Regional Office in Worcester. "The good work done by the Charlton Fire Department made it possible for this release to be addressed as soon as it was, despite Excel's failure to notify us." MassDEP is responsible for ensuring clean air and water, safe management and recycling of solid and hazardous wastes, timely cleanup of hazardous waste sites and spills and the preservation of wetlands and coastal resources.

<http://www.telegram.com/article/20140907/TOWNNEWS/309079997&TEMPLATE=TOWNPORTAL>

INDIA, NEW DELHI, SEPTEMBER 8 2014. 22 WOULD'N'T HAVE DIED IN PIPELINE BLAST HAD GAIL INSTALLED SAFETY FEATURES: PROBE REPORT

amitav ranjan



The fire after the pipeline blast in Nagaram.

Twenty-two people would not have lost their lives in the [Nagaram pipeline blast in June if GAIL India](#) had installed the safety features as promised to the Chief Controller of Explosives (CCOE) while seeking his approval for the project in July 2001, says the government [enquiry report](#) on the incident. In the application submitted to CCOE on July 24, 2001, GAIL committed to set up a gas dehydration unit (GDU) at the start of the pipeline at Tatipaka to strip water and condensate from "wet" natural gas so as to prevent pipeline corrosion and leakage of inflammable condensate and gas in the open. But it did not set up the GDU at Tatipaka, as committed while seeking CCOE permission under

Manufacture, Storage & Transportation of Hazardous Chemical Rules of 1989. "GAIL has apparently flouted the declaration to the statutory authority as well as the declared design basis by not providing GDU at Tatipaka and Mori. Absence of GDU contributed to increasing the internal corrosion rate in the pipeline," says the report received by the Home Ministry on Thursday. "Pipeline was designed on the basis of handling dry natural gas. However, it was being regularly used for transportation of wet gas without taking any additional precautionary measures. Wet gas contains free water, carbon dioxide, sulphur etc which induced internal corrosion in the pipeline," it says. The enquiry committee's finding is that the explosion, followed by a major fire, was due to [leakage of condensate and gas](#) which was probably continuing from the night before the incident. The condensate formed vapour cloud with gas pockets, and triggered a major fire when a tea vendor lighted the stove. "The fire flashed back to the source of leak i.e. at pipe near to the canal, resulting in the bursting and ripping away of the pipe and leading to leakage of huge quantity of hydrocarbon from the pipeline, thereby increasing the intensity of the fire," says the probe report. "Internal incident report of GAIL also suggests that line has been leaking due to internal corrosion because of presence of condensate in the line," it says. Corrosion and leaks were a regular affair and the section between Tatipaka and chainage 5.8 km experienced seven leaks in last two years. But GAIL persisted in operating this line with wet gas, despite being aware of the leaks, and resorted to makeshift repairs by small contractors who would weld clamps, sleeves or pads to cover the leaks. "No inspection was carried out in spite of repeated leaks," says the report. The "lapses observed" section says the "inadequate systems/ approach of GAIL in undertaking repeated repair of these high pressure lines by following temporary measures with the help of clamps/ sleeves/ pads was a factor in this accident". GAIL's lack of concern was despite a September 2010 survey which found debris within the pipeline indicating that corrosion was taking place because of water and condensate. Intelligent Pigging Survey showed that corrosion was concentrated "towards the beginning of the line" but no corrective action was taken. It suggested the use of "an effective corrosion inhibitor" along with operational cleaning/ dewatering pig runs to remove the water and condensate from the pipeline. This too was ignored by GAIL and the rate of



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internal corrosion got increased leading to a number of failures in the initial portion of pipeline. The June 27 fire occurred at chainage 0.5 km and spread over a 50-metre radius, engulfing nearby dwelling units, houses and tea stalls, killing 22 people, including three women and three children, besides injuring 38 others. When contacted, GAIL chairman and managing director B C Tripathi confirmed receiving the enquiry report and said his organisation would pursue the corrective actions suggested by the committee. "We will be filling up all the deficiencies pointed out by the committee. In fact, we have already addressed some lacunae," he said. -

<http://indianexpress.com/article/india/india-others/22-would-not-have-died-in-pipeline-blast-had-gail-installed-safety-features-as-it-had-promised-probe-report/>

BRAZIL, BRAZILIA, SEPTEMBER 9 2014. EX PETROBRAS DIRECTOR IMPLICATES DOZENS OF BRAZIL POLITICIANS IN GROWING CORRUPTION PROBE



The former refining chief of Brazil's state oil company Petrobras has alleged that dozens of the country's lawmakers and top officials took bribes and kickbacks from the state-owned oil giant. Paulo Roberto Costa was arrested in March on suspicion of money laundering. Four months later, police added bribery to his charges. His allegations of bribery among Brazil's top politicians could hurt the reelection bid in October of President Dilma Roussef. She's a former chairperson of Petrobras but hasn't been named in any investigation. Costa, pictured above, is now cooperating with investigators. He has alleged that the lawmakers received three percent commissions on the value of the contracts signed by Petrobras while he served as director of refining from 2004 to 2012. The Brazil government owns 51% of Petrobras. In April, Brazil's senate launched an investigation into allegations that the company overpaid for an oil refinery in Pasadena, Texas in 2006. President Roussef was the chairperson of Petrobras at the time. The company paid \$1.7 billion for the refinery and so far has written off \$500 million on the value of the investment. Police said Costa was

involved in \$4.5 billion of illegal transactions with an unnamed Brazilian currency broker and unnamed politicians in connection with the refinery purchase. In March this year, prosecutors opened a criminal investigation into allegations that Petrobras employees took \$139 million in bribes from Dutch supplier SBM Offshore in exchange for equipment supply and drilling contracts. Last month, Netherlands-based SBM included a \$240 million provision for a settlement of investigations into improper sales practices in several countries. Petrobras has been called the most indebted oil company in the world. Its long-term debt grew to \$126.5 billion by the end of March, from \$90.6 billion just a year earlier. Police are also investigating \$20 billion in transactions between Petrobras and construction firms involved in the company's Abreu e Lima Refinery near Recife, Brazil. The Brazil newspaper Folha de Sao Paulo reported that 49 deputies, 12 senators, and several state governors were involved in the bribery and kickbacks. The Globo daily said at least 25 lawmakers have been named. They come from both major political parties, according to Business Insider. Investments in oil production and refining have been major components of Roussef's re-election campaign. "I think it is extremely wrong to use the biggest oil company in Latin America and the biggest company in Brazil, always during elections, as a political weapon," Rousseff said.

<http://petroglobalnews.com/2014/09/ex-petrobras-director-implicates-dozens-of-brazil-politicians-in-growing-corruption-probe/>

USA, N.M, ALBUQUERQUE, SEPTEMBER 9 2014. KIRTLAND JET FUEL SPILL STILL LONG WAY FROM CLEANUP

It's a familiar refrain. A clean-up plan is in the works for a massive underground jet fuel spill at Kirtland Air Force Base that is threatening the city's pristine groundwater supply. But deadlines again have passed and there still isn't a plan, not even an interim one. In 1999, Kirtland officials found a leaking pipe beneath aircraft fuel loading facilities. Contamination in a groundwater monitoring well was discovered two years later, and by 2007 it was determined that a large amount of fuel had migrated through soil layers and was floating atop groundwater. Years of analysis, including 116 groundwater monitoring wells and 287 wells drilled to look for contamination in soil layers above the water table, have left many unanswered questions. What the monitoring wells have shown is the plume has moved at least a mile and has stretched off the base far beneath a Southeast Albuquerque neighborhood. The Air Force had submitted thousands of pages of reports to state regulators in March but now is recalling them, citing "additional analysis requirements, clerical errors, and data gaps." One of those "data gaps" – how deep the contamination goes – apparently is key to coming up with even an interim cleanup plan. And there are other questions. The size of the spill is still not nailed down – the Air Force puts it at about 6 million gallons, but the New Mexico Environment Department says it could be up to 24 million gallons. Also unclear is when contamination could reach the city's



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drinking water wells, with estimates ranging from as few as five years to as many as 40 years. That missing information would seem to be essential in coming up with a solid plan of action. So why in a decade and a half hasn't even the depth of the spill been determined? The Albuquerque Bernalillo County Water Utility Authority, which manages the metro water supply system, has sought an answer to the depth question many times. "I have been asking for that for probably three years," said Maggie Hart Stebbins, a water utility board member and the Bernalillo County commissioner who represents that area. In 2010, the Air Force told the Environment Department it would have the necessary data for a cleanup plan by fall 2013. In March 2011, the Air Force in a report to Congress said it planned to have a final cleanup system installed and operating by Sept. 30 of this year. In July, Air Force officials told residents of the neighborhoods surrounding the spill they thought the data-collection process was complete and they were ready to begin designing the final cleanup system. But now, more data needs to be collected and there is no new deadline for a plan. The Air Force has agreed to drill more monitoring wells on the northern edge of the plume and state regulators say the new wells will help clarify the best way to approach halting the spread of contamination toward the groundwater. The Air Force says it has a new team on the case and the state has assigned several of its best people to help out. That is good news, but where have they been? For sure, the best minds need to be devising the best plan to address what is a huge threat to the underground aquifer and Albuquerque's future. However, there comes a time to move forward with purpose and get this done.

<http://www.abqjournal.com/458433>

BULGARIA, SOFIA, SEPTEMBER 9 2014. BULGARIA'S CUSTOMS AGENCY UNCOVERS DYED DIESEL FUEL FRAUD FOR BGN 500,000

Bulgaria's Customs Agency officers have uncovered a dyed diesel fuel fraud for more than BGN 500,000. A tax warehouse analysis showed that the fuel had been declared for use in timber dry houses in Perushtitsa and Peshtera, thus avoiding the payment of part of the excise duty. The rate for dyed fuel is BGN 50 per tonne instead of the BGN 645 per tonne required for undyed fuel, the Customs Agency said in a press release. The Customs office in Plovdiv has seized 13 tonnes of marked diesel fuel, which was supposed to be yet another delivery for 'timber drying'. The analyses showed that since the beginning of the year five related companies have used 851,500 liters of marked gas oil, Trud Daily reports. These have stated in the documentation that the fuel was used for timber drying, while the conducted checks showed that the equipment at the dry houses did not work with diesel fuel. Through this criminal scheme the perpetrators have avoided the payment of BGN 506,000 worth of excise duty, the press release reads.

<http://www.novinite.com/articles/163197/Bulgaria's+Customs+Agency+Uncovers+Dyed+Diesel+Fuel+Fraud+for+BGN+500,000>

CANADA, N.S, DARTMOUTH, SEPTEMBER 9 2014. IMPERIAL OIL BEGINS DECOMMISSIONING OF CANADIAN REFINERY



Decommissioning of the Dartmouth location is now underway.

Imperial Oil Ltd has begun the decommissioning process of their Dartmouth refinery on Canada's East Coast, local media outlet the Herald [reports](#). Imperial spokesperson Merle MacIsaac said that the decommissioning and converting of the refinery in Dartmouth will take several years. "We're in the decommissioning phase," he said. "We're removing hydrocarbons from processing equipment." The Dartmouth location, which opened in 1918 and used to process roughly 88,000 barrels of crude oil each day, last year [stopped producing bunker fuel commercially](#) for the Canadian Port of Halifax. The Port Authority later announced [a deal with Sterling Fuels Ltd.](#) to allow the sales of bunker fuel to resume. The

Imperial refinery in Dartmouth [had been looking for a buyer](#) since May of 2012 and was already planning to turn the location into a tank farm if a buyer couldn't be found.

<http://shipandbunker.com/news/am/995359-imperial-oil-begins-decommissioning-of-canadian-refinery>

USA, TX, SUGAR LAND, SEPTEMBER 9 2014. PLANT AUCTION WILL SALVAGE CLOSING CALTEX AUSTRALIA KURNELL PETROLEUM REFINERY, AN INDUSTRIAL INFO NEWS ALERT

In 2012, Caltex Australia Limited announced that it would close the Kurnell Refinery located in New South Wales, Australia due to market conditions and would convert a portion of the refinery to a refined products import terminal. The first phase of



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the conversion project is almost complete and the refinery remains operational, at least through the next month. On September 17, 2014 Caltex Australia Limited will auction off the Kurnell Refinery, which has a nameplate capacity of 135,000 barrels per day. The sale provides a unique opportunity for potential buyers to walk through the refinery while it is operational and discuss the units with Caltex's engineering experts. Liquidity Services Incorporated Washington, DC announced that interested buyers have the opportunity to make an offer on the entire refinery or on individual process units via Liquidity Services' marketplace www.NetworkIntl.com. The sealed bid auction opens on Wednesday, September 17, 2014 at 12am CDT and closes on Wednesday, October 1 at 4pm CDT. For more details on scheduling a visit to the facility and to register to bid, please visit: www.NetworkIntl.com/Kurnell-Refinery.

<http://www.marketwired.com/press-release/plant-auction-will-salvage-closing-caltex-australia-kurnell-petroleum-refinery-industrial-1944594.htm>

AUSTRALIA, WESTERN AUSTRALIA, PERTH, SEPTEMBER 9 2014. WA FIREWORKS COMPANY CARDILE INTERNATIONAL FIREWORKS FINED \$34,000 FOR 10 CHARGES



A WA fireworks company, Cardile International Fireworks pleaded guilty to 10 fireworks and explosives charges in the Perth Magistrates Court.

In one of the first cases of its kind, a WA fireworks company has been fined \$34,000 for possessing unlicensed explosives and the unsafe storage, supply and transport of dangerous goods. Cardile International Fireworks pleaded guilty to 10 fireworks and explosives charges in the Perth Magistrates Court this morning. The charges related to the supply of fireworks to an Aboriginal community festival in 2012 and the company's Baldvis storage facility. In September 2012 Cardile provided fireworks for the organisers of the Warakurna Desert Festival. The explosives were transported to the remote community by Ngaanyatjarra Agency and Transport Services (NATS). NATS was not authorised to transport such hazardous goods and was subsequently fined \$5000 over the incident. Prosecutor Jeremy Johnston, acting on behalf of the Department of Mines and Petroleum, said Cardile had also filed incorrect information with the Department about the festival fireworks show making it "impossible" for the risk of the event to be determined. Then in January 2013, the storage of Cardile's fireworks were inspected by dangerous goods officers. Inspectors found a total of 25.3kg of "highly sensitive" black powder explosive in bags and jars which the company was not licensed to have. Mr Johnston said the powder was also stored with fireworks and materials that posed a risk of igniting the powder such as aerosol cans. Black powder cannot be stored with other explosives or items that can cause friction and electrostatic sparks. Some of the boxes in the storage facility were found to not be stored correctly or were damaged. The company also pleaded

guilty to not keeping proper records and stocktake of inventory. Cardile's licence was suspended as a result. Defence counsel Andrew Skerritt said his client was remorseful and undergone changes while its license was suspended. Mr Skerritt said the Cardile family had been providing fireworks through its small business for more than 100 years. He said it would "not be in the public interest" to penalise the company harshly, risking Cardile's future. "This is a company that does provide a very important recreational service to West Australians," Mr Skerritt said. Cardile International was fined \$20,000 for the unsafe storage of the fireworks and black powder at its Baldvis facility. Fines of \$2000 and \$2500 were handed down for the two unlicensed dangerous goods charges relating to the black powder. Fines for the three charges related to the stocktake, inventory and records of fireworks totalled \$2500. Cardile was also fined a total of \$6000 for the four charges relating to the Desert Festival. The company was also ordered to pay about \$3000 in costs.

<http://www.perthnow.com.au/news/western-australia/wa-fireworks-company-cardile-international-fireworks-fined-34000-for-10-charges/story-fnhocxo3-1227051802131?nk=3532069cdc1fd787884d00b4879370cb>

INDIA, BIHAR, ARARIA, SEPTEMBER 9 2014. 3 KILLED, 12 INJURED IN TANKER-AUTO COLLISION

Three persons were killed and 12 others were injured in Araria district of Bihar when the auto-rickshaw they were traveling in, collided head-on with a tanker coming from opposite direction. Police officials said the incident took place at National Highway - 57 under Araria Town police station. The tanker was coming from Forbesganj, while the auto-rickshaw was coming from the



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Purnia side. Araria Town SHO Mukesh Kumar Sah said the deceased have not yet been identified, while the injured have been admitted to Araria Sadar Hospital. The bodies have been sent for post-mortem.

http://www.business-standard.com/article/pti-stories/3-killed-12-injured-in-tanker-auto-collision-114090801233_1.html

USA, PA, CENTERVILLE, SEPTEMBER 9 2014. DRIVER ESCAPES BEFORE TRAIN HITS TANKER TRUCK

Authorities in western Pennsylvania say a truck driver jumped from the tanker truck he was driving before a train smashed into it over the weekend. Emergency dispatchers in Washington County said the truck apparently stalled at the railroad crossing on Route 88 in Centerville shortly before 1 p.m. Sunday. Dispatchers and state police said the driver managed to get out safely before the vehicle was struck by a Norfolk Southern train. The impact pushed the truck several hundred feet down the track and ripped away the tanker, which contained water from hydraulic fracturing natural gas drilling. No injuries were reported.

<http://www.abc27.com/story/26472218/driver-escapes-before-train-hits-tanker-truck>

NEW ZEALAND, NEW PLYMOUTH, SEPTEMBER 9 2014. OIL SPILL INTO SEWER COULD BE COSTLY FOR COUNCIL

isobel ewing

A large amount of oil illegally dumped in a manhole could cost the New Plymouth District Council thousands of dollars to clean up. The oil is believed to have entered the sewerage reticulation in Bell Block's industrial Connett Rd area on Thursday night. The council removed five cubic metres of the oil from the manhole but it reached the New Plymouth wastewater treatment plant and is still arriving, affecting the treatment process and ramping up the plant's power use. The council's manager of water and wastes, Mark Hall, said staff had taken steps to stop the oil entering the ocean but the clean-up would be in the thousands of dollars. "The effects of this spill will be with us for the next month or more," Hall said. "There are the immediate and downstream potential environmental effects, but we also have our systems at the wastewater treatment plant using a hell of a lot more oxygen than usual - which means a lot more electricity - in an effort to keep treating the wastewater to the usual standard." Hall said there was also a longer-term effect on the treatment processes, especially if the oil turned out to be toxic to the beneficial bugs grown in the system. The council makes Bioboost fertiliser from the processed waste, which would now need to be tested for oil before it could be sold. If it could not be sold, it would have to be dumped which would also come at a cost. "This is costing us a lot of additional money and time, all from one oil spill. When we find the source of the discharge, we will explore avenues for recovering our costs." Hall urged anyone with information to contact the council.

<http://www.stuff.co.nz/taranaki-daily-news/news/10474266/Sewer-oil-spill-could-be-costly-for-council>

NEW ZEALAND, LYTTLETON, SEPTEMBER 9 2014. MOBIL NOT PUNISHED FOR JET FUEL SPILL

nicole mathewson



The slip damaged a fuel tank at Lyttelton.

Mobil will not be prosecuted after a landslide caused 1.2 million litres of jet fuel to spill from a tank in Lyttelton. The landslide happened during a major storm on March 5, damaging two fuel tanks at Mobil Oil New Zealand's tank farm at Naval Point in Lyttelton. About 1500 litres of fuel went into Lyttelton Harbour through a drainage system before sandbags were put in place. Environment Canterbury (ECan) announced today that it would not prosecute Mobil over the spill. Chief executive Bill Bayfield said a prosecution for discharge of contaminants into the harbour had little chance of success, so it was not in the public interest to pursue it. "A unique series of events came together that stormy day. It was difficult for the company to have predicted or prevented the incident, and under the Resource Management Act it would have had a statutory defence of 'natural disaster'." Canterbury's earthquakes, the March storm, tunnel gully erosion, the proximity of the tank farm to a steep hill and other factors all contributed to the landslide that triggered the spill, he said. "Proof of negligence would be required for a successful prosecution. Because there was no such evidence, Environment Canterbury decided not to proceed on this occasion." Bayfield said ECan had reviewed the decision thoroughly and he was confident the regional council had "reached the right conclusion". "It is quite plausible that this situation was beyond Mobil's control and is highly unlikely to happen again." ECan completed a number of environmental assessments since the spill and found no effect on wildlife or any indication of residual contamination on the



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seabed. The response cost ECan almost \$160,000, but Mobil had since paid back the full amount "so there is no financial cost to the ratepayer", Bayfield said. Mobil country manager Andrew McNaught said the company responded quickly to the unprecedented event and had fully cooperated with ECan since. "Mobil's priority at all times was to ensure the safety of our people, responding agencies, the local community and the environment. I am very pleased that no-one was hurt by the landslide or in the subsequent response and clean-up." Mobil's terminal in Lyttelton had not been in operation since the landslide and all bulk fuel had been removed from the storage tanks. Mobil spokeswoman Samantha Potts said the company had no intention of putting the Naval Point tanks back into service. "In fact we're in talks with Lyttelton Port about finding somewhere else for [new] tanks," she said. The company's own investigation found the landslide resulted from flooding during the severe storm, impacting on the cliff which had already been weakened by earthquake damage. Recovery of the spilled fuel had been complicated by heavy rainfall and debris on the site, and 1500 litres of fuel was able to escape into the harbour through drainage holes in an access ramp. McNaught said the fuel should not have been able to leak through the drainage points and the investigation had identified issues in the construction of the ramp itself.

<http://www.stuff.co.nz/the-press/10473344/Mobil-not-punished-for-jet-fuel-spill>

USA, CO, DENVER, SEPTEMBER 9 2014. OIL AND GAS SPILL REPORT FOR SEPT. 8

The following spills were reported to the Colorado Oil and Gas Conservation Commission in the past two weeks. Information is based on Form 19, which operators must fill out detailing the leakage/spill events. Any spill release which may impact waters of the state must be reported as soon as practical. Any spill of five barrels or more must be reported within 24 hours, and any spill of one barrel or more which occurs outside secondary containment, such as metal or earthen berms, must also be reported within 24 hours, according to COGCC rules. Spills and leaks are typically found during routine maintenance on existing wells, though some actual "spills" do occur among the 19,000-plus wells in the county.

Noble Energy Inc. reported on Sept. 4 that during a routine water vault replacement, outside of LaSalle, a leak was discovered at the base of the vault. It is approximated that less than five barrels of produced water spilled at the time of the leak. Four feet below the ground, service groundwater was encountered and found to contain benzene in exceedance of Colorado Oil and Gas Conservation Commissions standards. Soil will be excavated and groundwater impacts will be delineated.

Bonanza Creek Energy Operations Company LLC reported on Sept. 3, that during well completion operations, outside of Kersey, a suction hose failed resulting in the release of four barrels of frac fluid. The pumps were immediately shut down following the discovery of the release. A vacuum truck removed approximately three barrels of fluid and the hose was replaced. Recovered fluid was disposed of at a licensed facility and a soil sampling is scheduled.

Red Hawk Petroleum LLC reported on Sept. 2 that approximately less than 103 barrels of drilling fluid spilled outside of Briggsdale, when valves to a panic line were left open. Employees were being trained on well control operations and were instructed to choke the manifold. It was not realized that the valves to the panic line were open. The fluids released were contained on site within the berms. The valves were closed and fresh water and mud were manually cleaned up.

Noble Energy Inc. reported on Aug. 29 that a leak was discovered in a flow line outside of Gill. During operation maintenance it was discovered that the flow line running between the separator and tank battery had released approximately less than five barrels of condensate and less than five barrels of produced water. The equipment was shut in and an environmentalist consultant was contacted to provide remediation assistance.

Noble Energy Inc. reported on Aug. 29 that a historical impact was discovered outside of Raymer. The release was discovered during the plugging and abandonment of an oil and gas well location. A third party environmentalist was consulted to monitor excavation activities. A lab will analyze soil samples.

Noble Energy Inc. reported on Aug. 29 that a hole in the base of a condensate tank released approximately less than five barrels of condensate. The condensate tank was being removed when the hole was discovered. The production equipment was shut in and the faulty tanks will be removed. An excavation of soil is scheduled.

Kerr McGee Oil and Gas Onshore LP reported on Aug. 28 a historical release was discovered outside of Platteville. The leak was discovered during tank battery decommissioning activities. It was approximated that less than five barrels of condensate and less than five barrels of produced water were spilled. There was no indication that dump lines, water tanks or fittings were leaking, prior to the leak. The tanks and associated lines were cleaned in preparation for the decommissioning. A groundwater sample was collected and sent to a laboratory for analytical results. The results indicated that benzene levels were above COGCC standards.

<http://bakken.com/news/id/220790/oil-gas-spill-report-sept-8/>



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AUSTRALIA, NEW SOUTH WALES, KOORAGANG, SEPTEMBER 9 2014. PLANS FOR AN AMMONIUM NITRATE PLANT ON KOORAGANG ISLAND REFERRED TO PLANNING ASSESSMENT COMMISSION

Plans for a \$600 million ammonium nitrate plant on Kooragang Island have been referred to the Planning Assessment Commission due to strong community opposition. Incitec Pivot is seeking approval for a plant to manufacture and supply fertilisers and explosives at its Kooragang Island site. Incitec currently runs a primary distribution facility for its solid and liquid fertiliser products at Kooragang. In 2012 it announced it had deferred a decision on whether to go ahead with the new facility due to market conditions but has continued to seek approval in case conditions change. When the Environmental Impact Assessment was exhibited in 2012 the NSW Planning Department received 375 submissions - eight from public authorities, seven from special interest groups and 360 from the general public. None of the public authorities objected to the project, but the Department said almost all of the special interest groups and public submissions were opposed to the facility. The objections mainly focussed on the hazardous nature of the facility and the potential associated risk increase to surrounding communities, together with a series of other potential impacts including air quality, noise and traffic. The Department has now completed its detailed assessment of the proposal and recommended it be approved with conditions. In recommending the project be approved, the Department said it engaged an independent risk consultant and air quality expert to review the documents. Taking into account the findings of the experts and other advice provided by council and the Environment Protection Authority, the Department said the potential incremental and cumulative impacts of the development are unlikely to cause exceedances of risk, air and noise criteria in the surrounding areas. It also said the proposal will have socio-economic benefits for the city, with the creation of 340 construction jobs and 60 permanent operation jobs along with the capital investment of the project. The Department has referred the proposal to the independent Planning Assessment Commission due to the number of submissions opposing the development and reportable political donations made by Incitec Pivot.

<http://www.abc.net.au/news/2014-09-09/plans-for-an-ammonium-nitrate-plant-on-kooragang-island-referred/5729366>

USA, WI, TREMPLEAU CO, SEPTEMBER 10 2014. FRAC SAND MINERS FINED \$60,000 FOR STORMWATER SPILL IN CREEK

steven verburg



Wisconsin has become the top producer of frac sand. Conveyors pour crushed sand into a pile before it is washed and sorted by grain class size.

The Wisconsin Department of Justice announced on Monday a \$60,000 judgment against a frac sand mining operation where a rainstorm washed sand and soil from a poorly constructed berm and improperly maintained soil stockpile into a navigable stream. The operators of the mine in western Wisconsin had been put on notice seven months before the 2013 spill because the berm and stockpile lacked a cover of vegetation that is needed to resist erosion, the state Department of Justice alleged in court documents. After the spill, more than three months passed and significant amounts of rain fell at least two more times before the berm and proper vegetation were in place, the Justice Department said. When a body of water is inundated with large amounts of sediment — loose clay, silt, sand and other soil — damage is often done. "It smothers

valuable aquatic breeding ground; damages fish gills; fills in stream channels, which increases the chance of flooding; contributes to the erosion of stream banks; decreases the recreational value of the water body," the state Department of Justice said in a statement. Arcadia Sand and Mississippi Sand appeared to continue operations at the mine in Trempealeau County after the sediment release, DNR environmental enforcement specialist Jessica Kramer said in an email response to questions about the case. Kramer said she wasn't aware of any estimate of how much was discharged into the stream.

Missed Season

Company officials said that after acquiring the mine on Oct. 1, 2012, they worked on site improvements through year's end but missed the season for planting the needed vegetation cover, DNR environmental enforcement specialist Deborah Dix wrote in a memorandum summarizing a meeting between government and company representatives. Court documents describe the spill in Arcadia, earlier DNR attempts to see the berm and soil shored up, and how months went by after the spill before the berm was repaired: Not long after Arcadia Sand purchased the mine, DNR stormwater specialist Roberta Walls inspected the site and reported unsound engineering and inadequate management practices. DNR officials issued the company a notice alleging it had violated the mine's pollution discharge permit. The mine operators stockpiled excavated soil next to an



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unnamed stream, which flows into Thompson Valley Creek. Residents complained about seeing discolored water in the creek after the spill. On May 20, 2013, as a storm dropped 3.5 inches of rain in a 24-hour period, the soil-laden water poured into the stream, leaving its bottom and banks coated with sediment for months. It wasn't until Aug. 26, 2013 that the berm was rebuilt and the vegetation cover in place. Ten days after the spill, the DNR issued a notice of new violations to Arcadia Sand of Arcadia. At about the same time Mississippi Sand, of St. Louis, became the operator of the site. CT Corporation System in Madison, the registered agent for both Mississippi and Arcadia, could not be reached for comment Monday.

http://host.madison.com/wsj/news/local/environment/frac-sand-miners-fined-for-stormwater-spill-in-creek/article_49ceb1e1-87eb-5177-887d-4d03b75b4c88.html

IRELAND, DUBLIN, SEPTEMBER 10 2014. DCC ENERGY TO ACQUIRE ESSO SAF'S UNMANNED AND MOTORWAY RETAIL PETROL STATIONS IN FRANCE



DCC, the international sales, marketing, distribution and business support services group, has reached agreement in principle with Esso Société Anonyme Française (Esso SAF) to acquire the Esso Express unmanned retail petrol station network and the Esso motorway concessions in France. The transaction is expected to complete in the first half of 2015. The total consideration is for euro106m (£84m), plus stock in tank at the date of acquisition, all payable in cash on completion. The deal will be DCC Energy's second major acquisition in the European unmanned retail petrol station market following its purchase of Qstar in Sweden in May 2014 and is a further step in the execution of DCC's strategy to build a larger presence in the transport fuels sector. The acquisition will comprise: Esso SAF's network of 274 Esso Express unmanned petrol stations (Esso Express); 48 Esso branded motorway sites; and contracts to supply

approximately 75 dealer-owned, dealer-operated sites. As part of the transaction, DCC Energy will enter into a long term branded supply agreement with Esso SAF. Esso SAF was the pioneer of the unmanned format for retail petrol stations in France when it converted its full service network to the Express format 15 years ago. Esso Express sells approximately 1.7bn litres of fuel. The motorway sites comprise 48 full service petrol stations selling 230m litres of fuel located on motorways across France. These sites are operated under concession contracts for fixed periods which are subject to a public re-tendering process at the expiry of each concession. The management of the retail operations on the motorway sites is outsourced to one of the world's leading operators in the contract catering and support services industry. The acquired business will have annual volumes of approximately 1.9bn litres, revenues of approximately euro2.2bn (£1.7bn) and is expected to generate an initial return on invested capital of approximately 15%. On completion of the acquisition, DCC Energy will operate 672 retail service stations across Europe and supply in excess of 2,000 dealer owned service stations. DCC Energy's product split by volume will be 58% road transport fuels, 16% commercial fuels, 16% heating oil and 10% LPG. Tommy Breen, chief executive of DCC, said: "The acquisition of Esso SAF Retail will be DCC Energy's first acquisition in France and the second major acquisition in the European retail petrol station market following the acquisition of Qstar announced in February 2014. "It represents a significant further step in DCC's strategy to build a larger presence in the transport fuels sector and provides DCC with an excellent platform for growth in the French market."

http://www.globalstorefocus.com/cgi-bin/newsletter.pl?edition=201409&this_page=16

USA, HI, HONOLULU, SEPTEMBER 10 2014. RED HILL TASK FORCE HOLDS FIRST MEETING >> REPORT MUST BE SUBMITTED TO STATE LEGISLATURE BEFORE THE START OF NEXT SESSION

 **Watch the Video's:**

- [Red Hill Task Force Holds First Meeting](#)
- [BWS Asking Navy to Help with Massive Fuel Cleanup at Red Hill](#)

A task force created after the spill of thousands of gallons of fuel from the Red Hill Fuel Storage Facility in Halawa met for the first time Wednesday in Kakaako. The eight member panel was [created by state lawmakers](#) after the Navy announced in January that up to 27,000 gallons of jet fuel had been released from Tank No. 5. Gary Gill, the state's deputy health director for the environment, said there are many questions about Red Hill fuel contamination the task force needs to be answered before issuing a report to the Legislature in mid-December. "What we don't have is how far and wide that contamination has spread; in what direction it spread, and at what level of contamination it may be spreading beyond the monitoring wells directly



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below the tanks," Gill told KITV4. The Navy has seven groundwater monitoring wells in the vicinity of Red Hill, and is currently digging two more about 500 feet north of the facility. Board of Water Supply Manager and Chief Engineer Ernest Lau said the additional wells are inadequate to monitor the movement of fuel plumes, especially to the south where BWS maintains a reservoir of drinking water. Each tank at Red Hill is 250 feet tall and can hold up to 12.5 million gallons of petroleum products. "Two monitor wells is a good start, but we don't think it should stop there," said Lau. During the meeting of the task force, the Navy revealed more than 600 repair points have been located inside Tank No. 5, which was completely emptied of jet fuel in early April. Forty-seven of the repair points were found to be anomalies, and of those, 17 pen-size holes were discovered during vacuum testing. The Health Department believes all repair points inside Tank No. 5 should be tested, but the Navy has not made a final decision on how to proceed. "When I inspected personally inside of Tank 5 along with EPA and our staff, there were hundreds of areas in that tank that potentially could be leaks," said Gill. "All of those need to be tested." One of the Navy's current monitoring wells has shown evidence of contamination from fuel byproducts, but well below Environmental Protection Agency levels that would pose a danger to the public. "Our drinking water has been safe," said Aaron Poentis of the Naval Facilities Engineering Command. "It's never been close to any action levels or any exceedances of the Safe Drinking Water Act." Meanwhile, both BWS water sources closest to Red Hill have shown no signs of fuel contamination. The Halawa Shaft is located one mile northeast of the facility, while the agency's Moanalua Wells are found 1-1/2 miles south of the fuel tanks. Moanalua Valley residents are monitoring the situation carefully and want the Navy, state and county to come up with a firm plan of action. "Be up front with us, tell us what the risks are and go ahead and just solve the problem," said Steven Onoue, president of the Moanalua Valley Community Association, which represents more than 600 homeowners. The state Health Department and the Navy are negotiating a consent decree that would determine what must be done to clean up prior fuel spills and how to mitigate the effects of future ones. If an accord cannot be reached by December, Gill said the state and the EPA would likely pursue an administrative order against the Navy to force it into action. "What we have to do under law is continue through our administrative penalty policy and procedure first before there's any court litigation," he said.

• Related Stories

- [Red Hill Fuel Tanks Called a Fire Hazard](#)
- [Navy Seeks Fire Protection Upgrades at Red Hill](#)
- [Navy to Work on Wells near Red Hill Fuel Tanks](#)
- [Red Hill Task Force Holds First Meeting](#)
- [BWS Asking Navy to Help with Massive Fuel Cleanup at Red Hill](#)

<http://www.kitv.com/news/red-hill-task-force-holds-first-meeting/27870702>

USA, ALA, MOBILE, SEPTEMBER 10 2014. AS RECOMMENDATION DEADLINE FOR OIL STORAGE TANKS LOOMS, STUDY PEGS MOBILE ENERGY SECTOR'S ANNUAL IMPACT AT \$4 BILLION

kelli dugan



Oil storage tanks on Blakeley Island.

The [Mobile Area Chamber of Commerce](#) presented Tuesday the findings of an independent study estimating the annual economic impact of the region's energy sector hovers between \$4 billion and \$5 billion. "Understanding Mobile's economy and its ties to the energy sector is essential to preparing and planning for our continued growth and prosperity," said Bill Sisson, the chamber's president and chief executive officer, after "Economic Impact of the Energy Sector and Petroleum Tank Storage Industry on Mobile County" was presented to the chamber's board of directors, Partners for Growth steering committee and energy committee members. The \$30,000 study, conducted by Auburn

University Montgomery economist Keivan Deravi and AUM Senior Program manager Barbara Buchanan, was commissioned by the chamber's nonprofit foundation. Specifically, the study examined the area's oil and gas sector – both onshore and offshore – as well as chemical manufacturing as it pertains to the industry, oil storage and coal activity.

Connectivity Issue

The study's release comes within weeks of [anticipated recommendations by a three-person subcommittee on what to do with oil storage tanks in Mobile](#). Sisson contends, however, that the oil tank issue cannot be viewed singularly but rather as part of the county's broader energy sector. "This study makes clear that there is a connectivity as it relates to energy and that extends to everything from storage tanks and our refineries to industry and the Port of Mobile. None of these stand alone," he said,



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noting the chamber has – for nearly a decade – supported a "comprehensive federal energy policy that will increase the supply of energy in a manner that is safe and protective of the environment; improves the regulatory climate; and promotes comprehensive energy conservation and encourages research and development of alternative energy sources." Specifically, the report indicates:

- National spending in oil and gas industry infrastructure increased 60 percent from \$56.3 billion in 2010 to nearly \$90 billion in 2013.
- There is an additional estimated \$890 billion in oil and gas infrastructure investment planned in the U.S. from 2014-2025, and Mobile's economy will be impacted because of it.
- Shutting down Mobile's oil and gas industry would have unintended consequences for the operation and maintenance of the Port of Mobile, including the loss of federal dollars tied directly to tonnage for necessary dredging.

Oil Storage Tanks Revisited

At issue are the recommendations [released in April by an ad hoc committee](#) after American Tank and Vessel Inc. of Mobile proposed a 32-tank project near the historic Africatown community. The project has since been withdrawn. The ad hoc committee's [recommendations](#), now under review by three-member subcommittee, recommended that storage tanks be developed between 1,500 feet and a half-mile from residential areas and existing oil tank developments. Prohibition of companies storing petroleum products that are not used locally, thereby preventing tar sands oil shipped from Canada from going inside the facilities, is also recommended as are the following:

- Minimize projects intended as a "flow through" to remote destinations.
- Recommend capacity limitations on new tank development.
- Prioritize public health while limiting impact to the environment.
- Require a plan for a disaster scenario.
- Demonstrate a significant impact to the local economy.
- Contribute to the aesthetic vision for the community.

Meanwhile, the Mobile City Council, in December, pushed for a moratorium on new oil storage tank facilities after Arc Terminals pursued an oil unloading terminal with the Canadian National Railway near the GM&O building. Although the moratorium was not granted, the council did vote a temporary requirement instructing new proposals for oil storage tank facilities to go through them, and not the Planning Commission, and no new developments have come before council members since the change was made on New Year's Eve. Sisson said the chamber has been vocal from the beginning about opposing any moratorium on additional oil storage tanks, but he said several of the ad hoc committee's recommendations go "far beyond national and industry standards." "We're not opposing the recommendations, but we are being cautious because some of the recommendations call for immediate improvements to existing tanks, and we have some questions about the amount of time that would be allowed for those improvements to be made because they are well above and beyond industry regulations and could be prohibitively expensive to existing industry," he said.

Continued Growth

Above all, Sisson said the chamber wants to make certain the Mobile area receives its fair share of the anticipated \$890 billion in oil and gas infrastructure investment planned across the nation between now and 2025, as well as the accompanying jobs. In turn, the commissioned study, he said, estimates the economic impact of the area's energy sector and its impact on the chamber's six primary recruiting targets: aerospace, healthcare/biomedical, manufacturing, oil and gas exploration, maritime and transportation/distribution. "Nearly all of these industry clusters rely heavily on the availability of affordable and abundant energy options," Sisson said. "We certainly believe Mobile can take advantage of this pending energy investment in a safe, fair and balanced manner that will provide opportunities for our citizens and children for years to come."

Related Stories regarding the Debate Over Oil Storage Tanks

- [New Mobile Planning Commission Chairman: 'It comes down to applying the regulations and ordinances'](#)
- [Three-person committee looking into oil storage tank issue as time ticks toward deadline](#)
- [Mobile City Council - Live updates, oil storage tank talks and emergency road repairs](#)
- [Regulations on oil storage tanks might go to Mobile Planning Commission; are they too strict?](#)

http://www.al.com/business/index.ssf/2014/09/as_recommendation_deadline_for.html

INDONESIA, SUMATRA, RIAU, PEKANBARU, SEPTEMBER 10 2014. 1 KILLED IN TANKER TRUCK EXPLOSION

A diesel fuel tanker truck exploded on Monday at a depot and workshop in Tanjung Batu, Pesisir subdistrict, Limapuluh district, Pekanbaru, Riau. One worker was killed and three others were injured. The 8,000-liter capacity tanker was owned by PT Abdi



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Bina Karya Sembada. According to a number of eyewitnesses, the truck's tank exploded while welders were repairing a leak on it. Although the tank had been emptied of fuel, fumes were believed to be present and caused the explosion. The explosion, which could be heard 100 meters away, flung the rear part of the truck dozens of meters and damaged the workshop. "The welding was likely not in accordance with standard safety procedures," said Riau Police chief spokesman Adj. Sr. Comr. Guntur Aryo Tejo. The fatality has been identified as truck driver Jarmalis. When the explosion took place, he was at the rear of the truck together with the welder, Doner Daulay. Doner suffered burns to the right arm. The other injured victims were identified as mechanic Habibi Mudin Daulay and tanker driver assistant Riko Ismail. "The three injured victims are receiving intensive treatment at the Arifin Achmad General Hospital," added Aryo.

<http://www.thejakartapost.com/news/2014/09/09/1-killed-tanker-truck-explosion.html>

USA, N.J, PORT NEWARK, SEPTEMBER 10 2014. BP CLEAN UP UNDERWAY FOR FUEL LEAK AT PORT NEWARK

s.p. sullivan



A fuel sheen reported this summer led to the discovery of thousands of gallons of leaked diesel fuel at a BP facility in Port Newark.

Crews at BP's Port Newark facility have been cleaning up a spill of diesel fuel — some of which may have found its way into Newark Bay—since July, according to officials from the company and the state Department of Environmental Protection. The U.S. Coast Guard investigated several reports of a fuel sheen spotted in Port Newark Channel, and determined that a storm drain located on property owned by the Port Authority and leased by BP was the likely source, according to Charles Rowe, a public affairs officer for the New York sector. Investigators found fuel leaching into the drain from saturated soil, and traced the leak to one of six 10-inch pipelines the company uses to transfer diesel fuel at the facility, said Scott Dean, a BP spokesman. Larry Hajna, a DEP

spokesman, said that roughly 7,500 gallons of fuel have been recovered from the facility, where a clean up has been underway for several weeks. It's unclear how much fuel made its way into the water. "The discharge has stopped, but the investigation and remediation continue," Hajna said. According to Dean, crews deactivated the leaking pipeline and dug a trench between it and the water's edge to intercept any more fuel. Recovery wells were installed to keep fuel from entering the storm drains, and absorbent pads were placed in drain basins, he said. Booms remain in place to capture any fuel that does end up in the channel, and no additional sheens have been reported in recent weeks, Rowe said. He said that because fewer than 10,000 gallons of fuel has been recovered, the Coast Guard classifies the incident as minor. But Jeff Tittel, head of the New Jersey Sierra Club, said that because the leak could have been going on for weeks or months before detection, it will take time to determine the damage done. "Remember, a quart of oil can contaminate a million gallons of water," he said. Debbie Mans, director of the environmental group NY/NJ Baykeeper, said such spills are "all too common" in New York and New Jersey's harbors. Further, "unless discovered and cleaned up immediately, the chance of complete recovery of all the oil or fuel is unlikely," she said. Hajna said leaks of this size happen in New Jersey once or twice per year and that the area of the leak is highly industrial. He said the ecological impacts appear to be "minimal," but that BP will be required to perform a formal environmental evaluation after the initial emergency response phase. "They addressed the source of the discharge weeks ago, so there hasn't been anything new going into the ground," Hajna said. "But you do have contamination in the soil and that's going to need to be addressed." The clean up is being monitored by the DEP's Bureau of Emergency Response, Hajna said. He said it was "too early" to determine whether the company would be subject to any state penalties. "We focus on the remediation and clean-up first," he said.

http://www.nj.com/news/index.ssf/2014/09/bp_clean_up_underway_for_fuel_leak_at_port_newark.html

USA, W.VA, CHARLESTON, SEPTEMBER 10 2014. NO SPECIAL SESSION ON TANK LAW CHANGES

jonathan mattise

Gov. Earl Ray Tomblin plans to use administrative fixes instead of a special session to adjust a law regulating aboveground storage tanks. On Monday, Tomblin's top environmental official spelled out a three-tiered system for how tank owners can comply with the new law. The tank requirements react to a January chemical spill that contaminated 300,000 people's tap water for days. Tanks that contain hazardous materials, hold 50,000 gallons or more or are situated near water supplies would face the most stringent inspection requirements. Inspections would be less intensive for tanks that are smaller, hold less



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hazardous material or are farther from drinking water systems. Tanks containing water or food-oriented liquids like milk would only face inspections under current state health law, officials said. The move responds to complaints from several industry groups, including small oil and gas operators and mobile fuel tank owners. Those containers usually hold a couple thousand gallons of fuel on a mine or construction site, said Department of Environmental Protection Secretary Randy Huffman. Those two categories expand the inventory of tanks subject to regulation tenfold, likely in the 50,000 to 80,000 range statewide, Huffman said. "If there really are tens of thousands of these out there, I would be doing the state a disservice to focus the same level of effort on those tanks than the 3 to 5 percent of tanks that we know of currently in the zones of critical concern," Huffman told a state legislative panel Monday. The deadlines wouldn't change in the law. House Speaker Tim Miley and Senate President Jeff Kessler have said a Jan. 1 deadline for tank inspections in the law is unattainable. Both had urged Tomblin to call a special session to change the law. Miley previously said tank requirements would overly burden small oil and gas operators. An Oct. 1 deadline to register most aboveground tanks in the state also still stands. Tank owners covered by the law would have until Dec. 3 to submit spill prevention and response plans. The specifics of the tiered inspection system are expected by Tuesday. A larger rule with additional tank regulations could come out this week or early next, Huffman said.

<http://www.herald-dispatch.com/news/x573967046/No-special-session-on-tank-law-changes>

INDIA, MAHARASHTRA, SEPTEMBER 10 2014. INSURERS FACE MEGA CLAIM FOR BATHINDA REFINERY FIRE


shilpy sinha

Insurance companies including New India Assurance, General Insurance Corporation are staring at a hit of Rs 650 crore from a fire that broke out at Mittal-Hindustan Petroleum refinery in Bathinda. The terror attack on the two Mumbai hotels, Taj and Oberoi, in 2011, had led to Rs 500 crore claim. Unlike 2011, when the claim was paid from the terrorism pool, insurers will have to cough up for the damage from the fire.

http://articles.economictimes.indiatimes.com/2014-09-10/news/53770577_1_new-india-assurance-indian-oil-corporation-sbi-general-insurance

AUSTRALIA, QUEENSLAND, CHARLIEVILLE, SEPTEMBER 10 2014. 'I'VE GOT A F***ING HEADACHE': FIRST WORDS OF TRUCK DRIVER WHO MIRACULOUSLY SURVIVED HORROR EXPLOSION

emily crane & daniel mills

 **Watch the Video's:**

- [Police Officer Surprised to find Driver Alive after Massive Blast](#)
- [50 Tonnes of Ammonium Nitrate on B-Double Explodes. 8 People Injured](#)

 **Photo's [5]** [50 Tonnes of Ammonium Nitrate on B-Double Explodes. 8 People Injured](#)

 **Key Points:**

- B-double truck carrying 50 tonnes of ammonium nitrate exploded in central Queensland on Friday night
- Truck driver had crawled from cabin and was lying on road in torn blanket when a police officer found him
- Four firefighters and a police officer were also injured in the explosion
- Crews were at the scene after the truck had rolled and driven off a bridge
- Blast was so strong police a kilometre away were hit with sonic waves



The fire truck, which was called to the scene after reports a truck had driven off a bridge and into a creek, was destroyed when the B-double suddenly exploded.

A man who was feared dead after the truck he was driving exploded and tore apart a section of highway joked about having a headache when his rescuers arrived. The B-double truck, carrying more than 50 tonnes of ammonium nitrate, exploded on the Mitchell Highway in central Queensland last Friday night. The driver had crawled from the truck's cabin and was lying on the road wrapped in a torn blanket when a police officer responding to the explosion found him. Constable Kenric Head said he feared the man was dead until 'he blinked'. 'We tried to talk to him about the footy but he didn't follow the footy. But he did sort of

joke with us, saying "I have got a f***ing headache",' he told the Courier Mail. Four firefighters and a police officer were also injured after the truck exploded as they were responding to reports it had rolled over after driving off the bridge. The blast was so powerful it obliterated a fire truck and destroyed a bridge, hurling one 250kg chunk of reinforced concrete into the air causing it to land 350 metres away. Police who were on their way to the crash site were hit with sonic waves that felt like a



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'kick to the chest' from more than a kilometre away. Geoscience Australia registered a 2.0 magnitude earthquake at 10.12pm initially thought to be due to the ferocity of the explosion. Charleville Police Station senior sergeant Adrian Rieck told Queensland Country Life it was a catastrophic explosion. 'It literally destroyed the road,' he said. 'We literally had 53 tonnes of ammonium nitrate go off – it was like having a 53 tonne bomb explode and those people who went into assist without fear for their lives should be commended.' A Queensland Fire and Emergency Services (QFES) spokesman said two of the four injured firefighters were still recovering in hospital after the incident. The police officer, the two other firefighters and two men who witnessed the crash all received minor injuries and were taken to Charleville Hospital for treatment. The truck driver was airlifted to Brisbane hospital suffering serious but not life-threatening injuries.

 **Related Stories** [Police Officer Surprised to find Driver Alive after Massive Blast](http://www.dailymail.co.uk/news/article-2750112/Ive-got-f-ing-headache-First-words-truck-driver-miraculously-survived-horror-explosion.html)

<http://www.dailymail.co.uk/news/article-2750112/Ive-got-f-ing-headache-First-words-truck-driver-miraculously-survived-horror-explosion.html>

NORTH VIETNAM, HÀ GIANG, SEPTEMBER 10 2014. LEAKED CHLORINE GAS DAMAGES CROPS, LAND IN HA GIANG

tin tuc



Chlorine leaking from tanks at the Mien River water processing station has gradually eroded soil and crops for the last three years, threatening local residents' health.

The Ha Giang Province's Water & Drainage Company, which runs the station, reportedly does not know how to deal with the chlorine in the tanks. It soaks the tanks in an open limestone pool and waits for disintegration. The gas, however, is emitted in the environment, harming people and crops in the surrounding area. The latest chlorine leakage occurred in early September. One day later, a large area turned very yellow. Most perennial plants became yellow and shed leaves. Vegetables growing close to the earth's surface were poisoned by the chlorine: their leaves withered and became curly. A local resident told reporters that this was not for the first time the chlorine linkage had occurred.

Due to the problems during the hazardous waste treatment process, the situation has not improved over the last three years. In the past, the plant withering and residents' health problems were attributed to white frost, but locals now realize that the cause of all the problems is the chlorine gas, which is toxic. He said that on September 3, local residents noticed a jet of strange white gas from the Mien River Water Processing Station. It caused crops and plants to wither as soon as it reached them. Many people hurried to leave their home village and did not return until the next day for fear that the toxic gas would harm their health. Tran Van Su, whose house is next to the Mien River Water Processing Station, said the most worrying problem was that chlorine had been damaging people's health for many years. "The chlorine leakage occurs regularly, which make us live in constant anxiety. Something similar happened in July, and then in September," he complained. "Locals have not fallen ill, but this does not mean it is safe". According to the Ha Giang provincial Water Supply & Drainage Company, the Mien River Water Processing Station supplies clean water to Ha Giang's people with the capacity of 6,000 cubic meters per day. Three years ago, three chlorine containing tanks, including two 140-liter and one 40-liter tanks, were discovered to be leaking during the production process. The company decided to build a limestone pool and soak all the three tanks in the pool. This method reportedly helped the chlorine left in the tanks dissolve in the lime pool and prevent leakage into the environment. However, scientists say the method would be useful for chlorine leaks only at a moderate level. If the limestone pool becomes depleted, the chlorine gas will cause serious consequences. When asked about the solutions to the problem, Nguyen Vinh Phu, deputy director of the Ha Giang Water Supply & Drainage Company, said this is a difficult task, because there is no company or institution in Ha Giang Province that can treat hazardous waste.

<http://english.vietnamnet.vn/fms/environment/111427/leaked-chlorine-gas-damages-crops--land-in-ha-giang.html>

AUSTRALIA, VICTORIA, MELBOURNE, SEPTEMBER 10 2014. NO FUTURE FOR OIL REFINERIES

The former chairman of Shell Australia and one of the most influential figures in the international petroleum industry for four decades says there is no longterm future for the local oil refining sector, claiming the "economics would say" that the nation's remaining refineries "should close". Russell Caplan, who retired from his position as Shell Australia executive chairman in 2010 after 42 years with the global energy giant, said he believed that "one by one I think refineries in Australia will fall to the



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reality that they are small in a very big world". "This is a game where size does matter. The economics would say they should close. You now have refineries in India that are as big as all the Australian refineries put together," he told The Australian. "It makes sense to me that economics drives outcomes and you can see different companies making economic decisions. The tipping point comes when you need to put a large amount of renewal capital into a refinery. I think that is likely to continue." Asked if the nation's remaining crop of refineries were doomed, Mr Caplan, who is now chairman of mining services giant Orica, said: "I don't see a long term future." Last month Caltex, the nation's largest refiner and marketer of petroleum products, said it would cut a further 350 jobs on top of the 400 targeted from its closure of its Kurnell refinery in Sydney. The number of refineries in Australia has halved over the past decade and the local operations have failed to compete with cheaper Asian refineries. In April, BP revealed it would shut its Bulwer Island refinery in Brisbane, while last year Shell put its Geelong refinery up for sale. The other remaining refineries are at Lytton in Brisbane, Altona in the west of Melbourne and Kwinana near Fremantle. The closures have made Australia more reliant upon fuel imports and prompted warnings that it is becoming more exposed to international risks. Global traders including Trafigura and Vitol have moved into the Australian market in recent years, using existing infrastructure for imports to meet growing demand. Japan's Mitsubishi has also revealed plans to build a \$100m diesel import terminal in South Australia, which became the first state without a refinery when Exxon Mobil closed its Port Stanvac complex 11 years ago. Mr Caplan said there would be more international players importing fuel into the Australian market over time "and there is no reason why they shouldn't". "The economics will continue to favour product imports and the capacity will be present," he said. During his 42-year Shell career Mr Caplan also headed the giant North West Shelf oil and gas project off the West Australian coast, including serving on the board of its operator Woodside when Shell had a major shareholding in the company. Mr Caplan backed comments in June by International Gas Union president Jerome Ferrier, the senior vice-president of Total Oil, who said fears about the impact of future US shale gas exports on Australian liquefied natural gas (LNG) exports were overblown. "It is not irrelevant — it is a threat. But there are natural forces that I think support the opportunity for Australian gas," Mr Caplan said. "The first is our proximity to Asian markets. "Second, I am absolutely of the belief that global demand for energy will continue to increase. "The consequence of that is that all energy sources from all locations will be required. There will be a place for Australian LNG. As there will for US gas. Every place has its portfolio of issues, as the US does. "Ours is cost and productivity. As a result it is more difficult for us to win business. But the problem is not insurmountable." The new prospective Australian LNG producers are also battling multi-billion-dollar cost blowouts because of soaring labour and raw materials costs. Last year the Santos-led GLNG and BG Group's QGC coal seam gas-fed export LNG projects at Gladstone in Queensland agreed to co-operate to lower costs. Mr Caplan said there needed to be more of it. "It doesn't sound to me to be sensible that there are four projects vying for a place under the sun at Curtis Island in Gladstone," he said. "The competition shouldn't be between them. It should be between them and Qatar or wherever gas is going to arise. "It makes absolute sense to maximise common infrastructure, to not have competing technologies butting each other."

<http://goo.gl/6m9Jsm>

USA, KS, JACKSON CO, SEPTEMBER 10 2014. HOYT INDUSTRIAL PLANT FIRE CAUSES EXPLOSIONS MONDAY >> COST OF DAMAGES YET UNKNOWN

Key Points:

- Cause of the fire is believed to be "a gasoline golf cart that had been stored inside the building

Explosions rocked through areas of Hoyt and melted the siding of City Hall Monday evening after an industrial plant caught fire, according to a news release from the Jackson County Sheriff's Office. The sheriff's office received an emergency call about 5:12 p.m. of a fire at the Tool Works Machine Shop, 200 E. 4th St, owned by Rick Anno. Five other emergency responders came to the scene, including the fire departments from Hoyt, Mayetta and the Potawatomi Tribe, the Jackson County Emergency Medical Service and the Hoyt Police Department. Responders spent about one hour getting the fire under control, amidst explosions caused by propane and acetylene bottles, the release states. The structure was a complete loss, according to additional details released later Monday evening. "Only charred posts remained of the post framed metal sided building," the second release stated. "The heat of the fire was so intense it melted siding on the Hoyt City Hall across the street some 100 feet away." The cause of the fire is believed to be "a gasoline golf cart that had been stored inside the building," according to a release. "The owner had just parked a gasoline golf cart that had been running earlier inside prior to the fire," according to the additional information. The cost of the damage wasn't known as of 9:15 p.m.

<http://cjonline.com/news/2014-09-08/hoyt-industrial-plant-fire-causes-explosions-monday>



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INDIA, TAMIL NADU, VIRUDHUNAGAR, SEPTEMBER 11 2014. TWO KILLED IN BLAST AT VIRUDHUNAGAR ILLEGAL FIREWORKS MANUFACTURING UNIT

j arokiaraj

Two workers died and three others were injured when a blast occurred at an illegal fireworks unit in Karseri, 20km from Virudhunagar, on Wednesday afternoon. Sources said around 20 people had been working at the fireworks unit even after officials suspended its licence in August on charges of violating rules. The deceased have been identified as Mariappan and Arul Raj. A worker, who sustained nearly 70 % injuries, was rushed to Centre of Excellence to Treat Burn Injuries in Sivakasi. Two other workers, who sustained minor injuries, were taken to a private hospital.

<http://timesofindia.indiatimes.com/city/chennai/Two-killed-in-blast-at-Virudhunagar-illegal-fireworks-manufacturing-unit/articleshow/42173841.cms>

USA, MI, TRAVERSE CITY, SEPTEMBER 11 2014. TANKER CRASH CLOSES M-37

matt troutman

 **Watch the Video:** [Propane Tanker Crash Closes Section of M-37 Wednesday, Victims in Fair Condition](#)



An overturned propane tanker sparked an hours-long road closure along a stretch of M-37 in rural Grand Traverse County as authorities carefully removed the vehicle. Grand Traverse County sheriff's Capt. Randy Fewless said deputies responded to a crash between a tanker truck driven by a Lapeer man, 45, and a Ford pickup truck driven by a Buckley man, 59, near West Center Road in Mayfield Township at 9:54 a.m. He said the crash left the tanker on its side. "The entire road was being blocked by the vehicles," he said. Fewless said both drivers, and a passenger in the pickup truck -- a Buckley woman, 58 -- suffered injuries and were transported to Munson Medical Center. He said investigators are looking into whether road conditions or speed prompted the crash. Grand Traverse County's emergency management Supervisor Gregg Bird said the truck carried and delivered 9,000 of liquid propane Wednesday morning, leaving

an empty tanker filled with vapors that could ignite. "Because there is vapor and we have to pick up the truck and manipulate it, there is a risk," he said. That led officials to ask residents living a half-mile around the crash to "shelter in place" in their homes. Bird estimated that affected less than 100 homes in sparsely populated Mayfield Township. He said deputies walked door-to-door in the immediate area around the crash and only found one occupied residence, with its occupants already nearly out their door. "There wasn't a real massive emergency to get them out of there," he said.

http://www.record-eagle.com/news/local_news/article_66a397aa-b826-5a73-a35b-39a559d35b90.html

SCOTLAND, RENFREWSHIRE, SEPTEMBER 11 2014. TEEN KILLED WHILE FILLING UP AT PETROL STATION

Seventeen-year-old Eilish Herron died at the scene of the collision involving her Renault Clio and another car.

A teenage girl has died after she was hit by a car while filling up at a petrol station. Eilish Herron was on the forecourt of the Asda garage in Linwood, Renfrewshire, when the crash happened on Wednesday afternoon. Police Scotland said the 17-year-old was struck by a Ford Focus that collided with her Renault Clio while she filled it with fuel. Ms Herron, of Paisley, died of her injuries at the scene. The male driver of the Ford Focus was uninjured. Police say they are investigating the matter and that a report will be sent to the procurator fiscal. Any witnesses are urged to get in touch with officers on 101.

<http://news.sky.com/story/1333698/teen-killed-while-filling-up-at-petrol-station>

USA, PA, ATGLEN, SEPTEMBER 11 2014. MUNITIONS MAKER WILL PAY \$1.2 MILLION FOR STORING HAZMAT ILLEGALLY

charlie morasch

A Pennsylvania-based explosives maker has agreed to replace its president and chief executive officer and pay a \$1.2 million fine after it was caught storing and transporting military grade explosives illegally. According to a news release from the U.S. Attorney's Office representing Eastern Pennsylvania, Action Manufacturing Co. builds timing and arms devices for munitions and explosives. To make its products, the company mixes explosive powders and fills boosters, detonators and other items with explosive materials. The process creates solid waste that is explosive, and is required to be disposed with in accordance with laws under the Resource Conservation and Recovery Act. In November 2011, inspectors from the Environmental



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Protection Agency's Land and Chemicals Division and the Pennsylvania Department of Environmental Protection inspected Action Manufacturing's Atglen, Pa., facility. Inspectors found the illegally stored waste "including scrap parts and components that were years or even decades overdue" for disposal, the news release states. The company admitted that instead of sending the hazardous waste to an approved treatment, storage and disposal facility, it stockpiled the waste at its Atglen facility without a permit. Action Manufacturing also admitted violating federal Department of Transportation regulations that require recordkeeping for transporting explosives on public roads. The company pleaded guilty to criminal charges tied to storing the explosives and unsafe transportation, and admitted to illegally storing the hazardous waste between 1980 and 2013. In late August, U.S. District Judge Nitza Quinones Alejandro sentenced the company to pay \$1.2 million, to install a new president and CEO, and to be on probation for five years. Action Manufacturing also will undergo an \$800 special assessment. The case was investigated by the EPA's Criminal Investigations Division and the U.S. Department of Transportation Office of Inspector General. It was prosecuted by Assistant United States Attorney Elizabeth Abrams.

<http://www.landlinemag.com/Story.aspx?StoryID=27634#.VBUjyManrww>

USA, AK, KODIAK, SEPTEMBER 11 2014. FUEL SPILL NEAR KODIAK TRACED TO FEDERAL RESEARCH SHIP

NOAA research vessel Rainier.



A fuel spill in Kodiak Island's Womens Bay has been traced to a National Oceanic and Atmospheric Administration research ship. Jade Gamble with the Alaska Department of Environmental Conservation says the spill is estimated at 1,640 gallons. KMXT reports an oily sheen in the bay was traced to NOAA research ship Rainier, docked at Nyman Peninsula on the Kodiak Coast Guard base. NOAA spokesman David Hall says NOAA is working with the Coast Guard to minimize environmental impacts. Hall says the incident is being investigated. Gamble says the spill was traced to a rupture in the vessel's bulkhead between a fuel tank and a water tank. Absorbent boom and a fuel skimmer have been employed at the site. The spill was reported Monday.

<http://www.ktoo.org/2014/09/10/fuel-spill-near-kodiak-traced-federal-research-ship/>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 12 2014. EPA HAS LOST COMMUNITY'S TRUST, INQUIRY TOLD

peter hannam



Narrabri grazier Tony Pickard has reported suspected contamination of water by Santos.

The NSW Environment Protection Authority has been "captured by industry" and starved of the resources needed to do its job, according to submissions to an inquiry into the agency. An [upper house inquiry into the EPA's performance](#) is examining its overall activities but also how it handled six cases. These include land contamination at Botany and Hillsdale, its investigation into the effects of coal dust pollution in the Hunter and ground water contamination by Santos at its coal-seam gas exploration in the Pilliga. In its submission, [the Nature Conservation Council](#) said a general view among its 130 member groups was

that the EPA was an ineffective regulator that had lost the trust of the community. Having an EPA is "critical" for protecting the environment "but it needs to be independent and it needs to be resourced", Kate Smolski, the council's chief executive, said. "It's too close to industry and puts industry ahead of the public." In a [279-page defence of its performance](#), the EPA said it was "progressively working towards" meeting its mandate, but noted that "resourcing remains an issue". Rather than seek more budget funding, however, the EPA is aiming for greater "cost recovery", adding to the \$18 million it generated from issuing licences in 2013.

Pilliga Concerns

Groups such as the Wilderness Society were particularly scathing of the EPA's failure to be make public its findings, particularly in relation to its handling of what the authority called a "spill" of "salts and other elements", at Santos' coal-seam gas operations in the Pilliga. The disclosure failed to note that "other elements" included uranium, arsenic, lead and other



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metals in unsafe concentrations, the group said. After two months of investigations, the EPA was unable to determine whether a health warning was required, due to a lack of information. And while the authority was told by Santos in May 2012 that one of its ponds treating CSG waste water had problems, it was still describing it as a "suspected leak" in 2013. The Nature Conservation Council said any proposals for major new polluting developments should be put on hold until the inquiry is completed. "Given the risks associated with CSG, we have serious concerns about moving ahead with large gasfields in the Pilliga and western Sydney without knowing what impacts we might have on the water supply," Ms Smolski said. In [its submission](#), Santos said there had been no danger to stock or crops, and no risk to private bores from the spill. "The localised groundwater where the elevated concentrations were found is very limited in area and volume and the water is not used for agriculture, stock irrigation, human consumption or domestic purposes," Santos said. "The detected concentrations are below those found in surrounding soils."

River Impact

Submissions such as the one from [The Colong Foundation for Wilderness](#) said the EPA was complicit in allowing contamination of waterways even as state and federal governments granted approval to expand mine operations. It singled out the Clarence Colliery owned by Centennial Coal, which has an EPA licence to emit 18 megalitres of effluent daily into the Wollangambe River, a wild river in the Greater Blue Mountains World Heritage Area. Research by University of Western Sydney researcher Nakia Belmer, to be presented to the inquiry, will show that zinc concentrations of the waterway below the mine are 10-times recommended guidelines for aquatic ecosystems with nickel double the level, and water temperatures 2.5 degrees warmer. "Below the mine, macro-invertebrate richness has decreased by 65 per cent and abundance by 90 per cent," the Colong's submission said. "The loss then goes up the food chain impacting on fish, birds and platypi." Among the committee members, two come from both the ALP and the Liberals, one from the Nationals and the Greens, with Robert Brown of the Shooters and Fishers Party as chairman. The committee is due to report its findings by February 14, about a month before the state elections.

<http://www.smh.com.au/environment/epa-has-lost-communitys-trust-inquiry-told-20140911-10f09i.html>

USA, CA, ORANGE CO, SEPTEMBER 12 2014. CHEVRON PAYS FINE FOR SELLING GAS CONTAMINATED WITH WATER

eric hartley



Problem at refinery in 2011 led to excess water in fuel, causing minor engine damage to at least 44 customers.

Chevron has agreed to pay \$298,000 in civil penalties and costs for accidentally selling gas contaminated with excess water at Orange County stations in 2011, causing minor damage to at least 44 vehicles. After customers complained, Chevron found unsafe levels of water in fuel at 22 Orange County stations, though only seven stations were definitively linked to engine problems, according to a settlement filed Monday in Orange County Superior Court. The settlement says the company traced the problem to "testing and equipment errors" at its refinery in El

Segundo and a terminal in Huntington Beach. Chevron and state and county regulatory officials said the problem appeared to be isolated, with complaints about fuel contamination being rare. In addition to the \$298,000 it will now pay, Chevron paid restitution within days to the 44 people whose engines were damaged, who bought gas at seven different stations, company spokesman Rod Spackman said. Spackman didn't know the amount of restitution, but said it was small. People who bought the gas experienced problems including rough idling and had to have fuel drained and replaced, with some needing an injector system cleaning, he said. Chevron stations started getting complaints within hours of the batch of fuel being delivered to stations on Dec. 14, 2011. By 1:30 a.m. Dec. 15, they'd shut down the pumps at seven stations, Spackman said. He said the company also quickly notified the state and set up a toll-free number affected customers could call. "Most of these companies, they're pretty on top of it. They don't need a bad reputation," said Dennis Whitfill, program supervisor for the Orange County's Weights & Measures office. Whitfill said it's the only water contamination of its kind he's ever heard of. The Orange County District Attorney's Office brought the civil lawsuit on behalf of the state Division of Measurement Standards. The D.A.'s Office said it could not comment Wednesday because the settlement had not been signed by a judge. The complaint alleges violations of state law, including unfair competition, false and misleading advertising. But the case won't be litigated since the settlement was filed simultaneously. Chevron admitted no wrongdoing, but agreed to maintain a quality control program and not misrepresent the quality of its fuel. It also will have to show the state a plan for notifying the Division of Measurement



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Standards if any contaminated gas is found in the future. Spackman said the contamination was caused by a suction draw on a tank where gas was being blended at the refinery. He said Chevron already has put in place new quality-control measures and uses different tanks. Chevron agreed to pay civil penalties of \$222,036 through the District Attorney's Office, plus \$35,964 to cover the costs of an investigation by the Division of Measurement Standards and the Orange County agricultural commissioner's Weights & Measures Programs. The county will get \$1,764 of that. Another \$40,000 will go to the Division of Measurement Standards for training and laboratory equipment used to tests gas and car products. That money will go to the state instead of individual customers because of the "infeasibility of identifying the consumers who may have suffered loss, but never complained" and the expense it would take to find those people, the settlement says.

<http://www.ocregister.com/articles/chevron-634484-county-stations.html>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 12 2014. COOTES TRANSPORT THE COMPANY INVOLVED IN FATAL PETROL TANKER CRASH IN MONA VALE FINED OVER FLEET BREACHES

jim o'rouke

Photo's [10] [Company Involved in Fatal Petrol Tanker Crash in Mona Vale Fined Over Fleet Breaches](#)



The accident that sparked the crackdown a Cootes tanker rolled on its side before bursting into flames with leaking fuel running down the road and igniting cars killing two people.

The troubled trucking company involved in the fatal petrol tanker fireball in Sydney last year has been hit with more than \$500,000 in fines and legal costs for safety and registration breaches. Cootes Transport had pleaded guilty in Sydney's Downing Centre Local Court to a total of 255 charges brought by Roads and Maritime Services including faulty brakes and a leak in a fuel tanker. The company was facing maximum fines totalling more than \$2 million, but magistrate Lee Gilmore said Cootes was entitled to a discount for its guilty plea. Ms Gilmore said the company has also taken steps to rectify its poor maintenance issues including making annual inspections of its tanker fleet mandatory. Cootes, the biggest fuel haulage company in Australia, had been

issued with hundreds of defect notices as part of an inspection crackdown in the weeks after the October 2013 crash at Mona Vale which killed two men. The breaches included an LPG tanker with a leaking gas valve. Dozens of vehicles with problems including poor brakes, were grounded. Two people died in the accident and another five were injured. In December Roads Minister Duncan gay threatened to order Cootes' entire fleet off the road after more major defects were found in its tankers. Then in February this year 400 of its 950 NSW prime movers and tankers were pulled out of services after spot checks revealed problems in 17 vehicles. Cootes' parent company McAleese, then decommissioned dozens of its oldest trucks and tankers and promised to improve its maintenance regime with special attention given to brakes, steering and suspension. During a previous sentencing hearing RMS told the court that in the past there was a "system failure" in the maintenance of the fleet and it either was not being performed or was inadequate. In the previous hearing Ms Gilmore said she was "horrified" by some of the information in the documents before her about past practices in the trucking industry including no requirement for annual inspections. When sentencing Cootes today, Ms Gilmore made it clear these proceedings did not relate to the Mona Vale accident. The court heard some of the offences carry a maximum penalty of \$22,000. Ms Gilmore said the RMS inspections showed "poor maintenance standards" at Cootes. She said vehicles must be properly maintained to "minimise risk to life and property". There was "no excuse" for Cootes allowing their maintenance systems to deteriorate, with some registration failures appearing to be a cost-cutting measure, she said. The company that owns the Cootes fleet, McAleese, has previously announced that due to financial problems Cootes would be restructured and it hopes to have a smaller national fleet with trucks no older than four years. Ms Gilmore ordered Cootes to pay a total of \$440,900 in fines and pay legal and court costs of \$64,675. Cootes must also hand over \$18,870 in the form of a Victims' Support Levy. Its total bill is \$525,305. Cootes released a statement following the decision. "The company notes the Magistrate's recognition that it has undertaken extensive steps to address the issues identified last year and earlier this year through comprehensive enhancements to its business operations," it said. "Cootes Transport has been fully restructured to become a smaller, more modern fleet. All servicing and testing procedures have been upgraded."

<http://www.dailytelegraph.com.au/news/nsw/cootes-transport-the-company-involved-in-fatal-petrol-tanker-crash-in-mona-vale-fined-over-fleet-breaches/story-fni0cx12-1227053876958>



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