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International news

ADRIATIC OIL SPILL CONFERENCE AIMS TO BECOME INTERNATIONAL TRIENNIAL EVENT

Member of ISCO Council for Croatia, Darko Domović of the Oil Spill Education Centre writes to introduce ADRIASPILLCON 2013

November 30 - The First Adriatic Oil Spill Conference **ADRIASPILLCON 2010** was held between 12 and 14 May 2010 in Opatija, Croatia. It was conceived as a forum in which the representatives of the Adriatic coastal States could discuss and exchange their experience and expertise in the fields of prevention of, preparedness for and response to marine oil pollution incidents, both among themselves and with their colleagues from other parts of the Mediterranean, Europe and other regions.



The beautiful town of Opatija is near Rijeka on the Adriatic Coast

Following the Conference a large number of participants suggested that **ADRIASPILLCON** should become a regular event aimed at facilitating such exchanges, which coincided perfectly with the original intention of the organizers, OSEC.

Encouraged by this positive response OSEC launched the initiative for organizing the Second Adriatic Spill Conference in May 2013. The Ministry of Maritime Affairs, Transport and Infrastructure of the Republic of Croatia supported the initiative, as well as all leading international organizations, institutions and agencies who supported the first edition of the Conference and whose representatives attended it, IMO, REMPEC, EMSA, ITOFF and Cedre.

International news (continued)

Consequently, **ADRIASPILLCON 2013** is being organized between **14 and 16 May 2013** and is expected to bring together speakers and exhibitors from government agencies, private sector and non-governmental organizations from six Adriatic coastal States as well as their counterparts from other countries, the representatives of relevant organizations and institutions from Europe and other regions of the world, the industry, and last but not least, manufacturers of equipment and providers of spill response services.

ADRIASPILLCON 2013 will again be held in Opatija, an old tourist resort in the Kvarner Gulf in the northern part of the Adriatic, near Rijeka, the principal Croatian port and the centre of spill response activities since early 1970's.

In addition to subjects related to oil spill control, ADRIASPILLCON 2013 will also address issues related to preparedness for and response to releases of hazardous and noxious substances.

The programme will be tailored with separate sessions dedicated to discussing national, regional and global arrangements for preparedness and response, legal, administrative, organizational, technical, scientific and practical aspects of dealing with oil and HNS spills.

Like in 2010, the Conference will be accompanied by an Exhibition of spill response equipment and services offered by companies and organizations engaged in the field of preparedness for and response to accidental marine pollution. The Exhibition presents a unique occasion in the Adriatic region for business contacts among the exhibitors, participant and visitors, including in particular those in charge of procurement of equipment for both governments and industry, as well as those who use equipment in spill response operations. [More info about ADRIASPILLCON](#)

LAUNCH OF NEW IOPC FUNDS WEBSITE

November 22 - The IOPC Funds Secretariat is delighted to announce that the new IOPC Funds' website is now fully operational and can be found at www.iopcfunds.org

The new user-friendly site provides much wider and more readily accessible information, with in-depth sections on the work and structure of the Organisations, compensation and claims management, incidents and the latest news and upcoming events. There is also a section containing all IOPC Funds' publications, including an online archive of all Annual Reports issued since 1978. Additionally, the site incorporates various interactive features, such as a map of incidents involving IOPC Funds, with case studies and information relating to incidents dating back to the establishment of the 1971 Fund, a map displaying the membership of the IOPC Funds, a downloadable claim form and various statistical representations.

The website iopcfunds.org is the hub of all information pertaining to the Organisations and provides access to other IOPC Funds' services and websites, including document services, the online reporting system and the HNS Convention website. [Read more](#)

'MARITIME PLACES OF REFUGE AND SALVAGE' FORUM ORGANIZED BY DUBAI MARITIME CITY AUTHORITY

November 26 - Dubai Maritime City Authority (DMCA), the government authority charged with regulating, coordinating and supervising all aspects of the maritime sector in Dubai, organized a forum titled "Maritime Places of Refuge" that serves as one of the networking activities during the first-ever Dubai Maritime Week 2012 at the Dubai Customs headquarters. The full-day forum includes a series of discussions and presentations by key personalities in the maritime sector.

The forum is highlighting the lessons learned from various high-profile maritime disasters globally and creates a unified and more effective approach in dealing with such incidents. DMCA had underlined the urgency to organize the Maritime Places of Refuge and Salvage Forum as well as similar initiatives to enhance maritime safety, security and environmental compliance. *The Maritime Executive* [Read more](#)

COUNTRIES SEEK SOLUTION ON TRANSBOUNDARY OIL SPILLS

November 23 - Several countries are gathered for an ongoing international conference being held in Bali to discuss how to establish bilateral and regional arrangement to address the issue of liability and compensation for marine pollution caused by oil spills.

During the three-day conference that started on Wednesday and is being hosted by Indonesia's Foreign Ministry and the Transportation Ministry, discussions were focused on issues related to the damage caused by offshore exploration and exploitation activities.

The outcome and recommendation of this second conference, a follow-up to last year's, will be submitted to the next legal

International news (continued)

committee of the International Maritime Organization (IMO) in April next year.

Several oil spill incidents have occurred in the past, such as at the Montara platform in the Timor Sea and the Mocondo Platform in the Gulf of Mexico, where the effects of the oil spill have been catastrophic for marine ecosystems. *Jakarta Post* [Read more](#)
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Incident reports

USA: TRAIN DERAILMENT CAUSES CHEMICAL SPILL OF VINYL CHLORIDE IN PAULSBORO



Six tanker cars were involved in the crash and four were carrying vinyl chloride, but so far only one has leaked, officials say. They are shown here piled in the creek under the bridge that collapsed into the Mantua River in Paulsboro. MICHAEL BRYANT / Staff Photographer

November 30 - Three railroad tank cars tumbled into the Mantua Creek and are leaking flammable vinyl chloride after the train bridge collapsed at about 7 a.m.

At least 18 people at the Paulsboro Marine Terminal have complained of respiratory distress and ambulances have been dispatched for them.

Gloucester County officials offered some facts about vinyl chloride: • It's used to make PVC which is used in a variety of common plastic products such as pipes, cable coatings, packing materials etc. • Heavier than air and can travel along the ground • Burns easily is not stable at high temperatures • Exposure may

cause eye or throat irritation, headache, shortness of breath. • Breathing high levels of Vinyl Chloride can cause dizziness and/or sleepiness • Breathing very high levels can cause loss of consciousness *South Jersey Times* [Read more](#)

November 30 - A train with two locomotives, 83 freight cars and a caboose made its way from Camden to the industrial town of Paulsboro, just across the river from Philadelphia International Airport. Seven cars derailed, including two box cars on stable ground and five on the bridge. NTSB chairman Deborah Hersman said four tankers were partially in the creek.

One tanker containing 25,000 gallons of vinyl chloride was sliced open in the accident and some of the gas spewed into the air, while the rest turned into a solid and settled into the bottom of the tanker. *Chicago Tribune* [Read more](#)

December 1 - Officials from the National Transportation Safety Board, as well as other government agencies will be back on the scene of the Paulsboro train derailment today and will discuss the cleanup process at a noon briefing at the Paulsboro Fire Department.

The four tank cars that derailed yesterday, crashing into Mantua Creek and causing the chemical vinyl chloride to escape are still sitting exactly where they fell.

NTSB officials, who were brought up from D.C. yesterday to begin their work, have said they must complete the investigation before the tank cars can be removed. *South Jersey Times* [Read more](#)

December 2 - Heavy fog is delaying plans to start clearing a train derailment that caused a chemical spill and the evacuation of a 12-block area in Paulsboro.

Officials say they are waiting for a safe time to try to pump vinyl chloride out of a damaged tanker. They plan to use a crane to remove the derailed cars.

Investigators say a signal may have malfunctioned on a southern New Jersey bridge where the train derailed over a creek, causing the hazardous chemical to spew into the air. No serious injuries have been reported, but more than 70 people went to a hospital. An evacuation order remains in effect over several blocks. *South Jersey Times* [Read more](#)

Incident reports

USA: CREWS FIGHT WEATHER TO CONTAIN DIESEL SPILL IN ALASKA

November 23 - Crews are working to contain a diesel spill after a tug ran aground, but bad weather is hampering the effort.

The [Alaska Department of Environmental Services](#) says the tug Polar Wind has lost about 6,000 gallons of fuel since it and a barge went aground Nov. 13, on uninhabited Ukolnoi Island, 40 miles from Alaska's Cold Bay. The department says a team aboard the tug has determined that it was carrying 20,500 gallons of diesel fuel, while the barge had about 800 gallons.

Times Union [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

November 23 - An assessment team was able to board the tug Wednesday, and they've determined that the Polar Wind has lost 6,000 gallons of diesel fuel since the accident. The team had hoped to remove the remaining 15,000 gallons by this time, but 100-knot winds and freezing spray have prevented them from going ahead with the fuel transfer. Responders haven't seen any oiled animals near the vessels. *Alaskapublic.org* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

AUSTRALIA: WORKCOVER INVESTIGATES DENMAN SPILL

November 28 - WorkCover New South Wales is investigating a serious chemical leak at an Upper Hunter water treatment plant.

2,000 litres of hydrochloric acid escaped from a vat at the Denman plant last month before being contained by staff.

ABC News [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]



CANADA: MOKENA OIL TANK LEAK UNDER INVESTIGATION



November 24 - U.S. Pipeline and Hazardous Materials Safety Administration is investigating the cause of an oil tank leak at the Chicap Mokena Terminal, which is operated by BP Oil. Enbridge Inc., of Calgary, Alberta is the distributor.

Cleanup continued through the weekend after 900 barrels of crude oil leaked from a storage tank at BP Oil-Enbridge Storage in unincorporated Mokena.

A definite leak of 37,800 gallons of crude oil was confirmed to have escaped from an "infrequently used Enbridge tankage line" on Nov. 21, said Springer. The leak was contained to a dike that surrounds the tank. The surface oil has been sopped up, but crews are currently working to collect the drenched soil surrounding the dike. *Mokena Patch* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Other news

RUSSIA: ROSNEFT AND STATOIL SIGN DECLARATION ON RUSSIAN ARCTIC ENVIRONMENTAL PROTECTION

President and Chairman of the Management Board of Rosneft Igor Sechin and President and CEO of Statoil Helge Lund signed a Declaration on Protection of the Environment and Biodiversity for Oil and Gas Exploration and Development on the Russian Arctic Continental Shelf.

Acknowledging that the Arctic environment consists of ecosystems with unique features and resources, and as such, require special protective measures, Rosneft has taken the initiative for a declaration on environmental protection in the Arctic to be signed with its partners.

Aiming to continuously improve their technology and operational procedures for exploration and development in the Arctic, Rosneft and Statoil reaffirmed their commitment to sustainable development, including minimizing the impact of oil and gas activities on indigenous populations and climate change. The Parties will seek to coordinate activities in order to preserve the biodiversity of the Arctic, including observing the principles and recommendations of the Convention on biological diversity and the standards set by IPIECA, the global oil and gas industry association for environmental and social issues. *The Maritime Executive* [Read more](#)

USA: DISTRICT COURT FINDS IMMUNITY FOR DEEPWATER HORIZON SPILL RESPONDER

November 30 - In a thirty-six (36) page decision issued on November 28, District Judge Barbier (*i.e.* – the District Judge presiding over the Multidistrict Litigation pending in the Eastern District of Louisiana surrounding the Deepwater Horizon incident) granted summary judgment in favor of Nalco, the manufacturer of a chemical oil spill dispersant used during the spill response efforts, holding that the Clean Water Act (“CWA”) and the National Contingency Plan (“NCP”) pre-empted the state and general maritime law claims asserted against Nalco.

The Plaintiffs’ Steering Committee (the “PSC”), on behalf of various plaintiffs including, *inter alia*, vessel captains and crew participating in clean-up activities, workers that decontaminated vessels soiled by oil and/or dispersants, workers that participated in onshore clean-up, and coastal residents and vacationers, had filed a complaint against Nalco (among others), asserting claims under both the general maritime law and state law for injuries relating to exposure to oil, chemical dispersants, or a mixture of both. In September 2011, the Defendants collectively moved to dismiss the complaint, contending that they were entitled to derivative governmental immunity and/or that the claims were preempted by the CWA and the NCP. The Court denied the motion at that stage of the proceedings, but expressly permitted Nalco and the other Defendants to reassert such defenses following limited discovery. In early 2012, Nalco filed a renewed motion to dismiss, which was converted to a motion for summary judgment by Judge Barbier in April 2012. *The Maritime Executive* [Read more](#)

USA: BP TEMPORARILY SUSPENDED FROM NEW CONTRACTS WITH THE FEDERAL GOVERNMENT

November 28 - The [U.S. Environmental Protection Agency \(EPA\)](#) announced that it has temporarily suspended BP Exploration and Production, Inc., BP PLC and named affiliated companies (BP) from new contracts with the federal government. EPA is taking this action due to BP’s lack of business integrity as demonstrated by the company’s conduct with regard to the Deepwater Horizon blowout, explosion, oil spill, and response, as reflected by the filing of a criminal information.

On November 15, 2012, BP agreed to plead guilty to eleven counts of Misconduct or Neglect of Ship Officers, one count of Obstruction of Congress, one misdemeanor count of a violation of the Clean Water Act, and one misdemeanor count of a violation of the Migratory Bird Treaty Act, all arising from its conduct leading to the 2010 Deepwater Horizon disaster that killed 11 people and caused the largest environmental disaster in U.S. history.

For the Deepwater Horizon investigation, EPA was designated as the lead agency for suspension and debarment actions. Federal executive branch agencies take these actions to ensure the integrity of Federal programs by conducting business only with responsible individuals or companies. Suspensions are a standard practice when a responsibility question is raised by action in a criminal case. *The Maritime Executive* [Read more](#)

USA: 2 BP RIG SUPERVISORS AND FORMER EXECUTIVE PLEAD NOT GUILTY TO CHARGES IN GULF OIL SPILL PROBE



Robert Kaluza, second from right, a BP well site leader from the Deepwater Horizon oil rig explosion, arrives with his legal team at Federal Court to be arraigned on manslaughter charges in New Orleans, Wednesday, Nov. 28, 2012. (AP Photo/Gerald Herbert)

November 28 - Two BP rig supervisors and a former BP executive pleaded not guilty Wednesday to criminal charges stemming from the deadly Deepwater Horizon rig explosion and the company’s response to the massive 2010 spill in the Gulf of Mexico.

BP well site leaders Robert Kaluza and Donald Vidrine, along with former BP vice-president of exploration for the Gulf David Rainey, remained free on bond following their arraignments in federal court.

Kaluza and Vidrine are charged with manslaughter in the deaths of 11 rig workers. They are accused of disregarding abnormally high pressure readings that should have been glaring indications of trouble just

before the blowout of BP’s Macondo well.

Rainey was charged separately with concealing information from Congress about the amount of oil that was leaking from the well. Millions of gallons of crude oil spewed from BP’s well for months. *Canadian Business* [Read more](#)

SPAIN: PRESTIGE TRIAL - MANGOURAS: "I'M THE ONLY CAPTAIN TO GO TO PRISON AFTER AN ACCIDENT"

November 28 - The former captain of the Prestige tanker, Apostolos Mangouras, attended the third session of questioning at his trial being held in A Coruña for the maritime disaster that dumped more than 20 million gallons of fuel into Spanish waters in 2002.

Mangouras insists that he is being treated as a criminal for defending the work of his crewmen.

In his statement, the captain claims that the ship's departure from a Spanish port was the worst possible decision made, given a severe storm warning was in effect. Mangouras blames the authorities for forcing his ship to leave. He also states that he was surprised no port would give him refuge. *The Maritime Executive* [Read more](#)

NIGERIA: GROUP HOLDS WORKSHOP ON NIGER DELTA OIL SPILL

November 23 - The United States Department of State, Alumni Engagement Innovation Fund Project, has held a two-day stakeholders' workshop on alternative ways of cleaning oil spills in the Niger Delta.

A statement by the Team Leader, Dr Morufat Balogun and Dr Moji Edema, chairperson, publicity committee, stated that the workshop took place on Nov. 28 and Nov. 29, at the International Students' Centre, University of Port Harcourt, Rivers.

The workshop, which has as its theme: "Clean the Spills: Going Green in the Niger Delta" witnessed practical ways of using 'Kenaf', a local plant, to clean oil spills. *allAfrica.com* [Read more](#)

USA: NOAA PROPOSES 66 CORALS FOR ENDANGERED SPECIES PROTECTION



Pillar coral in the Florida Keys: NOAA

November 30 - Today NOAA proposed listing 66 species of reef-building corals under the Endangered Species Act (ESA): 59 species in the Pacific (7 as endangered, 52 as threatened); 7 in the Caribbean (5 as endangered, 2 as threatened). The agency is also proposing that two Caribbean species already listed be reclassified from threatened to endangered. (You can see the full species list [here](#).)

Today's proposal is part of an ongoing response to a 2009 petition from the Center for Biological Diversity to list 83 species of reef-building corals under the ESA.

Corals are biodiversity factories providing home and shelter to more than 25 percent of fish in the ocean and up to two million marine species.

Mother Jones [Read more](#)

USA: GULF COAST ECOSYSTEM RESTORATION COUNCIL TO HELP REBUILD THE GULF COASTS' ECOSYSTEMS AND ECONOMIES IN THE WAKE OF THE DEEPWATER HORIZON OIL SPILL

November 30 - The Gulf Coast Ecosystem Restoration Council (the Council) announced today that it will hold its first public meeting on December 11, 2012 in Mobile, Alabama. The Council, which was established by the Resources and Ecosystem Sustainability, Tourism, Opportunities Revived Economies of the Gulf Coast States Act of 2012 (RESTORE Act), will develop and oversee implementation of a comprehensive plan to help restore the ecosystem and economy of the Gulf Coast region in the wake of the Deepwater Horizon oil spill.

The oil spill caused extensive damage to the Gulf Coast's natural resources, devastating the economies and communities that rely on it. In an effort to help the region rebuild, Congress passed the bipartisan RESTORE Act, which dedicates 80 percent of Clean Water Act administrative and civil penalties paid by responsible parties after the date of enactment of this Act in connection with the Deepwater Horizon explosion and spill to the Gulf Region for ecological and economic recovery efforts. This law will likely generate investments in economic development, tourism promotion, and science-based natural resource restoration in the states hit hardest by the spill -- Alabama, Florida, Louisiana, Mississippi and Texas.

The first meeting will introduce the Council to the public. It will also give the public the opportunity to provide feedback on the Council's restoration planning efforts. This meeting will be held on December 11, 2012 from 1:00 to 4:00 pm at the Renaissance Mobile Riverview Plaza Hotel, 64 South Waters Street, Mobile, AL, 36602. *Restore the Gulf* [Read more](#)

USA: OIL TRAIN REVIVAL: BOOMING NORTH DAKOTA RELIES ON RAIL TO DELIVER ITS CRUDE



Railroads in the Great Plains are gaining a surge of revenue transporting crude from North Dakota's Bakken shale. Here, an oil train heads east through Illinois.

November 30 - North Dakota surpassed Alaska this year as the number two oil-producing state. It's thanks to fracking—the extraction of oil from the state's Bakken Shale formation. But all that oil would be stuck in the Midwest without trains. (See related photos: "[Bakken Shale Oil Boom Transforms North Dakota](#)")

Companies have made massive investments in oil-related rail infrastructure in the past three years, including a dozen oil-loading terminals that serve the Bakken alone. They include the Bakken Oil Express, a complex of four long loops of rail. This allows 100-car trains, more than a

mile in length and usually entirely dedicated to oil, to coil around compactly as they pass a loading station. *National Geographic*
[Read more](#)

People in the news

ITOPF'S CHAIRMAN - SUCCESSION PLAN ANNOUNCED



At its meeting in Amsterdam on 15th November, ITOPF's Board of Directors voted unanimously to extend the appointment of Mr Bjorn Moller (Teekay Corporation Inc, Canada) as Chairman of ITOPF for a further year. Mr Moller has been Chairman since 2006 and his term of office will expire at the end of the next meeting of the Board in St. Petersburg, Russia, in September 2013. Mr Moller expressed his appreciation saying that he was "proud to lead this professional and highly talented organisation for another year".

To ensure the smooth transition of Chairmanship, the Board also unanimously agreed to appoint Ms Hanne Sørensen as Chairman-elect, to take office immediately after the meeting in St. Petersburg. In her comment to the Board of Directors, Ms Sørensen stated "ITOPF is well respected as the global leader in response to ship source spills of oil and chemicals. As a Director I have been enormously impressed by the importance of its work to the shipping industry

worldwide and by the expertise of its staff. It is a great honour to be appointed its next Chairman and I look forward to taking up the role in September."



Ms Hanne B. Sørensen is the CEO of Maersk Tankers A/S which transports crude oil, refined oil products and gas around the world. Maersk Tankers employs around 3,800 seafarers and 400 people ashore and manages a fleet of more than 200 vessels. Ms Sørensen has extensive experience of shipping having held various financial and commercial positions within the A. P. Moller – Maersk Group since 1994 in Europe, Asia and the Far East. In addition to being the CEO of Maersk Tankers A/S, Ms Sørensen is a Director of ITOPF, as well as a member of the Advisory Committee. She currently holds the role of Deputy Chairman of Høegh Autoliners AS. Ms Sørensen has a Master of Science in Business Economy from the University of Aarhus, Denmark (1993) and currently resides in Denmark. www.itopf.co.uk

AUSTRALIA: AMOSC APPOINTS NEW STAFF MEMBERS AND OPENS AN OFFICE IN PERTH

AMOSC is delighted to announce the opening of a Perth based office at Koolinda House Fremantle at the start of 2013. This is being done for the benefit of our Perth and WA based members and also to facilitate onsite advice and assistance in the WA region. We will also be conducting Perth based training in the near term. We welcome onboard 2 new staff members for the Perth office. Woody Leef will lead the office; Woody comes from a Naval Aviation and ship driving background and has had recent spill experience with the Rena incident. Nathan Young comes to us from OSRL Southampton and brings with him a wealth of experience in spill preparedness and response. Nathan has worked with OSRL for a number of years within operations and consultancy. Nathan has attended spills in and around the UK, Africa, Europe and the USA. <http://www.amosc.com.au>

INFORMATION FOR INDIVIDUALS APPLYING FOR PROFESSIONAL MEMBERSHIP

Please note –

- The deadline for receiving completed applications to be included in the first tranche of applications to be assessed is 31/12/12
- The Membership Standards Committee is not expected to complete work on the assessment of these applications before this date.
- You will be advised early in the New Year on the recommendations made by the Membership Standards Committee.
- If any parts of the submitted form are not completed and/or signed where required, and if required attachments are missing, you will be asked to remedy omission/s. This may result in delay in the assessment of your application.
- Prepayment of the required Assessment Fee is required before applications are assessed by the Membership Standards Committee. You can enclose a cheque with your application or pay by credit/debit card using the secure facility on the ISCO website. In order to pay by bank transfer of funds, please contact the ISCO secretary.

If you have not yet submitted your application –

- Because original signatures and initials are required, you will have to send your completed application and supporting documents by post to the ISCO Secretariat at Balbithan House, Kintore, Inverurie, Aberdeenshire AB51 9UQ, UK.
- You should be aware that postal deliveries can take a few days. To avoid missing the deadline, please send as soon as possible.

If you are successful in your application –

- You will be notified of the grade of Professional Membership awarded to you by the organization
- You will receive a Certificate of Professional Membership confirming the award and grade of membership awarded.
- Depending on the grade of membership awarded, you will be entitled to use the letters A.M.I.S.C.O. or M.I.S.C.O. or F.I.S.C.O after your name to indicate your professional status.
- You will be able to enjoy all of the benefits of being a Professional Member of ISCO

Students / Apprentices / Trainees –

- No Assessment Fee is required
- You should use the Professional Membership Application Form which can be downloaded from the ISCO website but need only complete part 1 (Personal Details), part 7 (Declaration) and part 9 (Preferred user name and password).
- If you are being sponsored by your employer, he/she should provide a covering letter confirming that you are a student / apprentice / trainee in his/her employment.
- If you are applying on your own behalf please attach a covering letter giving details of your course of studies, apprenticeship or trainee status. You will not be required to pay the annual Student Membership Fee until your membership of ISCO has been formalised.
- You should regard Student Membership as a first step in your professional development and aim to achieve higher grades of Professional Membership as you gain knowledge, experience and qualifications.

Obligations and Conditions

- All Professional Members of ISCO are required to abide by the ISCO Code of Professional Conduct and other Rules and Regulations of the Organization.
- These and other relevant information and procedures can be accessed on the ISCO website.
- Failure to comply with these requirements may result in loss of membership benefits and removal from the Roll of Members.

IMO RRI CORRESPONDENCE GROUP

In case you haven't looked at the ISCO RRI pages recently, around 70 categories of equipment / materials have been added to the list that are being recommended for inclusion in the resource databank in case of a major oil spill at any world location.

Many of these resources will be available within inventories owned by ISCO Corporate Members who will later be identified in the RRI.

One of the next tasks will be to look at human resources – individuals who have specialised knowledge and experience – and start to define categories of know-how that may be in short supply.

Members of the group are asked to contribute to the RRI initiative by sending in their ideas and comments for posting on the RRI pages.

Some members – response companies, equipment and materials manufacturers, consultants and training providers – who have not yet joined the RRI correspondence group are recommended to do so now. We want to have the benefit of your inputs.



In this issue of the ISCO Newsletter we are printing No. 105 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Member of ISCO. As the former Chief Scientist at the British Government's Marine Pollution Control Unit and head of the UK's first government agency, the Warren Spring Laboratory, Douglas is a well known and highly respected figure in the spill response community. He is the Chairman and a founder member of the [International Spill Accreditation Association](#)

CHAPTER 105 KNOWLEDGE OF CURRENT CONTINGENCY ARRANGEMENTS

Under the convention on intervention on the high seas in cases of oil pollution (article 104) and the protocol on intervention in cases of substances other than oil, the appropriate Secretary of State has the Intervention Power to do whatever he decides to do in respect of a casualty so long as his decision is reasonably necessary to prevent or reduce pollution, and its cost is not disproportionately greater than the expense incurred, those incurring expense or suffering damage from the decision having a right to recover compensation from the Secretary of State. However, given that these powers are solely in respect of pollution and not in respect of fire and explosion suggests that the drafters had more belief-based concern for the environment than for knowledge of life or death. However, until the findings of the Donaldson Enquiry into the *Sea Empress Incident* (c.f. articles 107 et seq), the possibility of compensation being sought for decisions of the Secretary of State has greatly constrained use of the Intervention Powers, and nowhere more obvious than in the failure to bring casualties into safe havens for the cargo/bunker transfer which would reduce pollution as their terms and conditions intended.

Thus, after grounding on the Hats and Barrels off south-west Wales and re-floating, the *Christos Bitas* was refused entry to a discharge port or safe haven, resulting in a BP-led ship-to-ship transfer operation in the middle of the Irish sea, which though successful was conducted in severe weather at no small risk to personnel. Again, when the *Andreos Patria* sustained damage to a wing tank off the Portuguese coast she was refused entry with the ensuing cargo transfer being conducted in even more exposed conditions far upwind in the Atlantic. Yet again, unsuccessful attempts were made to settle the capsized forward section of the *Eleni V* on a weather-exposed sandbank for cargo transfer after she had been cut in half in a collision off the Norfolk coast and before she was ultimately towed to deep water and sunk with release of the remaining cargo to join that which had progressively escaped during the three weeks spent trying to settle her on the bank rather than towing her to a safe haven for a successful cargo transfer. However, when the *Tarpenbek* sustained collision damage to the engine room and settled by the stern in an instability-condition liable to capsize she was initially anchored close to the collision site in shallow water on the Pullar Bank off Selsey Bill while a set of barge-mounted sheer legs were sent for and arrangements made for cargo transfer at sea to the lightening vessel *Esso Purfleet*.

However, when the instability of the ship suggested securing it to the sheer-leg barge and beaching both on a sheltered sandbank off Ryde, Isle of Wight, this was unacceptable to the local authority in its capacity as an interested party. However, when it was thus agreed to beach on the exposed Pullar Bank, the ship capsized in a south-west Force 6, greatly reducing the prospects of a successful cargo transfer at sea and increasing the prospects of an *Eleni V* outcome. Thus, after injunction proceedings had been resolved, the ship was finally brought to shelter in Sandown Bay, Isle of Wight where she was righted by par-buckling and the cargo, bunkers and lubricating oils were removed

This success was used to encourage the MPCU to acquire its own stockpile of cargo/bunker transfer equipment for use by salvors in safe haven locations after quantification of damage on the basis of such considerations as:

- cargo/bunker tanks undamaged or damaged to known extent;
- release terminated or capable of being terminated prior to safe haven entry;
- degree of water bottom containment achievable by intentional release at sea, internal tank transfers or limited ship-to-ship transfer in respect of damaged tanks only;
- comparison of effects of possible releases in available and proximate havens.

However, though the stockpile was duly acquired the safe haven policy was not adopted until resistance to it was quelled by the *Sea Empress Incident* of 1996 (c.f. articles 107 et seq).

1 The *Rational Trinity: Imagination, Belief and Knowledge*, D.Cormack, Bright Pen 2010 available at www.authorsonline.co.uk

2 *Response to Oil and Chemical Marine Pollution*, D. Cormack, Applied Science Publishers, 1983.

3 *Response to Marine Oil Pollution - Review and Assessment*, Douglas Cormack, Kluwer Academic Publishers, 1999.

News from the Oil Spill Research and Renewable Energy Test Facility [OHMSETT]

DISPERSANT RESEARCH ON OIL EMULSIONS

In their ongoing research for the use dispersants on oil spills, ExxonMobil Upstream Research of Houston, Texas and S.L. Ross Environmental Research, Ltd. of Ottawa Canada conducted a study of the dispersability of oil emulsions at Ohmsett from August 13-24, 2012. The objectives of the two week study were to determine if oil emulsions could be dispersed and if they could be dispersed, which of the two dispersants used during the study was more effective.

News from the Oil Spill Research and Renewable Energy Test Facility [OHMSETT] (continued)

The emulsion samples used during this study were created in the Ohmsett test tank during previous work funded by the Bureau of Safety and Environmental Enforcement (BSEE) and conducted by S.L. Ross.

A series of two test runs were conducted each day to compare the effectiveness of each dispersant; Corexit 9500 and a gel dispersant. Using Ohmsett's standard test method for dispersant effectiveness, the emulsions were placed on the water's surface as the waves were building to a breaking state; then dispersant was applied (prior to the actual breaking waves). "We used the same oil emulsions for each dispersant," said Tim Nedwed, engineering associate for ExxonMobil Upstream Research Company. "We conducted these parallel tests runs to determine which dispersant worked better." The results from this study are proprietary and the property of ExxonMobil and S.L. Ross Environmental Research, Ltd. <http://www.ohmsett.com/>

Publications

NEW ONLINE TOOLKIT DEVELOPED BY EU-OSHA ALERTS WORKERS AND EMPLOYERS TO HAZARD PICTOGRAMS

New hazard pictograms for chemical products are being gradually implemented in Member States as part of a globally harmonised system, but recent research by the European Chemicals Agency shows that many of these pictograms are not recognised or properly understood. The kit reminds employers and their workers of the new signage and helps them understand what they mean to keep themselves safe at work. [More info](#) [Thanks to pcjr of the Hazmat 101 Group]

ITOPF HAS PUBLISHED NEW ISSUE OF "OCEAN ORBIT"



ITOPF has just published a new edition of its newsletter Ocean Orbit, which looks at our activities over the last year and highlights some of the benefits of ITOPF membership.

In particular, it examines our role during salvage and wreck removal operations, our contribution to planning and preparedness for spills, and our investment in R&D to enhance "best practice" in spill response.

Also featured is an article on trends and trades for HNS, an update on our work in China and news on our staff.

Copies of the newsletter are available free from ITOPF (contact [Terry Goodchild](#)) or can be downloaded in PDF format from the [Publications](#) page of our website.

DETECTING OIL SPILLS

An interesting article in *The Economist* - Energy technology: As oil exploration moves into the Arctic, new methods are being developed to detect and handle spills

December 1 - An oil well suffers a blowout, causing a fatal explosion on an offshore platform. Oil spews into the water at an estimated rate of 53,000 barrels a day. Company executives and government officials blame each other as they try to find a way to stop the flow of oil. The Deepwater Horizon disaster of 2010 was a tragedy in many respects, but in one detail, BP—the operator of the well, which is now facing a bill of as much as \$50 billion—was lucky. At least it could find the oil.

As more and more companies venture into the oil- and gas-rich waters north of the Arctic Circle, they are being forced to imagine another oil-spill scenario, one in which the response effort is impeded by storms, fog, high winds and massive drifting ice floes; in which visibility is minimal, where the nearest coast guard station is over 1,000 miles away and where spilled oil accumulates on, in and under the ice. Such considerations have led to the development of new technologies to detect and deal with spilled oil in remote, icy seas. [Read the complete article](#)



Publications (continued)

US EPA: NEW PUBLICATIONS

Technology Innovation News Survey: The September 16-30, 2012 *Technology Innovation News Survey* has been posted to the CLU-IN web site. The *Survey* contains market/commercialization information; reports on demonstrations, feasibility studies and research; and other news relevant to the hazardous waste community interested in technology development. The latest survey is available at: <http://www.clu-in.org/products/tins/>

TechDirect December 1, 2012: TechDirect's purpose is to identify new technical, policy and guidance resources related to the assessment and remediation of contaminated soil, sediments and ground water. [Download](#)

Events

SPILL 2014 AND OCEANOLOGY INTERNATIONAL 2014

[Spill 2014](#) will take place 11-13th March at ExCeL London, alongside the next [Oceanology International](#), and will feature a dedicated exhibition area as well as a free seminar programme.

The synergy of the two events proved to be a successful combination following on from [Interspill 2012](#) and one that the industry has requested to continue.

[Spill 2014](#) will focus on the prevention of, and response to environmental incidents in the marine environment, featuring the latest technology and service solutions for assessing the potential of spill related impacts, mitigating against and, if necessary, responding to them. [Read more](#)

Company news

OSRL WELCOMES 3 NEW PARTICIPANTS IN 2012

OSRL is pleased to welcome Petrobras, Phillips 66 and Inpex as our newest Participant Members and Shareholders. This brings our current Participant membership to a record number of 45, with a further 89 Associates making up a total of 134 in the last quarter of 2012. [Read more](#)

RICARDO ACQUIRES AEA EUROPE, INCLUDING NCEC

Ricardo has announced that it has acquired the business, operating assets and employees engaged in the business of AEA Technology Plc (in administration) ("AEA Europe"), for a total cash consideration of £18.0 million. This includes the activities of NCEC.

AEA Europe is a leading environmental consultancy providing technical consultancy services to the UK public sector, the European Commission, international agencies and private sector organizations. The company is a major supplier of services to the UK government, and has a reputation for providing authoritative and independent technical expertise to underpin policy development, implementation and evaluation, in areas including energy and climate change, air quality, sustainable transport, waste management, resource efficiency and chemical risk. [Read more](#)

Training

UPDATED HYDROGEN SULPHIDE TRAINING VIDEO

"**Hydrogen Sulfide**" is one of the **11 DVDs** in *The HazChem Series*. This informative DVD, recently updated, provides training for emergency responders and for petroleum and other industrial personnel who may encounter hydrogen sulfide and its hazards.

Topics Include: Hazard properties of hydrogen sulfide; Recommended protective clothing; Symptoms of exposure; Offensive versus defensive strategies in fire situations; Safe response to chemical assisted suicide; Monitoring equipment and methods; Ventilation operations. 30 minutes; Includes Instructor's CD-Rom with Powerpoints and other resources to help structure a training seminar. [More info](#)

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