



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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International news

NEW EDITION OF "BASICS OF OIL SPILL CLEAN-UP" WILL BE RELEASED THIS WEEK



A new updated edition of this useful guide to oil spill clean-up will be released on Wednesday 12 December. The author, Dr Merv Fingas, Member of ISCO Council for Canada, has worked for more than 38 years in the field of oil spill technology. He was chief of Environment Canada's Environmental Emergencies Technology Centre in Ottawa for over 30 years. He has conducted research in spill dynamics and behavior, and studies of spill treating agents, in-situ burning of oil, and oil spill chemistry and analysis. Dr. Fingas has authored or co-authored more than 800 technical reports and papers on various aspects of oil or chemical research. These include topics such as oil emulsion formation, oil evaporation, treating agent testing and use, studies of oil analysis and fingerprinting, in-situ burning of oil, oil spill remote sensing, and personal protection equipment.

Reflecting the rapid progress in cleanup technology since the previous edition, this revised and expanded third edition of **The Basics of Oil Spill Cleanup** covers current cleanup techniques, how oil spills are measured and detected, and the properties of the oil and its long-term fate in the environment. It also deals with why, how often, and where oil spills occur as well as the chemical composition and physical properties of various oil types.

The chapters describe surface and remote sensing technologies used to detect and track oil slicks, and methods to contain oil on water (booms and ancillary equipment) and recover oil from the water surface (skimmers, sorbents, and manual recovery). The author discusses the use of pumps, in-situ burning, and chemical agents, such as dispersants, for oil removal. He also addresses oil-contaminated shorelines and the effects and behavior of oil on different

International news (continued)

ecosystems and the various organisms within them. Written for the general public as well as those directly involved with oil spill cleanup, this edition provides broad, up-to-date knowledge of the cleanup and control of spills. [More info](#)

TOP OF THE WORLD CHALLENGE FOR ARCTIC CLEANUP



Delegates to the Arctic Technology Conference walk out of the trade show at the George R. Brown Convention Center Tuesday, Dec. 4, 2012, in Houston. (Brett Coomer / Houston Chronicle)

As oil drilling experts on Tuesday considered the Arctic's myriad challenges, from icebergs to whaling routes, spill cleanup remained the top concern.

Speakers at the Arctic Technology Conference, hosted at the George R. Brown Convention Center by organizers of Houston's Offshore Technology Conference, said frigid conditions at the end of the earth present unique challenges for oil spill cleanups and safety regulations.

"We're all in the Arctic together," said Mark Fesmire, Alaska regional director for the U.S. Bureau of Safety and Environmental Enforcement.

"Any failure, by any party in the Arctic, will result in an inability to develop this resource for the benefit of the nation, Alaska and the operator."

While the remote environment makes it difficult for companies to respond to a disaster, it also presents opportunities for spill solutions, speakers said.

For example, oil spilled in icy areas can be easier to clean up, particularly it can rise and pool on a contained surface, said Steve Potter, principal consultant for SL Ross. Ice can also help block the spread of oil, he said. *Fuel Fix* [Read more](#)

Incident reports

USA: UPDATE ON PAULSBORO DERAILMENT AND VINYL CHLORIDE SPILL

A 150-ton crane from Weeks Marine, Inc., is positioned by response crews at the site of the East Jefferson Street Bridge Derailment in Paulsboro, N.J., Thursday, Dec. 6, 2012. The crane will be used to remove the rail cars from the Mantua Creek. (Photo courtesy of U.S. Coast Guard)

Unified Command Completes Pumping Operations

December 6 - The Unified Command today announced that product mixture pumping operations were completed on the breached rail car at 6 p.m. Wednesday.

Earlier, acetone had been pumped into the breached rail car to absorb and dissolve vinyl chloride and assist with the pumping process. Following the completion of the pumping operations, a thorough cleaning was performed at 7:40 a.m. on Thursday to eliminate any remaining liquid from the breached rail car.



A 150 ton barge is now being moved into position on the Mantua Creek for the start of site preparation operations. Teams are employing sonar technology to pinpoint the location of any underwater debris and document the site underwater. *The Maritime Executive* [Read more](#)

Ruptured train car in Paulsboro free of chemical; no word on when evacuees can return

December 7 - The Coast Guard said cleanup crews have removed all traces of vinyl chloride from a freight-train tanker that fell off a bridge and breached last Friday, and that the hazardous chemical has not been detected in the atmosphere in Paulsboro since Tuesday afternoon.

Incident reports (continued)

But Coast Guard Capt. Kathy Moore, at a news conference, would not specify when the hundreds of evacuees could expect to return home, though she previously set Sunday as the target date. *Philly.com* [Read more](#)

Evacuation zone being scaled back in Paulsboro following last week's chemical spill

December 7 - Some evacuated Paulsboro residents could be in their homes by tonight. Indoor air-quality testing began today and if there are no signs of vinyl chloride gas residents will be allowed to go in. *Newsworks New Jersey* [Read more](#)

Video: Coast Guard Assists in Chemical Spill Response *DVIDS* [View the video](#)

Initial investigation complete, website launched for Paulsboro derailment

December 7 -Federal investigators looking into the cause of last week's train derailment and chemical spill in Paulsboro left the site this morning after completing on-scene investigative work. *CourierPostOnline* [Read more](#)

Most Paulsboro residents evacuated after derailment are allowed to return home

December 8 - Most of the Paulsboro residents evacuated after a freight train carrying a toxic chemical derailed last week on a bridge over the Mantua Creek were allowed to return home Friday as cleanup of the wreckage entered what a top official called a less-risky phase.

The lifting of the evacuation order, affecting more than 600 residents of 200 homes in the 2.2-square-mile borough, came after air monitors detected zero levels of vinyl chloride gas at the crash site or in town Thursday and Friday. *Philly.com* [Read more](#)

BAHAMAS: 70,000 GALLONS OF OIL SPILLED AT POWER COMPANY SITE DURING ATTEMPTED THEFT

December 7 - Crews are cleaning up roughly 70,000 gallons (265,000 litres) of fuel that spilled during an attempted theft at a power company facility in the Bahamas.

The chairman of the Bahamas Electricity Corporation said the spill occurred when someone tried to steal diesel from the plant's reservoir in the island of Eleuthera. Leslie Miller says suspects were diverting the fuel to a 20,000-gallon (75,700-litre) tank that overflowed. *The Province* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

BAHAMAS: CARGO SHIP SPILLS HUNDREDS OF GALLONS OF OIL

December 3 - Minister of Transport and Aviation Glenys Hanna-Martin described the oil spill, during a press conference at the port department this evening, as a tier one spill, which she said represents the least threatening type of spill on a scale of 1-3.

According to Ms. Hanna-Martin, the spill occurred as a result of a breach in the hull of a cargo vessel that had departed the Freeport Container Port on its way to Florida. She added that the crew immediately took steps to contain the leak - described as "slow" - and repair the damaged part of the vessel. *Tribune 242* [Read more](#)

December 8 - The Ministry of Environment and Housing is "committed to ensuring that all is being done" to limit the environmental impact of oil spills in Freeport, Grand Bahama and Rock Sound, Eleuthera, a press conference was told on Thursday.

The Ministry and its relevant agencies - the Bahamas Environment, Science and Technology Commission (BEST) and the Department of Environment Health Services (DEHS) - are "actively engaged in ensuring that remedial measures are undertaken" in the wake of the spills, the Minister, Kendred Dorsett said.

In Freeport, after the hole in the stricken vessel was plugged, the remaining fuel was transferred into a secure tank. *The Freeport News* [Read more](#)

UK, NORTHERN IRELAND: TOXIC GAS LEAK ON SHIP DOCKED IN CO DOWN

December 6 - Eighteen people needed medical treatment after a toxic gas leak on a ship docked at a Co Down harbour yesterday.

Potentially lethal fumes from a pesticide used to kill rats escaped when cargo on the vessel at Warrenpoint became wet and unstable.

Incident reports (continued)

Nine people including crew from the MV Arklow Meadow, which was carrying grain from Odessa in the Ukraine, and harbour workers were taken to hospital by ambulance after coming into direct contact with the gas.

The gas is aluminium phosphide, a pesticide used to kill small mammals such as moles and rodents. *The Irish News* [Read more](#)

ARGENTINA: TOXIC CLOUD COVERS DOWNTOWN BUENOS AIRES FROM CONTAINER FIRE

December 6 - A toxic cloud covered downtown Buenos Aires, forcing the evacuation of some buildings, after a fire broke out in a container loaded with pesticide in the city's port, delaying flights and public transport.

The fire, which began this morning and caused a chemical reaction between its contents, has been extinguished, Sergio Berni, the national security secretary, told reporters today in Buenos Aires. *Bloomberg Businessweek* [Read more](#)

December 6 - In the morning of Dec. 6, 2012 a fire was declared on board a moored ship at the port of Buenos Aires. The fire involved a container carrying a Solid Carbamate Pesticide (UN2757).

The Argentine Coast Guard Fire Brigade controlled the fire and moved the ship into a safe position.

Combustion gases spread into Buenos Aires downtown and people exposed suffered some minor irritation. Many of the buildings in the area proceed to "In-shelter" protection.

Due to the continuous raining in Buenos Aires, the area is being "washed" and returning to normal operations. [Thanks to Diego Gotelli DG & Hazmat Group]

Other news

USA: SCIENTISTS STILL LEARNING FROM DEEPWATER HORIZON DISASTER



A sea turtle in the Gulf of Mexico surfaces to feed in 2010, swimming through oil mingling with chemical dispersants used to break up the spill. Although a great deal has been learned, some key questions are still unanswered.

December 4 - The Deepwater Horizon disaster happened in one of the worst places in the world for an oil spill — 5,000 feet below the surface in a body of water that scientists admitted they knew little about, where it could potentially ruin both the seafood and tourism industries that depended on it.

On Monday, more than two years later, some of the nation's top scientists — including the heads of three government agencies — published a comprehensive review of the scientific response to the disaster. One thing they found is that they still don't know nearly enough about the Gulf of Mexico to say how the spill affected it or how to be prepared for another.

The papers published Monday were co-written by National Oceanic and Atmospheric Administration chief Jane Lubchenco, Department of Energy Secretary Stephen Chu and U.S. Geological Survey head Marcia McNutt, among other scientists, and were put out as part of a special issue of the *Proceedings of the National Academy of Science*. *Tampa Bay Times* [Read the complete text of this article](#)

CURACAO: OIL SPILL INVESTIGATION WILL CONTINUE

December 7 - Prosecutor of Curacao (OM) launched a criminal investigation into the cause of the oil spill since the 'Oil spill' of August 18 at Jan Kok. The results of the sample analysis has been in and give, according to the public, response to further questions.

In the interest of the investigation no further statements are made. The prosecution is limited only by saying that the result gives a reason to ask questions and for further interrogation. *Curacao Chronicle* [Read more](#)

[Link to 28 August 2012 report on this spill](#)

UK SPILL BOARD APPOINTMENTS FOR 2013-15

At the UKSpill Board meeting in November, four new Directors were appointed. There were three vacancies, but four nominations were received, and the Board decided to appoint all four "volunteers" to strengthen the Board. This is not covered by the Rules of the Association, so the Board propose to put this to the Annual Members meeting on 5 February for approval.

The new Directors will be Bill Boyle of Briggs Marine, Rob James of OSRL, Henry Simpson of Adler and Allan, and Stewart Ower of OHES. <http://www.ukspill.org/>

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 106 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 106 KNOWLEDGE OF CURRENT CONTINGENCY ARRANGEMENTS

Despite failure to adopt a safe havens policy (article 105), I continued to argue that it was necessitated by the high post-release area of slick coverage, the inversely low encounter rates of response techniques and the consequent need to prevent/minimise all such releases, that its adoption would eliminate the *ad hoc* pillar-to-post approach exemplified in article 105, that such cargo transfer was already a routine lightering operation in areas deemed sufficiently sheltered; that similar cargo transfer would be possible from casualties provided they had not lost power for their own pumps and the lightering tanker had the appropriate inter-ship fenders; and that even if the casualty had lost power, cargo/bunker transfer to any small tanker would be a routine matter for a salvor provided he had access to portable transfer pumps, power supplies, fenders and other auxiliary equipment.

Eventually these arguments prevailed to the extent of the MPCU providing air-deliverable equipment for use by salvors. The transfer pumps chosen for this stockpile were the Framo TK5 and TK6 designed to operate through standard deck openings in submerged mode to push rather than pull at nominal rates of 190 and 500m³h⁻¹. Even so, appropriate heaters were included to ensure that tank contents cooled by loss of power, could be reheated to facilitate pumping.

Inflatable fenders were chosen in preference to the permanent Yokohama type for ease of storage, transportation and deployment, each being 1167Kg in weight and stored in a cargo net on a pallet for helicopter-delivery, and each being 16m long and 3.75m in diameter when inflated. Again, lay-flat floating hose was chosen and stowed in 15 boxes each containing approximately 666 ft and quick-acting couplings and spares of stainless steel were chosen together with a special banding tool to connect spare/replacement couplings to hose-ends.

To avoid ingress of air and creation of explosive mixtures, tank atmospheres are normally rendered inert with engine exhaust. Consequently, to make good the loss of engine power in casualties, two emergency inert gas generators, capable of supplying 1600m³h⁻¹ and 1000m³h⁻¹, were stockpiled in recognition of the need to ensure the cargo transfer rate should not exceed the inert gas generation rate thus maintaining a positive tank pressure sufficient to avoid air ingress to the emptying tank. Again, oxygen analysers were included to monitor tank atmospheres, each equipped with a 20m flexible suction hose and hand-operated bellows to pump samples through the intrinsically safe analysers.

Conversely, for the elimination of vapours in enclosed spaces other than tanks onboard casualties, compressed air driven portable ventilation fans, flexible ducting and injector nozzles were also provided, as were breathing and resuscitation equipment, protective clothing, fire-fighting equipment, emergency lighting and portable radio communication equipment, all such being intrinsically safe.

However, despite this emergency equipment stockpile having been acquired and operationally packaged for helicopter-delivery, adoption of a safe haven policy remained illusive. Thus, while potential safe havens were identified around the entire coastline in respect of access, water depth, internal area, shelter from specified wind directions, security of holding ground for anchors *etc*; and while the parameters of damage stability assessment and of controlled release prior to entry were identified to avoid inadvertent sinking and/or inadvertent release within the haven or its approaches as outlined in article 105, environmentalist beliefs and fear of responsibility transfer from the ship/cargo owner to the State prevented the Intervention Powers from securing safe haven use in any coastal state while in the UK the results of the coastal survey fell into abeyance until the *Sea Empress Incident* drew attention to the need for these Powers to be used to this end.

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.

VALIDATING THE WINDOW OF OPPORTUNITY FOR DISPERSANT USE MODEL



Photo: Ken Trudel of S.L. Ross Environmental Research, Ltd. tests the dispersed oil/water samples in the Ohmsett laboratory.

Recent large scale use of dispersants during the BP Deepwater Horizon spill has heightened interest in the concerns associated with chemical dispersants. In an effort to gather more data, and to promote a better understanding of the potential benefits and issues associated with dispersant use, the U.S. Department of the Interior's Bureau of Safety and Environmental Enforcement (BSEE) has funded an on-going program for research and testing of dispersants.

Part of this program was conducted in 2007 by S.L. Ross Environmental Research, Ltd. of Ottawa, Canada to evaluate the potential time window for dispersant use on Gulf of Mexico crude oils. This resulted in two recommendations:

1. Complete additional correlations using oil property data from sources outside of the U.S. Gulf of Mexico (US GOM) or from new analyses of additional oils from the US GOM to verify the models developed in the study; and
2. Collect data on oil behavior and dispersibility of oils from large tank tests or field spills to validate both the spill modeling results and the oil dispersibility criteria used in the study.

BSEE addressed the first recommendation by a contract with Environment Canada to evaluate and improve the correlations originally developed using data for additional oils present in Environment Canada's world-wide oil property database. The second recommendation was addressed by BSEE with tank testing conducted at Ohmsett in late May and early June 2012.

"The research during this project involved the long-term weathering of several crude oils under simulated open water conditions on the Ohmsett test tank," explained Randy Belore of S.L. Ross. "Depending on the crude oil used, the weathering took place over continuous periods ranging from 3.5 to 61 hours."

As the oils weathered, they were monitored over time by testing samples using an accepted laboratory scale dispersion effectiveness test in the Ohmsett oil/water laboratory. Changes in oil properties such as density, water content, viscosity, and microscopic water droplet distribution, were also determined in the lab.

"Additional Ohmsett tank testing with oils spanning a broader range of properties and compositions would improve the confidence in the dispersant time window model building and validation process," commented Belore. <http://www.ohmsett.com/>

LAB TESTS VS. TANK TESTS

The question of the relative effectiveness of different dispersants was a major issue during the BP Deepwater Horizon spill response in 2010. One of the tasks facing responders during the clean-up was the need to justify the dispersant product they used. These questions about the use of large amounts of dispersant and the toxicity lead to demands that a more effective and less toxic product be identified.

During the emergent conditions of the Gulf spill, researchers had to rely on small-scale test methods to address the effectiveness question. In addition, they looked to previous Bureau of Safety and Environmental Enforcement-sponsored work which studied the relationship between bench-scale dispersant effectiveness test methods and Ohmsett testing for a wide range of U.S. outer continental shelf (OCS) crude oils and Corexit 9500.

From this research, effectiveness rankings of different dispersant products have been known to vary widely from method to method for reasons that are still not clearly understood. S.L. Ross Environmental Research, Ltd. of Ottawa, Canada sought to build on this work to establish the strengths of existing bench-scale test methods for assessing the performance of different dispersant products.

During the week of July 9, 2012, dispersant tests were conducted at Ohmsett using three commercially available dispersants and three crude oils. These dispersants were Polychem Dispersit SPC1000, Nokomis 3-AA, and Accell Clean DWD. The three crude oils used in the tests were Plains Exploration and Production Co. PXP-01, Pacific Energy Resources PER-038 (both U.S. west coast crudes), and ExxonMobil Endicott crude (from the Alaskan North Slope). Testing was conducted using the standard Ohmsett Dispersant Test Protocol under similar conditions to other comparable dispersant tests conducted at the facility, including producing a breaking wave field. Throughout the test, researchers conducted in-situ monitoring and performed laboratory analysis as back-up to their monitoring. The final results and report for this project are still pending. <http://www.ohmsett.com/>

RESPONSE TO INLAND OIL SPILLS – PART 1

A short series of articles contributed by Mark Francis of Oil Spill Solutions



Mark Francis has been involved with the oil industry since 1975. He attended his first oil spill in 1976, the Tanker Elaine V incident. He became head of response for inland spills within the UK for British Petroleum E & P in 1980 for 10 years responding to well, storage tank and pipeline spills throughout the UK. Over the next 20 years he continued to build his international operations experience and has also specialised in spill response training, delivering IMO and other courses in more than 20 countries. Mark's website is at <http://oilspillsolutions.org>

Inland spills can be very much more difficult to cleanup than marine spills. This depends upon various factors e.g. local geology, soil structure, angle of the surface, depth to ground water and access to the impacted areas.

Here are a few causes of inland oil spills



Illegal dumping



Road accidents



Insufficient bunding



Pipeline leaks

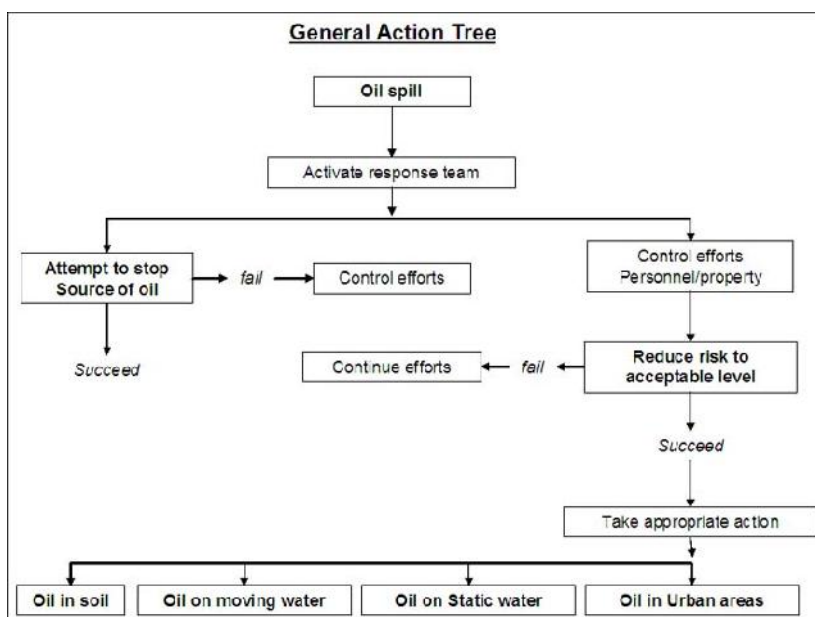
As with most emergency situations, the initial hours after the incident are typified by a certain amount of confusion due to the lack of reliable information. How this situation influences the decisions of the clean up team leader which ultimately reflects on the performance of the team during the event.

The following items should help ensure those in charge of the operation initiate the most appropriate actions quickly and efficiently at the beginning. Removing any chance of the headless chicken management system, where people run around in circles never achieving anything constructive.

- The team and its leader have a detailed working knowledge of the area for which they are responsible.
- They are fully conversant with the alternative methods of control available to them.
- An adequate communication system is in place.
- The priority of specific emergency measures is established.
- The basis of an integral clean up system has been established.
- Alternative strategies for a number of situations have been prepared.



Action trees like these you will find below from CONCAWE (CONservation of Clean Air and Water in Europe) provide quickly the thought pattern required for different responses. This speeds up the response process by reducing the thinking process.



Special feature (continued)

Clean up Operations

One area that has a direct bearing on the performance of the team is the planned deployment of personnel and equipment to ensure their most effective use and the continued operation of a clean up team.

In any incident where oil is being recovered there are a number of physical tasks that must be carried out to assure success.

- Booming or oil containment.
- Recovery of oil or oil / debris.
- Temporary storage.
- Transport of recovered material to permanent storage or treatment centre.
- Treatment of oiled material.

Emergency measures

Whilst the whole process of cleaning up an oil spill may take a long time, there are a number of actions that need to be taken immediately which ensure that future actions can be carried out with the minimum risk to both the team and other life in the vicinity.

Isolate source

It is essential that the source of the oil is identified and, where possible, further leakage prevented. In some cases a tank may have lost all its contents, but in many cases the leak is identified before the total loss occurs. Then every attempt should be made to stop the release of oil, either by plugging the hole, closing the valves, or deflecting the oil into an alternative containment area.

Fire and Explosion

In any event where oil is spilled safety must be of prime consideration and all appropriate measures taken.

- Liaison with the authorities at the spill site must be maintained particularly with the fire department and police.
- Where there is any possibility of the presence of a flammable mixture the atmosphere should be checked with an explosimeter.
- Until the area is known to be safe only certified flame proof or intrinsically safe equipment must be used in the danger area (cameras, tape recorders and radios may not be safe).
- Until it is certain that there is no risk of an explosion or fire, sources of ignition should not be allowed in the area and all engines should be turned off.
- Traffic should be stopped or diverted.
- Warning notices and No Smoking signs should be displayed and public access limited.



Ecological considerations

Few reports have been written on the impact of oil on the ecology of rivers or lakes and how to treat successfully such occurrences. A notable exception to this is the cleaning of birds. Despite this fact, a number of useful points can be made.

- Where wildlife is affected, any action should be in full consultation with the appropriate expert or organisation.
- In general, oil will be collected among the vegetation along the river banks and lakes and on the trunks of trees close to the waters edge.
- Where oil is spilt in or near agricultural land, there may be adverse effects on crops and remediation will be required.
- Where pasture land is adjacent to the contamination, the banks should be fenced off to prevent livestock eating oiled vegetation or drinking contaminated water.

To be continued

Publications

NEWS FROM AUSTRALIA – LATEST ISSUE OF CROIERG NEWS

Information on the 2013 programme of inland training courses from the Canberra and Regions Oil Industry Emergency Response Group and other news from CROIERG received from ISCO member, Brian O'Connor. [Download CROIERG News](#)

Publications (continued)

THREE NEW PUBLICATIONS FROM IPIECA

Three new publications designed to enhance the capability of IPIECA members to manage human rights issues and impacts in their business operations.

- [Human rights due diligence process: practical implementation guide](#) clarifies and describes the due diligence process for managing potential human rights issues and impacts across the lifecycle of oil and gas operations.
- [Operational level grievance mechanisms: good practice survey](#) draws together key insights on designing and implementing community grievance mechanisms. The Survey will inform a series of pilot projects sponsored by member companies to test different approaches to implementation on the ground.
- [Human rights training toolkit - third edition](#) provides awareness training on human rights issues in the workplace as they relate to employees, suppliers and contractors, security arrangements, and social performance.

NOVEMBER 2012 ISSUE OF THE CEDRE NEWSLETTER

Latest news from the Centre of Documentation, Research and Experimentation on Accidental Water Pollution. [Download](#)

Events

DATES FOR NEXT IMO OPRC-HNS TECHNICAL GROUP AND MARINE ENVIRONMENT PROTECTION COMMITTEE MEETINGS

IMO OPRC-HNS TG15 will take place on 6-10 May 2013, followed by MEPC 65 on 13-17 May 2013.

UK: SOCIETY OF MARITIME INDUSTRIES ANNUAL CONFERENCE 2013

Southampton, 9-10 April 2013 - A national conference that looks at the application of advanced technology across the spectrum of the UK's maritime engineering enterprise and the business opportunities that are emerging. Speakers from the highest echelons of the industry will promote debate on these topics and discuss the critical issues.

Preceded by an industrial visit to the National Oceanography Centre at Southampton and with the opportunity to visit **Ocean Business**, the showcase exhibition for advanced technology in the maritime environment, that runs in parallel with the conference, the event also includes a structured programme of one-on-one meetings and a conference reception and dinner. [More info](#)

Training

UPDATED 2013 TRAINING COURSE PROGRAMME FROM OIL SPILL RESPONSE

[Download the 2013 Training Course Directory](#)

New products and services

WELL SOUNDER - 2010 PRO - GROUNDWATER MONITORING SYSTEM



The Well Sounder 2010 PRO is a sonic water level meter, designed and manufactured by Eno Scientific, to measure static water level in wells, piezometers or boreholes. This portable handheld unit uses sound waves to measure the distance from the top of the well to the water level. This eliminates the need to lower anything into the well. Unlike standard water level tapes these acoustic meters are free from well contamination issues, there is no clean up and nothing to get stuck in the well. Simply place the probe into a well cap opening and turn the unit on, within seconds the unit will display the static water level measurement. [More info](#)

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