



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 398, 19 August 2013

info@spillcontrol.org <http://www.spillcontrol.org>

QUICK FINDER

Click on these links

[CONSULTANTS](#)

[EQUIPMENT & MATERIALS](#)

[RESPONSE ORGANISATIONS](#)

[TRAINING PROVIDERS](#)

Clicking on a company name or banner advertisement will display the advertiser's website.

GET THE ISCO NEWSLETTER

[Join the ISCO Newsletter Mailing List](#)

BECOME A MEMBER OF ISCO

ISCO aims to raise worldwide preparedness and co-operation in response to oil and chemical spills, to promote technical development and professional competency, and to provide a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisations.

There are many benefits for you in becoming a member and joining ISCO.

[Application Form](#)

PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

Professional recognition is a visible mark of quality, competence and commitment, and can give you a significant advantage in today's competitive environment.

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO. The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

You can apply for Student Membership, Associate Membership (AMISCO), Membership (MISCO) or Fellowship (FISCO).

[All about Professional Membership](#)

[Application Form](#)

For more info on these events, click on the banners



International news

NON-STOP AERIAL SURVEILLANCE OPERATION OVER BALTIC SEA DETECTS FIVE OIL DISCHARGES FROM SHIPS

August 16 - Five discharges of oil from ships were detected during the HELCOM's intense aerial surveillance operation conducted non-stop over five days. The details of the operation remained classified until the last plane landed last night in order to prevent possible offenders from discovering the surveillance activities.

The operation time of HELCOM's SuperCEPCO 2013 was 74 hours, and it involved 26 missions by 6 surveillance aircrafts from Denmark, Estonia, Finland, Germany, Netherlands and Sweden. Several patrol vessels were assisting out at sea during the operation, organised by the [Central Command for Maritime Emergencies](#) in Germany from NATO airbase in Nordholz. This year, the Bonn agreement countries were also invited to participate and the route stretched from English channel to North-West Denmark.

"The trend of decreasing spills in the Baltic Sea and nearby sea areas is encouraging. The continuous aerial surveillance of spills, a key area of HELCOM regional cooperation since 1980s, is an important contributing factor to this development. The whole Baltic region benefits from the fantastic efforts of the organiser, the German Havariekommando, as well as the participating states of this year's HELCOM SuperCEPCO operation," says Hermanni Backer, Professional Secretary of HELCOM.

Remote sensing equipment aboard the airplanes as well as satellites were used to support the operation.

The detected spills included two minor mineral oil spills, one spill of fish oil and two spills of palm oil. Certain minor leakages, such as the discharges from the washing of cargo tanks of ships transporting palm oil, are considered legal when conditions meet the regulations by the [International Maritime Organisation \(IMO\)](#). Palm oil is a very common cargo, needed for producing edible fats (margarine), soaps and candles. It is commonly used in pharmacy and cosmetics and as an important raw material in oleochemistry (fat chemistry).

In 2012, the Member States to HELCOM reported in total 139 illegal discharges from ships observed by national surveillance planes in the Baltic Sea area during 5090 flight hours. Deliberate oil discharges from ships have been regularly observed with such flights since 1988. The trend in the number and size of

International news (continued)

detected oil spills has steadily decreased. However, a small increase in the number of spills can be seen from 2011 when the number was the lowest recorded so far (122 spills). Of the 139 spill recorded in 2012, 115 were smaller than 100 litres and no spill was estimated to be larger than 3.3 m³, meaning that the total estimated volume of the spills in 2012 is the lowest recorded so far.

CEPCOs (Coordinated Extended Pollution Control Operation) enable a realistic estimation of the total number of oil spills discharged into the Baltic Sea during a randomly selected period.

Typically, two CEPCOs are arranged annually by HELCOM in the Baltic Sea: one in the south and one in the north. During CEPCO flights several HELCOM countries jointly carry out continuous aerial surveillance activities for 24 hours or more along the predetermined routes in areas where operational spills are likely.

Every second year, SuperCEPCO operation is conducted during which the selected area is surveyed for a longer period of time. CEPCO flights also support national aerial surveillance data by detecting illegal discharges which would not be disclosed by routine national surveillance activities.

The Baltic Marine Environment Protection Commission, usually referred to as the Helsinki Commission ([HELCOM](#)), is an intergovernmental organisation of the nine Baltic Sea coastal countries and the European Union working to protect the marine environment of the Baltic Sea from all sources of pollution and to ensure safety of navigation in the region. *HELCOM*

[Download here: Annual 2012 HELCOM report on illegal discharges observed during aerial surveillance](#)

ARCTIC VOYAGE TO GIVE IMO SECRETARY-GENERAL FIRST-HAND INSIGHT ON POLAR ISSUES



August 12 - IMO Secretary-General Koji Sekimizu departs later this week (Thursday 15 August) on a 5-day Arctic sea voyage as part of a fact-finding mission to the region.

Mr. Sekimizu will be the guest of the Government of the Russia aboard the nuclear-powered icebreaker 50 Let Pobedy as she voyages on the Northern Sea Route that links Europe and northern Russia.

Mr. Sekimizu will commence his voyage from the port of Dikson, in the Kara Sea, before undertaking a 1,680 nm trip to Pevek, in the East Siberian Sea. During the voyage, the vessel will transit the Kara Sea, Taymyr peninsula, Shokalsky Strait, Severnaya Zemlya archipelagos, Laptev Sea, Sannikov Strait, Novosibirskie Islands and the East-Siberian Sea.

He will be accompanied on the voyage by high level officials from the Russian Government and from the shipping industry, among them Mr. Victor Olerskiy, Deputy Minister of Transport of the Russian Federation, Mr. Vyacheslav Ruksha, Director General of the Federal State Enterprise Atomflot, and Mr. Yury Melenas, the Permanent Representative of the Russian Federation to IMO.

The trip comes against a background of increasing interest within the global shipping community in utilizing the Northern Sea Route and other northern passages, as Arctic sea ice recedes and the navigation season becomes longer.

During the voyage, Mr. Sekimizu will see, at first hand, the effects of climate change on the sea ice coverage, and assess how the facilities and infrastructure needed for Arctic navigation are being developed along the Siberian coastline of the Russian Federation.

It will also provide an opportunity to discuss related matters such as the logistics and supplies required to support Arctic navigation, the need for special qualifications for ships' officers operating in the region and for the provision of adequate ice-breaking capability.

The safety of ships operating in the harsh, remote and vulnerable polar areas and the protection of the pristine environments around the two poles have always been a matter of concern for IMO and many relevant requirements, provisions and recommendations have been developed over the years. *IMO Press Briefing* [Read more](#)

Incident reports

SOUTH AFRICA: REPORTS OF TANKER GROUNDING AND HEAVY OIL SPILL

Salvors Are in a Race Against Time as Oil Leaks From the Kiani Satu

August 11 - Oil leaking from the bulk carrier Kiani Satu, which ran aground in heavy weather on Thursday has forced South Africa's Department of Environmental Affairs, in collaboration with local municipalities, to spring into action, stringing out oil booms to protect the nearby estuaries and beaches.

Salvors told the South African Broadcasting Corporation that "about three tonnes of oil have so far leaked" from the vessel, and that

Incident reports (continued)



believed to have been carrying 330 tons of fuel. *IOL News*

salvors are currently in the process of transferring the fuel oil from the leaking tank to another tank on the vessel. Other reports are now saying the spill could be closer to 10 tons. *gCaptain*
[Read more](#)

Tons of fuel spill from Knysna ship

August 11 - The 168m bulk carrier, Kiani Satu, ran aground at dawn on Thursday, forcing the captain and its 19-member crew to abandon the ship.

As salvage operations by the SA Maritime Safety Authority (Samsa) began on Saturday, they found that an estimated three tons of oil had leaked from a crack in the vessel. Other minor cracks and leaks from the vessel were also reported. The ship is

[Read more](#)

Kiani Satu Refloated, Salvors Face Imminent Gale

August 17 - The Kiani Satu has been successfully refloated this morning according to a statement by Captain Nigel Campbell from the SA Maritime Safety Authority. "At 11:20 today [Saturday] she came off. I am so excited I cannot think straight," Captain Nigel Campbell told reporters in South Africa.

Campbell notes that their next course of action is to take the vessel approximately 10 miles out to sea and eventually tow her to Cape Town. The weather conditions are "abysmal" he added. *gCaptain* [Read more](#)

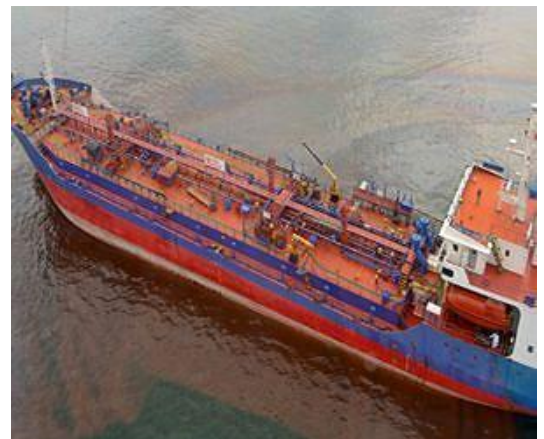
PHILIPPINES: TWO INCIDENTS WITHIN A FEW DAYS – DIESEL SPILL AND A VESSEL COLLISION WITH MANY FATALITIES

Philippines works to contain huge diesel spill

This handout photo taken on August 9, 2013 and released by the Philippine Coast Guard shows the oil tanker M/T MAKISIG off the shore of Cavite an oil spill in Manila Bay. A diesel oil spill spread a large reddish stain over Manila Bay in the Philippines' capital on August 9, 2013, posing potential health and environmental hazards, authorities said. Photo courtesy AFP.

August 10 - Philippine authorities said they were working Saturday to contain a huge diesel spill that shut down parts of Manila Bay's vital fishing industry.

Ryan Santos, a district official at one of the hard-hit coastal villages, said the fuel polluting the water had dissipated noticeably a day after it was released, but its pungent stench remained. *TerraDaily* [Read more](#)



Missing in Cebu sea tragedy down to 82 as death toll rises to 37



Picture: Coastguard rescuers ride a rubber boat past the damaged bow of the Sulpicio Express 7 cargo vessel, which collided with a ferry on Friday in Talisay, Cebu in central Philippines August 17, 2013. The ferry sank after colliding with the container ship owned by a company involved in the world's worst peacetime maritime disaster, killing at least 24 people and leaving more than 200 missing, the coast guard said on Saturday. Reuters/Erik de Castro

The number of people missing from a Philippine ferry disaster dropped from 170 to 82 Sunday, authorities said, with the lower figure due to tallying issues and the rise of bodies found rather than new rescues.

The number of missing was cut from 170 after all those involved in the search reconciled their figures, and not because of late rescues, said Neil Sanchez, regional disaster management office head in the central city of Cebu.

More than 700 people had been rescued, according to the Philippine Coast Guard. *GMA News* [Read more](#)

Incident reports (continued)

Oil spill from sunken ship threatens Cordova town in Cebu

August 18 - An oil spill believed to have come from sunken vessel MV Saint Thomas Aquinas 1 of 2GO Shipping has reached the shorelines of Cordova town in Cebu.

In a report on "Balitanghali," Jun Veneracion said the oil spill has already affected the town's mangrove area. [GMA News Read more](#)

CYPRUS: LARGE OIL SPILL CLEAN-UP UNDERWAY IN NORTH CYPRUS

July 18 - A Turkish Cypriot official says it will take at least two months to clean up some 100 tonnes (tons) of spilled fuel oil that has reached the coastline in the breakaway north of the ethnically-split island.

Environment minister Mehmet Harmanci said Thursday that the spill poses a "serious ecological risk" to some 10 kilometers (16 miles) of coastline on the southern side of the island's Karpas peninsula where protected sea turtles come to breed.

IRAQ / TURKEY: PUMPING OIL STOPPED FROM KIRKUK TO CEYHAN AFTER ACT OF SABOTAGE

August 13 - The pumping of Iraqi crude oil from Kirkuk to the Turkish port of Ceyhan has stopped as the carrier tube was subjected to an act of sabotage in Iraq, Turkish Anadolu Agency reported on Tuesday.

The pumping completely stopped across the pipeline that connects Kirkuk's oil ports in northern Iraq with the Turkish port of Ceyhan that lies on the Mediterranean Sea as a result of bombing a part of the tube with explosive devices.

A part of the pipeline was blown up in Al-Bojahsh village in the province of Nineveh, which led to the outbreak of fire, which stopped pumping the oil through the pipeline that is over 100 kilometer long, the agency added. [Kuwait News Agency Read more](#)

CHAD: CNPC CLEANS UP SPILL IN CHAD



In April 2011, China National Petroleum Corp's first production well in Chad came on stream. Just four months later, a new refinery became operational near N'Djamena. By the end of 2011, CNPC had 22 projects in seven African countries, including Sudan, South Sudan, Niger and Chad. [Photo / Provided to China Daily]

August 16 - Not all of the business activities of China National Petroleum Corp in Chad have been suspended after a crude oil spill incident that it is cleaning up while negotiating with the government, said a source in the State-owned oil company.

Earlier international reports said Chad has suspended all activities of CNPC's Chad subsidiary, China National Petroleum Corp International (Chad) Co Ltd, for violations of environmental standards when drilling for crude oil 200 kilometers south of the African country's capital.

The suspension happened on Tuesday while Greatwall Drilling Co, a subsidiary of CNPC, was conducting an operation. Crude oil sprayed into a mud slush pit, the source who requested anonymity told China Daily on Thursday. He emphasized the pit has a sound seepage control facility.

Citing a manager surnamed Wang working for the Chad arm of the oil company, Xinhua reported late on Thursday that the firm has promised the Chad government it will clean up the two wells where the crude spill happened completely within 10 days. The company will closely monitor the earth and water around the site and provide updated information to the government. [China Daily Read more](#)

INDIA: GOODS TRAIN DERAILS AT VADODARA RAILWAY STATION

August 11 - Two bogies of a goods train carrying oil to Mumbai from Gujarat Refinery derailed at Vadodara railway station today, briefly affecting the movement of trains on Mumbai-Delhi route.

Nobody was injured in the mishap, that caused large amount of oil spillage on tracks this morning, police said. [Business Standard Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Incident reports (continued)

USA: FREELAND FUEL SPILL WORRIES EXPERTS



Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

An estimated 7,000 gallons of gasoline that spilled from a broken fuel tank eight years ago is now threatening Freeland's water supply, state officials have confirmed.

August 12 - According to Louise Bardy, supervisor of the state Department of Ecology's voluntary Clean up Program, recent monitoring has revealed contamination in the area's sea-level aquifer, about 100 feet below the surface.

The spill also appears to be traveling, very slowly, toward the Freeland Sewer and Water District's wells, which are about 1,900 feet away and provide water to about 90 commercial business and nearly 400 residences.

Ecology Spokesman Larry Altose said the leak came from a two-inch hole in one of the tanks. It is believed to have been caused by a metal dipstick used to check tank levels. *South Whidbey Record* [Read more](#) [Thanks to

Other news

USA: CANTWELL INTRODUCES BILL TO JUMPSTART OIL SPILL RESPONSE CAPABILITY

New bill would study unique challenge of tar sands oil cleanup. Cantwell: 'It's time to modernize our oil spill cleanup toolbox'

August 6 - U.S. Senator Maria Cantwell (D-WA) recently introduced legislation to kick start investments in research and development to upgrade the nation's oil spill response technology. *The Oil Spill Technology and Development Act of 2013 (S. 1483)*, introduced on August 2, would encourage innovative approaches for responding to oil spills in the 21st century.

The legislation would establish small, targeted grants to further the development of new technologies to effectively contain and clean up oil spills. Additionally, the bill would require the United States Coast Guard to maintain a program for evaluating and implementing 'best available technology' to ensure access to the most effective tools to respond to oil spill threats.

Cantwell's bill would also require research into methods of cleaning up oil spills in icy conditions and addressing the unique challenges of tar sands oil. Oil from tar sands is uniquely difficult to remove after a spill, because it's more corrosive than other types of oil and contains heavy metals. Types of tar sands oil are also known to sink, which make it harder to contain and remove oil from the water's surface. *Maria Cantwell Press Release* [Read more](#)

THAILAND – POST-SPILL DEVELOPMENTS

Thailand to Try Oil Company for Environmental Damage

August 10 - The Ministry of Natural Resources and Environment of Thailand plans to try the PTT Global Chemical Company for its responsibility for the leak of oil off Thai shores that caused serious damage to the ecosystems.

The general director of the Department of Marine and Coastal Resources, Noppon Srisuk, made the statements at a news conference, while experts assess the consequences of the disaster caused by a prospecting floating platform. *Prensa Latina* [Read more](#)

Following marine oil leakage, Thailand tightens regulations

August 14 - The Thai government is tightening environmental regulations in the wake of last month's massive oil spill.

The July 27 leak occurred in PTT Global Chemical Plc's pipeline at a mooring used to transfer oil from the seabed to a tanker off the eastern province of Rayong, threatening a major tourist site, Ao Prao beach on the island of Koh Samet. Roughly 13,200 gallons of oil leaked into the sea.

PTT Global Chemical is a part of the state-owned oil and gas company, PTT Plc, known as PTTEP, Thailand's largest energy conglomerate.

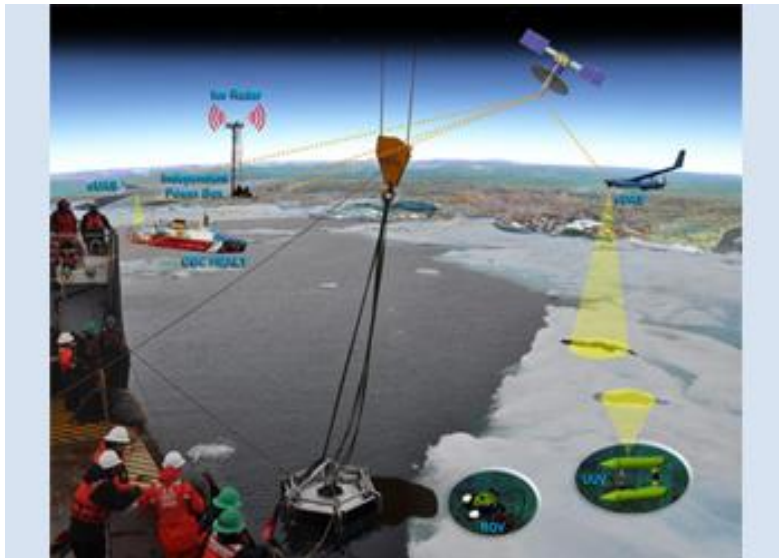
Seeking to contain the damage as quickly as possible, PTT Global Chemical sought assistance from the regional office of Oil Spill Response Ltd. in Singapore to send experts. *UPI.com* [Read more](#)

U.S. SYSTEM FOR FLAGGING HAZARDOUS CHEMICALS IS WIDELY FLAWED

August 10 - A 27-year-old U.S. program intended to warn the public of the presence of hazardous chemicals is flawed in many states due to scant oversight and lax reporting by plant owners, a Reuters examination finds.

Under the federal Emergency Planning and Community Right-to-Know Act, private and public facilities must issue an inventory listing potentially hazardous chemicals stored on their properties. The inventory, known as a Tier II report, is filed with state, county and local emergency-management officials. The information is then supposed to be made publicly available, to help first responders and nearby residents plan for emergencies. *Reuters* [Read more](#)

U.S. COAST GUARD TO TEST OIL SPILL TECHNOLOGIES IN ARCTIC



August 13 - The U.S. Coast Guard Research and Development Center (RDC) plans to test and evaluate oil spill detection and recovery technologies in the Arctic Ocean as part of Operation Arctic Shield 2013. A multi-agency team of engineers and scientists led by RDC researchers will conduct a series of demonstrations in September aboard Coast Guard Cutter Healy to test and evaluate capabilities of various unmanned aerial systems (UAS), an unmanned underwater vehicle (UUV) and a remotely operated vehicle (ROV) to search for simulated oil spills.

“This analysis builds on several years of oil in ice work, unmanned systems evaluations and underwater research conducted by the RDC, including a series of winter tests previously conducted in the Great Lakes,” stated Rich Hansen, the Arctic coordinator at the RDC and chief scientist for this mission. “It is quite an accomplishment to bring together this multi-agency team with such a wide array of experience and expertise.”

To support planned UAS testing, the RDC has assembled a team to include National Oceanographic and Atmospheric Administration (NOAA) personnel operating a Puma UAS; University of Alaska, Fairbanks researchers operating Puma systems funded by The Center for Island, Maritime, and Extreme Environment Security; representatives from the Department of Homeland Security Science and Technology Center of Excellence and personnel from the U.S. Air Force Special Operations Command. The team will also assess the capabilities of the UAS to support other Coast Guard operational missions while onboard the Healy. *The Maritime Executive* [Read more](#)

JAPAN'S NUCLEAR CLEAN-UP: COSTLY, COMPLEX AND AT RISK OF FAILING

August 15 - The most ambitious radiation clean-up ever attempted has proved costly, complex and time-consuming since the Japanese government began it more than two years in the wake of the Fukushima nuclear meltdown. It may also fail.

Doubts are mounting that the effort to decontaminate hotspots in an area the size of Connecticut will succeed in its ultimate aim - luring more than 100,000 nuclear evacuees back home.

If thousands of former residents cannot or will not return, parts of the farming and fishing region could remain an abandoned wilderness for decades. In many areas, radiation remains well above targeted levels because of bureaucratic delays and ineffective work on the ground. As a result, some experts fears the \$15 billion allocated to the scheme so far will be largely squandered. *Reuters* [Read more](#)

NIGERIA: MILITARY CRACKDOWN WORSENS POLLUTION IN NIGERIA'S OIL REGION

August 16 - The Nigerian government's military crackdown against the theft of crude in the Niger River delta has left more than a 1,000 makeshift refineries in flames, worsening pollution in the area, authorities say.

A military taskforce deployed last year to stop theft and protect facilities in Africa's top oil producer has destroyed 1,819 makeshift refineries, set ablaze 861 boats carrying as much as 20,000 liters (5,277 gallons) each of illegally refined crude and 51 tanker trucks, force commander Major General Bata Debiro said Thursday at a conference on crude theft in Lagos.

The military's actions also contributed to pollution in the delta, Nigerian Maritime Safety Agency Director-General Ziakede Patrick Akpobolokemi told the meeting. “Security operatives blowing up things is causing more pollution”. *Business Day* [Read more](#)

CANADA: CP REFUSES TO TAKE FINANCIAL RESPONSIBILITY FOR LAC-MEGANTIC DISASTER



The downtown core lays in ruins as fire fighters continue to water smoldering rubble Sunday, July 7, 2013 in Lac Megantic, Quebec after a train derailed ignited tanker cars carrying crude oil. Photograph by: Ryan Remiorz, THE CANADIAN PRESS

August 15 - Canadian Pacific Railway Ltd. said Thursday it would appeal an order from the Quebec government this week that would force the railway to contribute to the cleanup costs associated with the Lac-Megantic, Que., train disaster last month.

But Yves-Francois Blanchet, Quebec minister of sustainable development, environment, wildlife and parks, said he wasn't giving the railway a choice.

CP had subcontracted MM&A to help move the 72 crude tanker cars involved in the accident from North Dakota to oil refineries in New Brunswick. But Ed Greenberg, CP spokesman, said the railway did not believe this made it liable for the cleanup costs associated with the accident.

The Vancouver Sun [Read more](#)

SOUTH AFRICA TABLES GLOBAL OIL SPILL PACTS

Picture: Oil leaking from the stranded Kiani Satu washes on to the beach at the Goukamma Nature Reserve between Buffels Bay and Sedgfield. Picture: LIZA WIGLEY

August 14 - Eight years after South Africa signed two international conventions that would cover the clean-up costs of a major oil spill off our coast, two bills aimed at incorporating the conventions into South African law are due to be tabled in Parliament on Wednesday.

The conventions provide for compensation of up to R3.04-billion to be paid after an incident involving an oil tanker. But without the enabling legislation South Africa cannot access the funds. Currently a shipowner can limit the compensation payable to just R210-million. *IOL SkiTech*
[Read more](#)

Oil pollution bills delayed

August 14 - An "oversight" by the department of transport saw MPs on Wednesday delay processing draft legislation aimed at making South Africa a full member of the International Oil Pollution Compensation Fund.

"We don't want to process a bill without the entity being present. In view of this... we need to postpone," transport portfolio committee chair Ruth Bhengu told members. The "entity" referred to is the SA Maritime Safety Authority (Samsa), the absence of which body, according to a senior transport department official present, "just might have been an oversight on our part". *News 24*
[Read more](#)



CANADA AND USA: TRANSCANADA ACKNOWLEDGES OIL SANDS CRUDE COULD SINK IF SPILLED

August 16 - In comments released yesterday by the State Department, TransCanada Corp. acknowledged a possibility that opponents of Keystone XL have long used against the project: The heavy oil sands crude that would run through the controversial pipeline, if spilled in water, could sink below the surface.

The TransCanada acknowledgment, tucked inside a 51-page list of proposed changes to State's March draft environmental review of KXL, came with caveats amid a suggestion that the government alter its reference to sunken crude as "a continual source of oil" if spilled in a river or stream. But the company's conclusion diverges from the avowal, made earlier this year by an environmental scientist representing a competing pipeline giant, Enbridge Inc., that oil sands crude would not sink in water.

"If oil does remain on the water surface for a sufficient time, without being cleaned up, there is the potential for some oil to sink," TransCanada wrote to State in its comments on the department's thousand-page analysis of the \$5.3 billion KXL. *EnergyWire*
[Read more](#)

Other news (continued)

NEW ZEALAND RAISES OIL POLLUTION LEVY

August 16 - New Zealand's Oil Pollution Levy has been raised for the first time in more than a decade, with Maritime New Zealand announcing that its fixed fees, hourly rates, and Marine Safety Charge rose in July based on a Funding Review conducted in 2011–12. While most of the increase are being phased in during a six-year transition period to 2018, to give the maritime sector time to adjust, full fees took effect immediately for environment protection services.

The Oil Pollution Levy increase is based on a separate review by Maritime New Zealand. It funds the cost of equipment and services associated with oil pollution preparedness and response and applies to all ship owners and operators of commercial vessels over 100 gross tons and more than 24 meters long (except those operating in fresh water), offshore oil installations, and oil pipelines in New Zealand waters. *Environmental Protection* [Read more](#)

CANADA: PUBLICATION OF NEW SUBSTANCES RISK ASSESSMENT SUMMARIES

Under the provisions of the Canadian Environmental Protection Act, 1999 (CEPA 1999), the New Substances Notification Regulations (the Regulations) ensure that new substances meeting specific requirements, whether chemical or organism, undergoes a risk assessment of its potential adverse effects on the environment and human health before it enters the Canadian marketplace.

Any company or individual who plans to import or manufacture a substance subject to notification under the Regulations must provide Environment Canada with a New Substance Notification package containing all information prescribed in the Regulations prior to import or manufacture. *Environment Canada* [Read more](#) [Thanks to pcjr of the Hazmat 101 Group]

USA: 3,000 CONTAINERS STILL ON WEST MELBOURNE SITE, STILL A HAZARD

August 18 - More than a year after the feds fenced them in, thousands of gallons of former military chemicals in aged containers still sit inside trailers, box trucks and along the ground at 1080 S. John Rodes Blvd.

The U.S. Environmental Protection Agency worries children could enter the site and be exposed to dangerous chemicals or a storm could cause a bad spill and a much more expensive cleanup.

The chemicals sit near a drainage canal and within 100 yards of residential areas Sheridan Lakes to the south and Greenwood Village to the east.

EPA says the chemicals pose an imminent threat and must go. *Florida Today* [Read more](#)

People in the news

USA: SALERNO TO TAKE HELM AT BSEE



Photo: Secretary Jewell Names Former USCG Vice Admiral Brian Salerno Director of the Bureau of Safety and Environmental Enforcement.

August 15 - Secretary of the Interior Sally Jewell today named former Vice Admiral Brian Salerno as the Director of the Bureau of Safety and Environmental Enforcement (BSEE), which provides federal oversight for oil and gas operations on the Outer Continental Shelf. Salerno, who retired from the U.S. Coast Guard last year as its Deputy Commandant for Operations, will assume his new position on August 26.

"Brian Salerno is an accomplished professional who brings proven expertise in maritime safety and emergency response management to the job," said Jewell. "As we continue to strengthen the nation's program to ensure safe and responsible offshore oil and gas exploration and development, I believe Brian has the experience, vision, and the leadership to be a great asset to the Bureau, the Department and the nation."

Salerno will serve as the third director in BSEE's history, following the departure of Jim Watson at the end of the month.

"I look forward to working with the employees at BSEE on the important work of ensuring that offshore operations are safe, secure and environmentally sound," said Salerno. "I recognize the great strides that the Department has made over the past years, and I look forward to continuing that progress, working in close contact with our partners across government and industry." *MarineLink.com* [Read more](#) [Thanks to David Usher, President of ISCO]

FROM THE CANADIAN ARCTIC TO THE NIGER DELTA: FINELY GROUND ROCK DUST TO BIOREMEDIATE OIL SPILLS IN WATERWAYS AND FARMLANDS



Environmental chemist Ugo Amadioha, a native Nigerian, born and raised in the Etekwuru-Egbema Kingdom in Imo State, Nigeria, recently expressed interest to Joanna Campe of Remineralize the Earth about creating a project that will adopt remineralization as a means to bioremediate degraded farmlands in the Niger Delta. He is currently Senior Chemist with Chemtech Consulting Group in New Jersey, USA and is seeking partnerships and funding for such a project.

As Program Director on Environmental Affairs for the Foundation for Youth Development (FYD), Nigerian based NGO, Ugo Amadioha's work focuses on at risk youth and addresses environmental issues that directly impact the social and economic well being of Nigerians in the Niger Delta. Ugo hopes to spark a grassroots movement that utilizes local resources and employs international best practices to restore farmlands and clean up waterways affected by the oil crisis in the region. The movement will create opportunities for disaffected young people to be a part of a new economic and social model that is based on environmental justice through non-violent interventions and sustainable development. Ugo sees remineralization as the way to put this plan into action, having the potential to replenish depleted soils, bioremediate contaminated areas, and revitalize this impoverished region. Remineralize the Earth fully supports this vision and sees great potential in fostering a strong partnership with Ugo and grassroots organizations in Nigeria.

A team of Brazilian scientists at the University Brasília led by Suzi Huff Theodoro, Ph.D. in Sustainable Development, has demonstrated how rock dust can revitalize soil nutrients, increase food security and restore the income base for agrarian communities.

Recently, the Canadian Department of Fisheries and Oceans has documented testing of a new technique for cleaning up oil spills in Canada's offshore and arctic regions. In order to break up an oil slick, finely ground rock dust is added and mixed vigorously to prevent oil droplets from coalescing into a larger mass of oil. The intended result is an increased surface area that can be attacked by natural oil-degrading microbes. This technique is called oil mineral aggregate (OMA) formation and is an attractive alternative to chemical dispersants, which are less effective in extreme arctic conditions and that are a concern for their toxicity in any environment.

According to the Canadian Department of Fisheries and Oceans, "studies are still underway to fully gauge the effectiveness of the OMA formation technique, but for COOGER's Ken Lee (Centre for Offshore Oil, Gas and Energy Research), this is an inspiring case of science working with nature for environmental clean-up. 'It was a natural process, but we took it one step further to enhance the rate of recovery,' he says. If the research gives the hoped-for results, we will have important new tools to control spills in icy waters."

The recent studies in Canada that see potential for rock dust to speed up the breakdown of oil spills, the successful outcomes of remineralization projects in Brazil and Costa Rica, and the recent project underway in Cameroon, give hope to the Egbema Kingdom and the surrounding towns in the Niger Delta region. For Ugo and Remineralize the Earth, remineralizing to bioremediate oil-contaminated waterways and revitalize depleted soils in the Niger Delta is the best path towards a new wave of agriculture, which the Nigerian government and local organizations are striving to achieve. Rocks from oil excavation sites can be recycled to provide a low cost and sustainable source of rock dust to be used the same region.

Remineralise the Earth [Read the complete text of this article](#)

[Thanks to Jennifer A. Brodie BSc (Hons), Business Development Director of Binn Soil Nutrients, based in Banchory, Aberdeenshire. UK. Binn Soil Nutrients distributes the product in the UK, Slovenia and Sweden]

jennifer@binsoilnutrients.com www.binsoilnutrients.com https://twitter.com/SEER_Rockdust



In this issue of the ISCO Newsletter we are printing No. 140 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Fellow 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 140: THE INCIDENT-SPECIFIC PLAN

With this new contingency plan having related the physicochemical properties of released oils/HNS to their fates and effects as density to floating/sinking, volatility to evaporation, viscosity to dispersion, solubility to solution, and melting point to liquid/solid transition, it follows that incident-specific fates and effects are predictable by substituting incident-specific values for the physicochemical properties relevant to each incident, all such values being already documented accessibly for every substance produced, transported and used in current commerce.

Again, with the contingency plan already having noted the necessity for cargo/bunker transfer, blow-out prevention and oil-well capping, it follows that these must be the first considerations in incident-specific response. Yet again, with the contingency plan having identified equipment and techniques for dispersant treatment and mechanical recovery of such releases as have already occurred at sea, and having noted that their sole purpose is to prevent such releases from causing quantifiable commercial losses by their physical coating of shorelines and sedentary shellfish, it follows that incident-specific values of the relevant physicochemical properties will predict the release percentages which will evaporate, disperse, dissolve or sink and thus predict the release percentage remaining for dispersant application and/or mechanical recovery as their slicks move on wind and tide after release. Furthermore, with the contingency plan already having noted that the percentages which evaporate, dissolve or disperse naturally or as dispersant-induced, will dilute and photo-degrade in the atmosphere or dilute and biodegrade in the sea if organic or be neutralised by the sea if inorganic without any species-extinction/ecological-disaster, it follows that the fate, effects and non-effects of any new substances will be similarly predicted by the values of their relevant physicochemical properties.

Thus, with only the non-volatile components of oils of viscosity values above tabulated limits being capable of producing slicks with natural dispersion half-lives of more than four hours, with only about fifteen liquid HNS being capable of such persistence, with many more being either volatile or soluble, with the tanks of HNS parcel tankers being very much smaller than those of the largest oil tankers, with all other HNS containment being much smaller again, and with all HNS releases being thus smaller than those of oil, it follows that incident-specific physicochemical property values will predict little or no need for insoluble liquid HNS to be dispersant-treated or mechanically-recovered at sea. Again, with only some two dozen pre-identifiable HNS being solids at ambient sea temperatures, it follows that incident-specific physicochemical property values will predict such releases to be small, localised and relatively insignificant. Yet again, with released gases being non-recoverable and either flammable or non-flammable, and with flaring being possible for pressure-point releases, it follows that incident-specific physicochemical property values will predict which will be capable of flaring and which will require monitoring of their toxicity-concentration relationships as functions of release rate, duration and distance from source, all of which can be directly measured as can local atmospheric concentrations.

Again, with the contingency plan having already established the benefits of returning stranded releases to inshore waters and thus to the sea for resumption of the processes which previously reduced the stranding amount, the incident-specific physicochemical property values will predict whether this return can occur by natural solution or dispersion from shorelines on successive tides; whether the viscosity is low enough to permit dispersion enhancement by dispersant treatment or to permit mechanical recovery from inshore water surfaces, were the stranded substance(s) to be physically returned thereto; whether viscosity is so high as to require recovery direct from shorelines by physical scraping without co-collection of beach material or less preferably with it; whether dispersant gels, high pressure water or steam cleaning will be needed for rocks, cliffs and man-made structures; and whether surface film chemicals could prevent stranding in the first place. Yet again, with the contingency plan already having recognised the benefits of avoiding such co-collection and downstream processing of water-in-oil emulsions by returning stranded substance(s) to inshore waters with or without associated beach materials, it follows that the incident-specific viscosity value can now predict the extent to which these benefits can be realised in practice. Nonetheless, while downstream processing can be minimised by minimising onshore recovery, it is an integral part of recovery from all water surfaces for which operations the contingency plan has already recognised the innocuous cost-effectiveness of decanting separated water to sea, inshore waters and shorelines in all incident-specific recovery operations.

However, with contingency and incident-specific knowledge-only plans having reached this stage of development, we see that while incident-response contractors could be trained and accredited with respect to this new knowledge-only approach; their potential customers remain in the current belief-based approach; and that such knowledge-only training and accreditation can only deliver its benefits if permitted to do so by coastal states acting as customers for these benefits.. Accordingly ISCO intends to offer this knowledge-only planning package to coastal states through IMO thereby permitting them to apply it through their own staff or through thus accredited response contractors according to mutually acceptable customer-contractor agreements yet to be considered with insurers and fund administrators.

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.

IN SITU BURNING: CHAPTER 32



A short series of articles on In Situ Burning contributed by Dr Merv Fingas of Spill Science, Edmonton, Alberta, Canada T6W 1J6 fingasmerv@shaw.ca

Merv Fingas MSc PhD worked for more than 35 years in the field of oil spill technology at Environment Canada's Environmental Technology Center in Ottawa, Ontario. As head of the Emergencies Science Division at the Centre, he conducted and managed research and development projects. He is currently working independently in Alberta. Dr Fingas is the Member of ISCO Council for Canada.

Summary of the Serial

This is the last of a series of articles on in-situ burning of oil spills.

32 Summary and Conclusions



Figure 39 A burn progresses at the Deepwater Horizon spill in 2010. (photo by Elastec / American Marine Inc.)

In-situ burning is the oldest technique applied to oil spills and is also one of the techniques that has been explored in depth. However, only recently has in-situ burning been used on a broad scale. Burning oil on water is not intuitive and thus many people did not pursue this course of action. Recently, the successful use of in-situ burning on the Deep Water Horizon spill in the Gulf of Mexico drew attention to the technique and left a positive image of burning. In-situ burning has been used to deal with land spills for many years. Of the few documented cases, most were successful and resulted in little environmental damage.

The major issues with in-situ burning, in perceived order of importance are:

1. Safety,
2. Emissions,
3. Practicality,
4. Issues over what will burn and not burn, and under what conditions, and
5. Desirability of the technique.

Let's summarize the last 31 episodes for each of these issues:

Safety - Although there are many safety issues, the greatest danger is with oils that still have a large volatile content. Ignition of a vapour cloud can be very dangerous. Techniques were presented on how to deal with these types of issues. Burning is a case where the more the oil is weathered, the better and the safer. Overall, the safety issues have been identified, and measures to minimize risk have been presented.

Emissions – Emissions have been studied in depth and it has been found that the more serious emissions are the particulate matter. Particulate matter precipitates and thus after certain distances, the particulate concentration falls

under the level that causes a danger to man or wildlife. Only if the smoke plume does not rise, such as if there is an inversion, does the smoke plume become a concern past about ½ km.

Practicality – The application of in-situ burning is not obvious. Using towed booms and helicopter-borne ignition devices raises the practicality of the technique to a new level. In-situ burning techniques have been developed for many situations. In many cases, these in-situ burn methods have been tested as well. More countermeasures teams are now geared up and trained to apply in-situ burning.

Special feature – In situ burning (continued)

What will burn and under what conditions – Basically, most oils will burn on water and will burn quantitatively if over about 2 to 4 mm thick. Light and fresh oils will burn readily and can be easily ignited. Heavy oils will require a small amount of primer, such as diesel fuel, to start ignition. Once burning, heavy oils will burn well and even emulsified oil will break down and burn. Too much emphasis in the past was placed on ignition techniques and oil type and thickness

Desirability – In-situ burning permanently removes a large percentage of the oil and does so at a large removal rate. There are trade-offs of course, one being the large smoke plume. But compared to some techniques, it is quantitative and effective. Certainly there are times and places where in-situ burning should not be used. Overall, it is a very effective and powerful tool in the oil spill countermeasures tool chest.

The following Table summarizes the oil types and factors of burning. It is noted that the heavier oils often burn with less soot than lighter oils:

Table 8 Burning Properties of Various Fuels

Fuel	Burnability	Ease of Ignition	Flame Spread	Burning Rate* (mm/min)	Sootiness of Flame	Efficiency Range (%)
Gasoline	very high	very easy	very rapid - through vapors	4	medium	95-99
Diesel Fuel	high	easy	moderate	3.5	very high	90-98
Light Crude	high	easy	moderate	3.5	high	85-98
Medium Crude	moderate	easy	moderate	3.5	medium	80-95
Heavy Crude	moderate	medium	moderate	3	medium	75-90
Weathered Crude	low	difficult, add primer	slow	2.5	low	50-90
Crude oil with ice	low	difficult, add primer	slow	2	medium	50-90
Heavy Fuel Oil	very low	difficult, add primer	slow	2	low	40-70
Waste Oil	very low	difficult, add primer	slow	1 to 2	medium	15-50

* typical rates only --- to get the rate in Litre/m²/hour multiply by 60

Publications

FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	June 2013 issue
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	August 12 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	August 1 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	May 2013 issue
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	June 16-30 issue
Intertanko Weekly News	International news for the oil tanker community	No. 33 2013
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	August 2013 issue
Soil & Groundwater Product Alert	From Environmental Expert	August 12 issue
Soil & Groundwater Ezine	Articles, papers and reports	August 2013 issue
Soil & Groundwater Newsletter	From Environmental Expert	August 15 issue
Soil & Groundwater Events	Upcoming events compiled by Environmental Expert	July 2013 issue
IMO Publishing News	New and forthcoming IMO publications	July 2013
IMO News Magazine	News from the International Maritime Organization	No 2, 2013
Pollution Online Newsletter	News for prevention & control professionals	August 14 issue
EMSA Newsletter	News from the European Maritime Safety Agency	July 2013 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	July 2013 issue
Int'l Environmental Technology	Environmental Monitoring, Testing and Analysis	April 2013 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	August 2013 issue
HELCOM Newsletter	Baltic Marine Environment Protection Commission	May 2013 issue

Events

SPILEX AT OCEANOLOGY INTERNATIONAL 2014 – 11-13 MARCH, LONDON EXCEL

The new Spillex at Oceanology International 2014 will focus on the prevention of, and response to environmental incidents in the marine environment. This dedicated area will feature the latest technology and service solutions for assessing the potential of spill related impacts, mitigating against and, if necessary, responding to them.

Spillex will feature technology and services for: Spill Response • Prevention & Response Training • Contingency Planning • Oil Spill Modelling • Environmental Sensitivity Mapping • Well & Pipeline Incident Detection and Intervention [More info](#)



23rd ANNUAL

Prepare. Prevent. Respond:
Real-world solutions for oil spill prevention and response

November 12-14, 2013 Tampa Convention Center | Tampa, FL

MAKE A NOTE TO VISIT ISCO AT BOOTH 136 AT CLEAN GULF IN TAMPA – NOVEMBER 12-14, 2013

Over 2,600 emergency responders are set to converge from November 12-14, 2013 in Tampa, Florida, for the CLEAN GULF Conference & Exhibition. Key professionals and decision makers from throughout the Gulf Coast and beyond will come together to discuss the latest trends and best practices in response operations. Attendees will walk away with viable solutions they can incorporate to safely produce and transport petroleum products and effectively respond when a spill occurs. In addition to the conference sessions, the exhibit floor features more than 200 companies ready to assist you with finding new solutions and technologies that will work best for your organization.

Register today with VIP code ISCO to receive the best rates! Click the above banner for more information



Arctic Oil Spill

20% off

Quote VIP Code:
FKA2383ISWB

14 & 15 November 2013
Scandic KNA Hotel, Oslo

Developing strategies to mitigate the environmental effects of operations in the Arctic

ISCO WILL BE PARTICIPATING IN THE ARCTIC OIL SPILL CONFERENCE IN OSLO ON 14-15 NOVEMBER

Hear from world leading authorities on oil spill preparedness, planning, response and containment
Enhance your comprehension of the regulatory and legislative requirements in Norway, Canada and West Greenland
Gain an understanding of the most critical factors in Arctic oil spill preparedness
Strategies to reduce the impact of drilling operations on the Arctic environments
Analysis of the various technologies available for oil spill clean-up: in-situ burning, dispersants and mechanical recovery systems

Quote the VIP Code to secure 20% Discount Click on the above banner for more information

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO is dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisations. ISCO is managed by an elected executive committee members of which are **Mr David Usher** (President, USA), **Mr John McMurtrie** (Secretary, UK), **Mr Marc Shaye** (USA), **Mr Dan Sheehan** (USA), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Mr Paul Pisani** (Malta), **Mr Simon Rickaby** (UK), **Mr Li Guobin** (China), and **Captain Bill Boyle** (UK). The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Namig Gandilov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psarafitis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK), and **Dr Manik Sardessai** (USA). More info on Executive Committee and Council Members can be found on the ISCO website at www.spillcontrol.org

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website www.spillcontrol.org