



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO and 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.

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International news

LEAD THE FUTURE: WHERE THE OFFSHORE OIL INDUSTRY IS GOING AND WHAT THE REGULATORY AND RESPONSE COMMUNITY NEED TO DO TO BE THERE WITH THEM

A free webinar from the Clean Gulf Conference - Watch this FREE session live from your desk. All you need is your computer with speakers. No travel required! Wednesday, November 13 9:30 – 11:30 AM EST

One of the major lessons learned from many disasters is that the disaster event resulted not from a particular failure of intelligence, a person or piece of equipment, but from a 'failure of imagination.' This 'failure of imagination' alludes to actions not taken to prevent something that was reasonably predictable. A frequent criticism of the response community is for overly focusing on the past to prepare for future operations (i.e. 'fighting the last war').

In this mega session, Clean Gulf has asked industry leaders to discuss the future vision of the oil industry (technology, exploration and transportation) and the implications of that vision for the regulatory and response community to proactively prepare and respond.

[CLICK HERE TO REGISTER NOW!](#)

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WORKSHOP ON REGIONAL RESPONSE CAPACITY AND CO-ORDINATION FOR MAJOR OIL SPILL IN THE MEDITERRANEAN SEA (MEDEXPOL 2013)

The Workshop on Regional Response Capacity and Co-ordination for Major Oil Spill in the Mediterranean Sea (MEDEXPOL 2013), will be held at the Radisson Blu Park Hotel in Athens, Greece between the 10 and 12 December 2013. The Workshop will open on Tuesday, 10th December 2013 at 09.00 hours and is expected to close on Thursday, 12th December at 17.00hrs.

As announced at the 1st Meeting of the ad hoc Working Group on the Offshore Protocol, MEDEXPOL 2013 will also address contingency planning and response operations in case of an offshore incident as well as progress made in the implementation of Decision IG.20/12. [More info](#)

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Incident reports

INDIA: OIL SPILL DESTROYS 30 ACRES OF MANGROVES, FISH OFF MAHUL COAST

November 7 - Crude oil leaking from an old pipeline at Mahul has destroyed thousands of mangroves and is killing fish along Mumbai's eastern coast, crippling the livelihood of local fishermen.

The leaking pipe, situated right off the Mahul jetty, carries **crude furnace oil** from the sea to the Bharat Petroleum Corporation Limited refinery in Chembur.

Activists conservatively estimated that between 20 to 30 acres of mangroves along a 2-kilometre stretch of the coast have been destroyed, adding that the chances of them growing back are remote. The extent of the damage, they said, may also spread.

Fishermen's income has plummeted by more than 50 per cent in the last two months. A fisherman who sold up to Rs 15,000 of fish a week is now struggling to make even Rs 5,000. The crabs from Mahul creek are much sought after across Mumbai and are said to be the best in the city.

While officials from the Mumbai Port Trust (MbPT) claimed they plugged the "pinhole leak" on October 29, activists said the scale of the leak was much larger. They added that the Maharashtra Pollution Control Board has not taken any action though the pipe has been leaking for more than two months.

Mumbai Mirror [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & hazmat Group] Related report in [The Indian Express](#)

VIETNAM: TWO CONTAINER SHIPS COLLIDE, 60 CONTAINERS IN THE SEA

November 8 - A South Korean container ship nearly sank after it collided with the Marshall-Island cargo vessel Eleni off the coast of Vietnam. No casualties were reported.

Late Thursday night, the Heung A Dragon was carrying containers from Hong Kong, China, to Ho Chi Minh City when it collided with the Eleni – which was departing from the Phu My Port. The accident occurred 2.2 nautical miles off the Vung Tau coast.

About five hours after the incident occurred, the ship was aground and was listing at 45 degrees. Around 60 containers have fallen off the ship. 20 containers have been retrieved by local authorities. *The Maritime Executive* [Read more](#)

USA: TRAIN CARRYING CRUDE OIL DERAILS, CARS ABLAZE IN ALABAMA

November 8 - A 90-car train carrying North Dakota crude derailed and exploded in a rural area of western Alabama early on Friday, leaving 11 cars burning and potentially bolstering the push for tougher regulation of a boom in moving oil by rail.

Twenty of the train's cars derailed and a number were still on fire on Friday afternoon, local officials said. Those cars, which threw flames 300 feet into the night sky, are being left to burn out, which could take up to 24 hours, according to the train owner, Genesee & Wyoming. No injuries were reported.

A local official said the crude oil had originated in North Dakota, home of the booming Bakken shale patch. If so, it may have been carrying the same type of light crude oil that was on a Canadian train that derailed in the Quebec town of Lac-Mégantic this summer, killing 47 people. *Reuters* [Read more](#)

USA: GREENVILLE, TEXAS OIL SPILL: PLAINS PIPELINE LEAKS NORTHEAST OF DALLAS

November 6 - An oil spill was reported several miles north of Greenville, Texas this week. Hunt County officials first received word of a rupture in the Plains Pipeline on Tuesday night, KETR radio reports. At least one family has been evacuated.

The extent of the damage remains unknown and cleanup will take at least several days, KLTV reports. *Huffington Post* [Read more](#)

Incident reports (continued)

GERMANY LMV SIDERFLY REMOVED FROM KIEL CANAL – UPDATE



Photo: One of two holes that took down the MV Siderfly in Germany's Kiel Canal. Image courtesy CCME

November 7 - The MV Siderfly remains moored near Brunsbüttel within the Kiel Canal, according to AIS data.

A statement by US-based T&T Salvage, which headed the salvaged operation, said that the vessel was safely towed Wednesday to the South Quay at Brunsbüttel for inspection and temporary repairs.

T&T Salvage added that following the incident, the company quickly mobilized personnel from Germany and Holland to the site and teamed up with local contractors, Bugsier Reederei and Schramm Group. [gCaptain](#) [Read more](#)

Other news

CANADA: EXPORT PIPELINE DEVELOPMENTS – LATEST NEWS

November 4 - B.C., Alberta premiers agree on pipeline framework



Alberta Premier Alison Redford and British Columbia Premier Christy Clark said in a surprise announcement this morning that they have reached a framework agreement between the two provinces on moving energy resources to new markets.

According to a statement released Tuesday morning:

Alberta has agreed to accept B.C.'s five conditions for pipeline approval.

B.C. has agreed to sign the Alberta Energy Strategy.

Alberta agrees that B.C. has a right to negotiate with industry on appropriate economic benefits.

Both governments agree it is not for the governments of Alberta and B.C. to negotiate these benefits.

Both provinces reaffirmed that Alberta's royalties are

not on the table for negotiation.

The deal does not appear to endorse any particular pipeline or energy export project. Instead, it lays out the terms under which a future project would be negotiated. [CBC News](#) [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

November 5 - Vaughn Palmer: Northern Gateway hurdles remain high despite friendly meeting

Clark, celebrating the deal, underscored that she'd not backed off any of her initial expectations. The five conditions remain the ones she laid out on July 23, 2012.

Redford, for her part, assured the folks back home that she'd left no room for B.C. to encroach on her province's oil royalties and taxes. Plus B.C. had now agreed to join the Alberta-led Canadian Energy Strategy.

Still that is a long way from saying the two premiers cut a deal to support the controversial heavy oil pipeline that Enbridge is proposing to construct through northern B.C. to Kitimat and the no-less-controversial tanker traffic that will result from completion of the Northern Gateway project. [The Vancouver Sun](#) [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

November 8 - Graham Thomson: Redford the big winner in pipeline 'deal'

If Redford had simply gone to Vancouver, met with Clark and announced a "framework agreement," the meeting would have been seen as a bit of a yawn. But everything became more interesting when Redford, already in Vancouver, suddenly cancelled the meeting and issued a news release complaining that "B.C. is seeking to negotiate additional benefits."

Based on pre-meeting talks involving senior officials from both provinces, Redford thought she was about to be backed into a corner by Clark, who wanted Alberta's help negotiating some kind of financial deal with Enbridge, owner of the proposed Northern Gateway pipeline. [The Times Colonist](#) [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

Other news (continued)

November 8 - Skuce: B.C.'s five pipeline conditions will never be met

Last year, B.C. Premier Christy Clark introduced five conditions for pipeline approval in B.C. in response to strong opposition to Enbridge's Northern Gateway pipeline project and oil supertankers on the northwest coast.

While Alberta Premier Alison Redford recently signed to accept Premier Clark's five conditions, the conditions can never be met when it comes to Northern Gateway. *Calgary Herald* [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

USA: KINDER MORGAN MAINTAINS SPILL ESTIMATES

November 1 - Kinder Morgan confirmed Friday an original estimate that only 20 to 25 barrels of oil leaked from its Trans Mountain pipeline, even though it removed 600 truckloads of earth to clean it up.

Spills occurred this summer at two locations in the Coquihalla area. The company has said the spills did not create any health or environmental concerns.

Since then, National Energy Board (NEB) has ordered pipeline operator Kinder Morgan to run the pipeline at 80 per cent pressure, despite hydrostatic testing this summer the company said proves it is fully safe.

NEB cited a figure of 5,000 cubic metres of soil removed from Coquihalla Canyon as part of Kinder Morgan's spill response and remediation.

"A large volume of the soil removed was not considered hazardous waste, but was removed to meet strict clean-up criteria because of the location within a provincial park," said Kinder Morgan spokesman Andrew Galarnyk. *Kamloops Daily News* [Read more](#)

USA: BP TRIAL UPDATES

November 3 - Court to Hear Arguments on BP Oil Spill Settlement

A federal appeals court is set to hear dueling arguments on whether a judge should have approved BP's multibillion-dollar settlement for compensating victims of its 2010 oil spill in the Gulf of Mexico.

A year ago, BP PLC urged U.S. District Judge Carl Barbier to approve its agreement with a team of lawyers for Gulf Coast businesses and residents who claim the spill cost them money.

On Monday, however, company attorneys will tell a three-judge panel of the 5th U.S. Circuit Court of Appeals that Barbier's order shouldn't be upheld unless BP ultimately prevails in a dispute over settlement payouts to businesses. *ABC News* [Read more](#)

November 4 - Court hears arguments on BP oil spill settlement

A federal appeals court heard dueling arguments Monday on whether a judge should have approved BP's multibillion-dollar settlement for compensating victims of its 2010 oil spill in the Gulf of Mexico.

Theodore Olson, a lawyer for BP, said the class-action deal it reached last year with a team of private plaintiffs' attorneys "became something else" after U.S. District Judge Carl Barbier upheld a court-appointed claims administrator's interpretation of terms governing payouts to businesses.

"I don't understand how you can now disagree with what's in there," Judge Eugene Davis of the 5th U.S. Circuit Court of Appeals told Olson.

"Black became white," Olson told Davis, one of three judges on the panel that heard the case. The judges didn't indicate how soon they would rule. *Fuelfix.com* [Read more](#)

USA: BP LAUNCHES NEW WEBSITE DEFENDING THE COMPANY'S RESPONSE TO THE DEEPWATER HORIZON OIL SPILL

November 5 - BP has launched a new website to counter critics and provide its own spin on developments involving the April 2010 blowout of its Macondo well, which caused the sinking of the Deepwater Horizon drillship, the death of 11 workers and an 87-day oil spill in the Gulf of Mexico.

The website titled, "The state of the Gulf, BP sets the record straight," includes sections providing the company's views on economic and environmental recovery from the spill, its own stories on issues concerning the federal damages lawsuit against the company, information about the company's drilling activities in the Gulf, and responses to critics. *The Times Picayune* [Read more](#)

NIGERIA: SHELL ACCUSED BY AMNESTY INTERNATIONAL

November 7 - Shell made false claims about Niger delta oil pollution, says Amnesty

Amnesty International accuses Shell of false claims about its environmental impact in the Niger delta, saying that the oil company cannot be trusted and that there are "serious discrepancies" between the evidence of pollution and what Shell claims.

"[Its] claims about its environmental impact in the Niger delta are frequently untrue. Shell has claimed that the oil spill investigations are sound when they are not, that sites are cleaned up when they are not, and that the company is transparent when, in reality, it maintains very tight control over every piece of information – deciding what to disclose and what to withhold," a report into oil spills in the Nigerian region says. "Shell is being disingenuous about the devastation caused by its Niger delta operations. Shell's claims about the oil spills cannot be trusted." *The Guardian* [Read more](#)

November 9 - Shell Disagrees With Amnesty, CEHRD Over Oil Spills Investigations

The Shell Petroleum Development Company of Nigeria (SPDC) has described as "unsubstantiated assertions", a recent statement by Amnesty International and the Centre for Environment, Human Rights and Development (CEHRD) that it manipulates investigations into series of oil spills in Nigeria.

The two global bodies had declared that Shell's claims on oil pollution in the region were "deeply suspect and often untrue."

But in a swift reaction, the Anglo Dutch oil company, in a statement by its spokesman, Mr. Precious Okolobo insisted the company seeks to bring greater transparency and independent oversight to the issue of oil spills, and will continue to find ways to enhance this.

Okolobo faulted the claims by the two organisations and insisted that "Shell routinely publishes spill data online since January 2011 and is working with Bureau Veritas, an independent third party, to find ways to improve the immediate response to a spill". *This Day Live* [Read more](#)

NEW ZEALAND HELPLESS IN FACE OF OIL SPILL, RENA AUTHOR WARNS

October 31 - A leading maritime author says New Zealand is woefully unprepared if Anadarko Petroleum Corporation's drilling of the country's deepest-ever oil well just 100 nautical miles off Raglan goes wrong.

John Julian, who wrote *Black Tide: The Story Behind the Rena Disaster*, said New Zealand wouldn't cope if Anadarko's drilling in 1500 metres of water went awry.

"We aren't ready yet, we don't have the necessary kit at our disposal, and the modest dollar pool that Maritime New Zealand and its political masters had at their disposal has been more than mopped up by the wreck of the Rena," he said. *Stuff.co.nz* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: DAMAGES SOUGHT IN YELLOWSTONE SPILL

November 1 - After two years of review, Montana and federal officials notified Exxon Mobil Corp. on Thursday that they intend to seek damages for injuries to birds, fish and other natural resources from a major crude oil spill into the Yellowstone River. The Texas company's 12-inch Silvertip pipeline broke near Laurel during flooding in July 2011, releasing 63,000 gallons of oil that washed up along an 85-mile stretch of the scenic river.

The move puts Exxon on notice that Montana and the Department of Interior expect the company to make up for harm done to wildlife and their habitat. The company also is being asked to pay for long-term environmental studies and for lost opportunities for fishing and recreation during and since the cleanup.

Separate fines totaling \$3.4 million for safety and water pollution violations already have been resolved or are pending before state and federal agencies.

Exxon has told regulators it spent \$135 million on the cleanup and related repair work intended to prevent a repeat of the spill, which came on a line installed just a few feet beneath the riverbed. *Tulsa World* [Read more](#)

USA: CONTAMINATED ELK SITE SEES CONTINUED EPA INVESTIGATION

November 4 - Men in gas masks and Hazmat suits sift through aisles and aisles of containers, meticulously taking out small vials of samples of various liquids. Several of the barrels have seemingly innocuous labels like "organic carrot juice concentrate," while others simply have spray-painted numbers.

Other news (continued)



KEMRON Environmental Services collects samples from containers on the site of Superior Barrel & Drum Company in Elk Township, Friday, Nov. 1, 2013. The Environmental Protection Agency found over 2,000 containers of hazardous materials on the property. (Staff Photo by Tim Hawk/South Jersey)

On a rainy day at the Superior Drum and Barrel Company, it's clear by the number of independent contractors walking gingerly around the various containers that the Environmental Protection Agency (EPA) isn't testing for the consistency of carrot juice.

While the company is listed as one that cleans out barrels and containers typically used by food processing companies for reuse, the EPA's presence tells a different story, one of a company who had been operating in utter disregard for the environment.

Gregor, the findings are clear: over 2,000 barrels at the site contained potentially deadly contaminants and were improperly labeled while several were leaking at the 5.5-acre property off Farrell Road. *NJ.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

According to EPA on-scene coordinator Margaret

AZERBAIJAN: OIL-CONTAMINATED TERRITORIES IN BAKU TO BE TREATED DURING NEXT TWO YEARS

November 4 - Oil contaminated territories will be completely treated until the first European Summer Olympic Games in 2015, Minister of Ecology and Natural Resources Huseynghulu Bagirov told journalists.

According to him, in the Soviet period, nearly 35,000 ha are in Absheron peninsula consists of oil-contaminated soil: "Its 15,000 ha underwent serious contamination. Approximately 1.5 bln tonnes of oil have been extracted so far. It's impossible to eliminate damage in the nature in a short-time". *APA.az* [Source document](#) [Thanks to Don Johnston of ISAA Industry Partner, DG & Hazmat Group]

USA: FISHING VESSEL REMAINS PARTIALLY SUBMERGED NEAR UNALASKA, ALASKA, FUEL ONBOARD

November 5 - A 102-foot crab and scallop fishing vessel that ran aground Friday off Unalaska Island remains partially submerged outside of Morris Cove with an estimated 2,500 to 2,800 gallons of fuel and water still onboard, the U.S. Coast Guard said Tuesday.

The Coast Guard heard around 4 a.m. on Friday that the Arctic Hunter had grounded northeast of Unalaska in Summer Bay, said Coast Guard Petty Officer Shawn Eggert.

As of Tuesday morning, 80 percent of the vessel was underwater, he said. A fly over by the Coast Guard did not reveal any sheen or obvious signs of a fuel leakage. But, Eggert noted that things could change with the huge storm moving across the Bering Sea.

Choppy waters Tuesday barred Magone Marine, the contractor in charge of fuel removal, from returning to the scene to take out additional fuel, Eggert said. *Anchorage Daily News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

RUSSIA: THE PROTECTORS OF THE WORLD'S LARGEST FRESH WATER LAKE MAY BE PUT OUT OF BUSINESS BY A RUSSIAN COURT

November 7 - Siberia's Lake Baikal is the largest fresh water lake on the planet. Despite being far from most of civilization, Baikal faces a long list of environmental challenges. But unlike many of the world's natural wonders, it doesn't have many organizations trying to protect it. Now, just about the only local voice for protecting Baikal is facing possible shutdown at the hands of the Russian government.

The World's environment editor Peter Thomson is the in-house expert on Lake Baikal and wrote the book "Sacred Sea: A Journey to Lake Baikal."

"Even if you don't pay much attention to what's going on in Russia these days you've probably heard that the government there has been putting a lot of pressure on independent citizens' groups," he said. "What folks in the west often call NGOs, or non-governmental organizations.

Other news (continued)



Last year, Russia adopted a law that requires any NGO that gets funding from outside the country and also engages in political activity to register as a "foreign agent." In a place like Russia, with has a long history of distrust of outsiders, can be tantamount to being branded a spy.

It's taking a while for this law to ripple through Russian society, but a few weeks ago a court in Irkutsk ordered a local group called Baikal Environmental Wave to register as a foreign agent because, the court ruled, the group meets those two criteria — they get money from outside the country and they engage in political activity. The group says it won't do that.

Sutton said her group is going to appeal the court ruling, but that they expect they'll probably lose. "Ultimately, they'll probably be faced with big fines that they just won't be able to pay, and so they'll have to close," Thomson said. If that happens, then at least for now, Baikal will be left without any significant domestic citizens group fighting for its protection. *PRI* [Read more](#)

USA: HUDSON SPILL DRILL WILL TEST SKILL

November 8 - The first oil spill drill on the Hudson River since last winter's grounding of an oil tanker just south of Albany is taking place nearly 100 miles south of where a potential environmental catastrophe was avoided when the loaded tanker gashed its hull but did not spill.

A drill set for Tuesday in Orange County will involve officials from Orange, Dutchess and Ulster counties, who with officials from the U.S. Coast Guard and state Department of Environmental Conservation will simulate both a train derailment and an oil spill from a shoreline tank of home heating oil. *Timesunion.com* [Read more](#)

People in the news

ISCO MEMBER, BRIAN O'CONNOR, SECRETARY OF CROIERG, HONOURED FOR 60 YEARS OF SERVICE TO THE OIL INDUSTRY



Brian is Secretary of the Canberra and Regions Oil Industry Emergency Response Group (CROIERG) and has been an ISCO member since 2007. Based in the nation's capital, CROIERG is a not-for-profit organisation whose primary objective is to respond to road tanker accidents using large resources of spill control, containment and clean-up equipment available at a moment's notice.

Brian was presented with an award acknowledging his 60 (1953 to 2013) years in the Oil Industry at a luncheon held at The Royal Tara Motel Binalong NSW on Wednesday 23rd of October. The Oil Oilies Fellowship (OOFERS) Award was presented by President Kevin Hughes and was for "Conspicuous and Meritorious Service to the petroleum industry in Australia"

ISCO news

ISCO AT CLEAN GULF THIS WEEK

ISCO President, David Usher and Membership Director, Mary Ann Dalglish are looking forward to welcoming you at the ISCO booth (No. 136) in the Exhibition Hall. Bill Hazel and Walt Putman will also be on hand to help answer questions and brief you on the current initiatives being pursued by ISCO on behalf of the oil spill community and the services we provide for our members.

ISCO REPRESENTATION AT ARCTIC OIL SPILL CONFERENCE IN NORWAY

ISCO Secretary, John McMurtrie will be representing ISCO at the Arctic Oil Spill Conference in Oslo on 14-15 November. He is looking forward to seeing ISCO members attending the conference and to meeting other delegates. Information about ISCO's

activities will be on display at the event and John will be available to answer questions about the work that ISCO does for the international spill response community.

ISCO WEBSITE UPDATES

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If you are moving to a new job or need to update your email address, you can re-register online.

Contributed article

A short article from the editor of the ISCO Newsletter

USE OF NET SYSTEMS FOR HEAVY OIL RECOVERY, INCLUDING TARBALLS FLOATING SUB-SURFACE

Having noted the controversy over the matter of whether dilbit (diluted bitumen) sinks or floats (or both) it does seem that, notwithstanding a time window during which surface skimming operations can be productive, problems of floating sub-surface accumulations will be encountered in addition to deposition of the material on the sea bed. There are skimmers that are effective in recovering surface-floating dilbit; the US Coast Guard R&D Centre has assessed systems for recovery of oil on the ocean floor (see report in ISCO Newsletter 316) – but what work has been done recently in advancing systems for collecting oil floating sub-surface? Readers are invited to comment.

Systems developed for recovery of sub-surface negative buoyancy oil, tarmats and tarballs may be relevant.

The use of oil collecting systems based on the application of fishing industry experience was pioneered in Scotland many years ago. Arthur Buchan of Jackson Trawls Ltd. participated in trials with the UK's Warren Spring Laboratory (WSL) and a report was published by WSL.

Jackson Trawls, located in Peterhead, Scotland, manufactures the Jackson Net Boom (JNB) and also produce the Jackson Trawl Net Collection System. This system consists in two wings each of 25 m. of 1.5 m. JNB attached via universal boom connectors to a Trawl Sock adaptor box, fitted with side buoyancy floats and quick release Net Sock connector ring.

The wings of the trawl can be connected to any other make of oil boom and towed between two vessels or deployed over-the-side of a single vessel from a suitable jib.

The trawl-sock filled, the choke line is tightened to prevent the escape of collected oil and the sock released by pulling the line attached to the quick-release ring. The full sock can then be buoyed off or towed away to be emptied and cleaned for re-use.

A major advantage of the system is its ability to collect tarballs and tarmats that are floating sub-surface in the water column. <http://www.jacksontrawls.co.uk/>

A variant of a net collection system was the subject of a short article in the ISCO Newsletter No. 241 of 19th July 2010. This article is reproduced below –

Just weeks after the first Heavy Oil Recovery Device (HORD) was successfully tested in the Gulf of Mexico off the shores of Alabama, the innovative devices are greatly improving the efficiency and effectiveness of the cleanup operation. The HORD, originally dubbed Tarball Retrieval Device, is being manufactured at the rate of 8-10 units per day in shipyards in Pensacola, Fla., and Bayou La Batre, Ala. Up to 1,000 units are expected to be manufactured and put into service in the coming weeks.

The HORD has proven to be especially effective in collecting the thick, heavy oil that hampers traditional skimming methods. It is also able to cleanup the extremely light and difficult to remove sheen left on the water surface after skimming.

The brainchild of Capt. Gerry Matherne, the HORD exemplifies the adage "necessity is the mother of invention." Matherne, a supertanker captain and second generation seaman, who is under contract with BP, realized early on that something different was

Contributed article (continued)

needed to quickly and effectively deal with the sticky, orange globs of oil (known as tarballs) floating just under the water's surface.

"Standard skimming methods work best on fresh oil on the water's surface. A lot of the oil we're dealing with on the Gulf has degraded, changing from a liquid state to a peanut butter-like consistency that floats on the surface and 12 to 18 inches below the surface," said Matherne. "The HORD reflects creative thinking, a willingness to try new things and a can-do attitude by everyone involved with the clean-up."

Matherne's invention is essentially a single unit that acts as a filter, containment and disposal system rolled into one. A mesh bag held open by a 3-foot by 3-foot aluminum frame is dragged through the water by shrimp boats put into service as skimmers. The cage-like device scoops up surface oil and sheen, as well as the thick oil lurking beneath the surface of the water. When the bags reach their two-ton capacity, they are switched out for empty ones, loaded onto smaller boats and transported to approved oil disposal units. The bags are later decontaminated and reused.

The total downtime for skimmers outfitted with HORDs is measured in minutes, compared to hours or days for a traditional skimmer that has to transport the captured oil to disposal units and wait to be unloaded, before returning to sea. In addition to saving precious time, the HORD's simple design greatly improves a boat's maneuverability and ability to safely perform at faster speeds and in higher seas. [Source: Press Release from Deepwater Horizon Mobile Joint Information Center]. For more information, see <http://www.restorethegulf.gov/release/2010/07/05/new-heavy-oil-recovery-device-improves-oil-recovery-efforts-gulf-brings-work-loc>

Contributed article

Concluding part of a serialised article contributed by Carlos Sagrera M.Sc., MISCO.



Carlos Sagrera is an independent oil spill control and environmental advisor in onshore and offshore activities with 20 years of experience in Latin America. He has been an ISCO Member since 2012 and is the author of this paper, initially written in September 2012, and adapted for the ISCO Newsletter in October 2013. Views expressed are the author's own comments and opinions.

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PART 5 - CONTROL AND PREVENTION OF OIL SPILLS: SOME OUTLINES OF A REACTION IN LATIN AMERICA ON THE DWH INCIDENT

Back to the DWH, Mexico considered the possibility of issuing legal claims for the prevention efforts that they made for a potential arrival of the DWH spill to their coasts, forgetting the spill of IXTOC I (1979). In fact, during the IXTOC I incident Mexico dismissed the claims made by Texas, which had more than 150 miles of affected coast and thousands of birds and sea animals dead; Mexico protected itself by its sovereign right under the immunity of its national company PEMEX, responsible for the incident.³⁰ Once again, the need for an international regime of liabilities and compensations is demonstrated.

The lessons learnt about the type of operational responses possible regarding this type of spills, after the massive use of resources in the DWH incident, should raise the thoughts of responsible parties in Latin America. It is clear that there is an American style of response that implies the massive use of resources, and that is far from possible in this part of Latin America; therefore, enthusiasm and waste have to be mitigated. DWH showed the limitations of the contingency and the traditional use of booms and skimmers of all types imaginable. The range of mechanical recovery by the use of skimmers, which is close to 3%, reflects the reality and the limitation of the method, whose cost-effort-return equation should be thought of in the industry. As usual, the use of dispersants triggered environmental resistance, in what was the second largest application of this response strategy in the history of oil spills, even though its operational effectiveness was evident and resulted in 8% of the total oil recovered.³¹ With the "daily spill" at DWH, there were windows of opportunity limited for their use, while the EPA withstood the blows of the environmental lobbyists. Latin America also has the record for massive use of dispersants in an incident, such as in the case of the above-mentioned IXTOC I in Mexico. With an estimated 9,000 tons of dispersants in 493 spread aerial missions, we should remember that the chemical used was the COREXIT 9527 available at that time, which was almost a first generation dispersant similar to detergent and had imaginable ecological consequences, although this was not known at the time.³² That pioneer experience with the use of dispersants in Mexico was not assimilated correctly in the rest of the continent. Still today, Latin America does not regulate that issue properly, and, in any event, no country expressly prohibits them. The case-by-case and previous authorization methods are the modus operandi and the confrontations between environmental and operational authorities are ongoing. Lastly, another great innovation that the DWH experience brought was the use of dispersants in underwater sources. Its effects in the long term and what science may say about further standardization of its use remain to be seen. There is a long way to go before this subject is developed in Latin America.

Turning to another strategy, the great progress that DWH left us in relation to this response technique has been the use of in situ burning, on a never before seen scale: more than 400 burnings that, according to official numbers, enabled the control of 5% of the spill. In Latin America it has never been applied; one of the reasons is its complex application technique, which was conceived to be carried out by naval or fire fighting procedures. After DWH, in situ burning appears more simplified regarding its method of combustion, contention schemes and even effectiveness. There will certainly be advances towards including this method in future contingency plans by the responsible agencies in Latin America.³³

Contributed article (continued)

With these professional requirements regarding operations, the number of private companies that provide response and act in the prevention of small and even medium (Tier levels 1-2) oil spills and contingencies (Oil Spill Response Organization – OSRO) has increased. DWH should be a catalyst for new private undertakings and investments in the contingency response services sector. The acceptance of OSROs in the Latin American market is unanimous and to stimulate their presence in the continent, there should be some kind of incentive (taxes, etc.), considering their contribution to environmental security. A key Latin American oil organization like ARPEL could study this in the near future.

All in all, in the Latin American oil industry, there have always been and will always be spills and emergencies. In the short term, substantial increases in offshore problems, and especially in deep and ultra-deep waters, shall be expected. As is the case worldwide, each major incident will determine stricter changes in Latin America. However, in Latin America, these changes will take some time, which implies that there is precious time to adapt to such changes and entails a great advantage. As usually occurs in these emergencies and spills, there will always be an end and a solution to the issue; in Latin America it comes at a lower price than in the developed world. Nonetheless, environmental controls by Latin American authorities in the oil and offshore industry are increasing and so is transparency. This could alter an initially favourable equation if the companies do not handle the variable properly. Globalization plays a part as well; it is extremely dangerous to think that the authorities in Latin America will act as permissively as in the past, when there are environmental effects at play. A cooperative management of these issues would allow, for example in the case of onshore and offshore emergencies, all parties to help oil companies with these problems and not just blame and chase after them in the middle of the incident. To do this, there is a well-known recipe that has its bases in Latin America (ARPEL and CCA, now with its new merger with OSRL): promoting offshore information seminars, trainings and regular exercises in relation to safety and prevention with the interaction of all actors and, especially in Latin America, with the participation of the Environmental Authorities. The sustained investment in resources by authorities and companies in these new offshore safety activities will allow for the growth of a professional management sector. This is the only way to identify people who are able to fix the problem and will allow for the consolidation of the role of the OSROs, which include the private sector as a complementary actor to the state control of industrial activities.

In short, there should be significant improvements in Latin America regarding risk management practices and better cooperation between the companies is necessary. New regulations regarding security, control and notification will slowly start to take shape in Latin America. It is even probable that certain regulatory methods from the US will be adopted by those countries with the most open and advanced oil industries, adapted to each country's reality. No Latin American country will be a stranger to these facts; their oil industries will have to abandon their status quo and catch up with the issues of industrial prevention and security, both offshore and onshore. In this globalized day and age, the instant information era, the Deepwater Horizon incident has been the appropriate catalyst.

Footnotes

³⁰ <http://www.data.boem.gov/PI/PDFImages/ESPIS/3/3930.pdf>

³¹ http://www.restorethegulf.gov/sites/default/files/documents/pdf/OilBudgetCalc_Full_HQ-Print_111110.pdf

³² http://pediaview.com/openpedia/lxtoc_1

³⁴ Mabile, Neré - The Coming of Age of Controlled In Situ Burning. Paper to Interspill 2012. BP America. 12.01.2012

Web: [http://www.interspill.com/previous-events/2012/15-March/pdfs/Response%20Operations/Nere%20Mabile%20\(BP%20America\)%20-%20The%20Coming%20of%20Age%20of%20Controlled%20In-Situ%20Burning.pdf](http://www.interspill.com/previous-events/2012/15-March/pdfs/Response%20Operations/Nere%20Mabile%20(BP%20America)%20-%20The%20Coming%20of%20Age%20of%20Controlled%20In-Situ%20Burning.pdf)

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 152 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 151: CAMPAIGN FOR KNOWLEDGE-ONLY ENVIRONMENTAL POLICY

Further to article 151, HNS wash water volumes were quantified by installing a flow meter in the washing machine supply-line or by using tank ullage tables to determine the volume in the tank while the residue was quantified from the total wash water by analysing its substance-concentration. For insoluble residues, emulsifiers were added and samples for analysis taken after homogenisation in an on-line static mixer. Alternatively the flow meter and static-mixer could be installed on the discharge manifold and samples taken during the normal washing procedure. Thus, if Q_{res} is the ROB at time t , Q_{dh} the dynamic hold-up of the slops and F the wash water flow rate, then $dQ_{res}/dt = (-Q_{res}/Q_{dh})F$ which on integration gives $\ln Q_{res} = (-1/Q_{dh})Ft + K$. Thus, when $t = 0$, $K = \ln ROB = \ln Q_{res}$ and because $Q_{res}/Q_{dh} =$ concentration of substance in slops = c , we can write $\ln c = (-1/Q_{dh})Ft + \ln(Q_{res}/Q_{dh})$ from which it follows that a plot of $\ln c$ versus Ft (slops volume) is a straight line of gradient $-1/Q_{dh}$ and intercept ROB/Q_{dh} which thus determines ROB from the so-called washing curve. Some samples were analysed by gas chromatography or infrared spectrometry at the time, and the remainder at WSL some 5 weeks later, hibitane having meanwhile protected them from biodegradation by the micro-organisms believed by some to be at risk were such HNS concentrations to be released to the sea.

Q_b was estimated by measurement of d , the depth of liquid at the suction point for soybean and fish oils, tallow and seawater; Q_p was measured directly by nitrogen flushing and pump-draining for ethylene glycol, methylisobutylketone, isobutanol and caustic soda and by flushing back into the tank with $10m^3$ of seawater and subsequent sample analysis of tank content; while swabbing and analysis gave Q_s values for tallow and soybean and fish oils in agreement with film thickness = $1.6 (U\mu/\rho)^{2/3}$, where U is the surface lowering velocity in ms^{-1} , μ the viscosity in Nsm^{-2} and ρ the density in kgm^{-3} , while for solidifying substances, film thickness = $6.5 \times 10^{-5} (T_1 - T_2)$ where T_1 is melting point and T_2 is tank-wall temperature, though fish oil film was associated with semi-solid deposits. As to removal of volatile residues, it was found that tank venting with a water-driven fan of capacity $1m^3s^{-1}$ cleared hexane in 45 minutes while some methylisobutylketone remained after 4 hours, times being volatility-dependent

Total residues (in m^3) determined by analysis of equilibrated/homogeneous tank washing for the substances thus investigated were as follows; acetone (0.98), ethoxyethanol (1.20), ethylene glycol (0.45), methylmethacrylate (1.15), propan-2-ol (0.83), propylene glycol (2.00) and soybean oil (0.325) while those determined from the washing curve were alkyl benzene (1.4), aniline (0.5), butan-2-ol (2.2), butoxyethanol (1.5), ethoxyethanol (1.1), deck tank ethoxyethanol (0.2), methylmethacrylate (0.5) and soybean oil (0.62). It should be noted that hull tanks were not all the same size while the deck tanks were of equal size, actual sizes for all tanks having been recorded. Comparison of predictive calculations with the equilibrated approach respectively gave acetone (1.23 & 0.98) ethoxyethanol (1.17 & 1.2), ethylene glycol (1.05 & 1.15), glycerine (0.67 & 1.0), methylmethacrylate (1.02 & 1.15), propylene glycol (1.3 & 2.00) and soybean oil (0.26 & 0.25) while comparison of calculation with the washing curve approach respectively gave aniline (0.5 & 0.5), butan-2-ol (0.6 & 2.17), butoxyethanol 0.5 & 1.5 methyl methacrylate (0.48 & 0.50) and soybean oil (0.35 & 0.65).

Thus, WSL concluded that volatility could reduce ROBs to zero; that otherwise non-solidifying ROBs were in the range of 0.5 - 2.0 m^3 ; and that by minimising list and trim they could be < 1.0 m^3 in compliance with the limit arbitrarily set by MARPOL Annex II; that ROBs had thus been assessed once and for all; but that the twenty-five or so solidifying substances would need further consideration. Thus, while believers group-ranked HNS toxicities regardless of exposure concentrations and set discharge limits and conditions without quantification of ROBs, WSL showed that volatiles had no ROB; and that the ROBs of liquids being < 1 m^3 would equate to concentrations <1000ppm in a $1000m^3$ tank before discharge to further dilution in the sea itself; and that such being effectively total by being virtually infinite, there is no need to have more water in a tank than is sufficient to clean it prior to discharge.

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.

Publications

FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

[ASME EED EHS Newsletter](#)

[Bow Wave](#)

[Cedre Newsletter](#)

[The Essential Hazmat News](#)

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[Environmental Technology Online](#)

[HELCOM Newsletter](#)

[OCIMF Newsletter](#)

[IPIECA eNews](#)

News and commentary on HSE issues from George Holliday

Sam Ignarski's Ezine on Marine & Transport Matters

News from Cedre in Brittany, France

Alliance of Hazardous Materials Professionals

Remediation of contaminated soil and groundwater

Contaminated site clean-up information

From US EPA - Contaminated site decontamination

International news for the oil tanker community

Canberra & Regions Oil Industry Emergency Response Group

New and forthcoming IMO publications

News from the International Maritime Organization

News for prevention & control professionals

News from the European Maritime Safety Agency

Int'l Organisation for Industrial Hazard Management

Environmental Monitoring, Testing & Analysis

Baltic Marine Environment Protection Commission

News from the Oil Companies International Marine Forum

Int'l Petroleum Industry Environmental Conservation Assoc'n

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Events

UK & IRELAND: GUEST SPEAKER AT THE ISAA MEETING IN HILLSBOROUGH

All interested stakeholders are invited to attend this meeting.

Dr Annika Clements of SPRES (Oil Spill Prevention and Response at Local Scales) will be the Guest Speaker at the ISAA 2013 AGM and meeting of the All-Ireland Accreditation Scheme Steering Group taking place on Thursday 21 November 2013 at 10.00 am at the Old Courthouse in Hillsborough, County Down, Northern Ireland .

Annika will be speaking about the SPRES Project which aims to generate both operational forecasting systems and planning tools, at local scale (estuaries and ports) by developing a set of high resolution operational oceanographic systems in Santander Bay, Aveiro Lagoon, Belfast Lough and Port of Falmouth, establishing local oil spill response plans for these local areas based on risk assessment.

Events (continued)

SPRES Project partners include the Department of Agriculture and Rural Development for Northern Ireland, the Northern Ireland Environment Agency and Belfast Harbour but the work being done by SPRES is relevant to ports and estuaries throughout the whole of Ireland.

ISAA Meetings in Ireland alternate between venues in the Republic of Ireland and Northern Ireland. This time the meeting will be in Northern Ireland but the choice of the Hillsborough venue (just off the motorway) will make it easier for attendees driving up from the South.

We are fortunate to have Annika as our Guest Speaker – All members and stakeholders are asked to come and help ensure that there is a good attendance at the meeting.

After the meeting there will be an informal lunch at the Plough Inn, Hillsborough – in the Square and very close to the Old Courthouse. ISAA's Ireland Chairman, Capt. Jack Richmond says the food is excellent. All go free to lunch except if more than one representative of accredited company present - additional people will be charged £20 per head.

The meeting agenda was circulated to all stakeholders on the mailing list on 14 October – If you did not receive this, please contact the administrator. For event planning purposes please advise the administrator by email if you intend to be at the meeting. john.mcmurtrie@spillcontrol.org

GERMANY: PIPELINE OPERATIONS & MAINTENANCE SUMMIT 2013

Wednesday 27 November 2013 - Thursday 28 November 2013, Dusseldorf, Germany - The demand for new pipelines is being accompanied by increased standards for operational and maintenance practices. ACI's 2013 Pipeline Operations & Maintenance Summit will take place in Dusseldorf, Germany on 27-28 November 2013. The two day event will bring together key industry stakeholders from the pipeline industry to discuss latest operational and maintenance practices when laying new pipelines. Whether you are a solution provider, an oil and gas industry professional, a regulator or an academic, this event will give you valuable insights into the future of pipeline management. [More info](#)

UK: SPILLEX AT OCEANOLOGY INTERNATIONAL 2014

11- 13 March 2014 at 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](#)

FRANCE: ACCIDENTAL POLLUTION BY HNS

Cedre Information Days, 1st April 2014, Direction de l'Eau et de la Biodiversité, Paris la Défense.

Hundreds of millions of tonnes of chemicals are transported annually by sea and river, and are traded in ports. These substances are carried either in bulk or packaged. The constantly growing fleet of chemical tankers and container ships, whose ever-increasing size is cause for concern, exacerbates the risk of accidents and spills into the natural environment. The efforts made by the International Maritime Organization towards greater consideration of this situation testify to this. Accidents involving chemical tankers (levoli Sun, Ece...) and container ships (Napoli, MSC Flaminia) have highlighted the technical difficulties and international dimension of maritime incidents involving hazardous and noxious substances (HNS). To address this complex issue of chemical incidents and risks at sea and in rivers, we asked our French, European and international partners to present the information networks, regulations and research conducted in this field. To illustrate this topic with an example of a recent shipping incident, we invited a representative of the group of experts in charge of advising the German Central Command for Maritime Emergencies to give a presentation on the consequences of the fire on board the MSC Flaminia. [Programme & more info](#)

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