



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

INTERNATIONAL OFFERS OF ASSISTANCE DRAFT PAPER FOR DISCUSSION AT IMO OPRC-HNS TECHNICAL GROUP MEETING AT FINAL REVISION STAGE

Thanks to much hard work by Scott R. Knutson, ISCO member Heather Parker and other members of the US Coast Guard task team, assisted with inputs from members of the international core group over the past year, the draft paper is now nearly ready for submission to the IMO Technical Group Meeting taking place over 28 to 31 January 2014.

The focus of the International Offers of Assistance (IOA) project is to facilitate international co-operation in the event of a Catastrophic Spill Event, beyond Local or Regional Capabilities (typically beyond a Tier 3).

IOA aims to create an incident specific, comprehensive IOA system within the Requesting Nation's response structure, which effectively coordinate and manage requests and/or offers of assistance beyond processes already covered by existing national, regional, bilateral, multilateral and other mutual aid agreements, while building upon and linking them.

The IOA plan acknowledges that significant funding challenges may be problematic to the polluter pays presumption for incidents which are not covered by existing conventions and protocols.

The systematic approach will also address the needs of developing nations as well as those with robust response systems and regimes when managing and coordinating IOA.

The new Guidelines on international offers of assistance (IOA) are being designed for use by any nation, particularly signatories to the OPRC, confronted with the response to large or complex oil spill incidents as a tool to assist in managing requests of spill response resources and offers of assistance from other countries and organizations. These guidelines, while developed by a Technical Group of the IMO, could be utilized during large or complex oil spills within inland areas as well as marine or coastal environments. While one of the key requirements to implementing the OPRC convention, these guidelines are not prescriptive, and are meant as a tool to assist as needed. Designed to be a living document, these guidelines will be updated as needed.

At this time, the development of the IOA system is restricted to address only oil spill events but might, at a later time, be extended to cover chemical spills.

An important aspect of the IOA initiative is the creation of an international lexicon of the terminology used to define response assets that may be required to support the response to a mega oil spill event. The objective here is to put in place a system that uses standardised terms to identify response equipment and materials that can be universally recognised in all parts of the world, thereby promoting clarity and avoidance of potential misunderstandings.

The use of an international lexicon of terms should also help ensure that offers of assistance correspond more exactly with what is actually needed and help avoid communications systems overload that can result if high numbers of offers are received in respect of help that is inappropriate or unnecessary.

Part of the IOA objective is to assist governments and responsible parties in rapidly identifying sources for obtaining urgently needed response assets. This aspect will be addressed by an international Response Resource Inventory (RRI) which will include information on availabilities and world locations of response

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International news (continued)

The draft schematics (below) show how IOA might be implemented.

2- LEVEL MANAGEMENT SCHEME FOR IOA's:

- Headquarters' Level
- Field Command Post Level

The Headquarters Level IOA Unit supports the IOU within the Incident Command Post.

- This **HQ IOA Unit** includes the affected nation's Foreign Ministry or Foreign Affairs Department.
- The Foreign Ministry Department reps within this **HQ IOA Unit** will help negotiate all offers to/from foreign government agencies, and will help expedite customs, etc. as appropriate.
- The **HQ IOA Unit** holds daily conference calls with the **IOU** at the Command Post.
- The **IOU** within the Command Post tracks all offers and requests, and coordinates/shares that information closely and regularly with the **HQ IOA Unit**, who will help facilitate any particular request/offer that needs additional support/input.

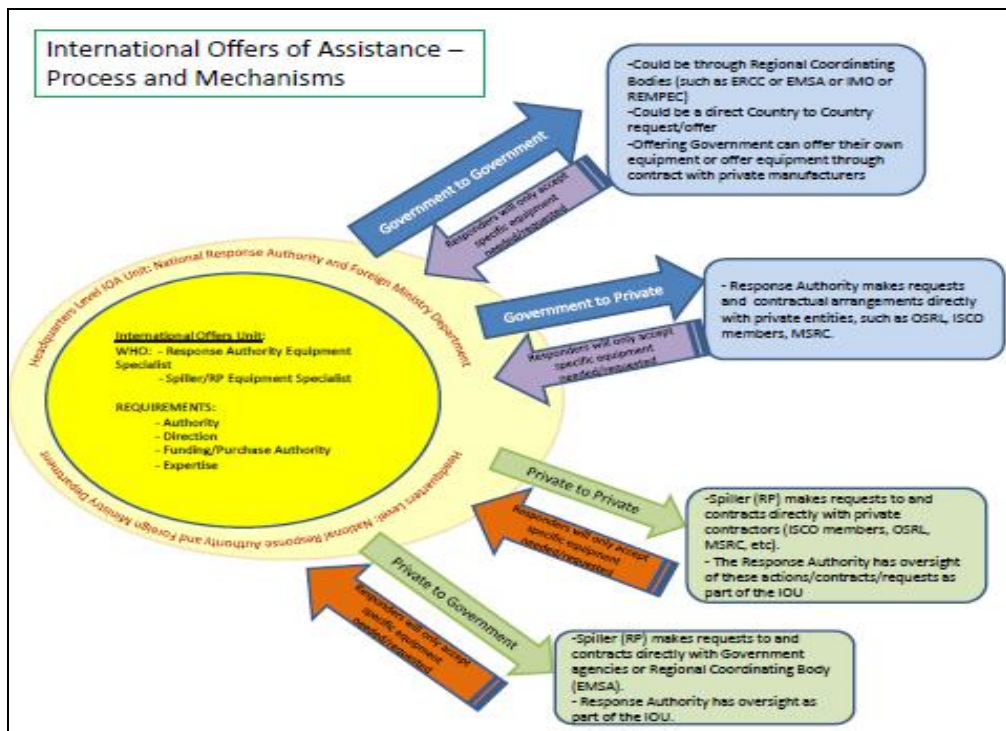
equipment, materials, expertise.

Identified sources are stockpiles owned by Global Response Network (GRN) members, governments, industry co-operatives, private sector contractors and manufacturers, and oil industry sources.

Assets will be listed using the international lexicon, together with quantities, relevant technical information, and 24/7 contact details for asset owners.

A two-level management scheme is proposed – A HQ unit and an International Offers Unit (IOU) at Field Command Centre Level. The two units would work in very close co-operation with each other.

The draft paper addresses roles and responsibilities of parties involved in IOA, co-ordination mechanisms and communications between requesting and assisting nations, offer receipt and processing, offer evaluation customs, legal and financial issues and the facilitation of situational awareness and common operating picture. It also includes useful annexes including examples of draft IOA forms and specimen documents



CHINA, NORWAY MAY TEAM UP IN SEARCH FOR ARCTIC OIL

November 13 - Norway is deciding whether to team up with China to explore for oil in Iceland, Icelandic authorities said, setting up a rare cooperation for the two since a diplomatic row over the award of the 2010 Nobel Peace Prize to Chinese dissident Liu Xiaobo.

Norway has the right to join an exploration license with Chinese oil firm CNOOC to look for oil in the waters between Iceland and Norway's Jan Mayen, a tiny speck of land in the Arctic.

Communications between Beijing and Oslo have been mostly cool since the 2010 Peace Prize and collaboration in Iceland may be a signal that relations are on the mend.

"We expect an answer from the Norwegian authorities in the last week of November," said Gudni Johannesson, director-general of Iceland's National Energy Authority, emphasizing that there had been no diplomatic tensions over the issue. *Reuters* [Read more](#)

INTERNATIONAL TANKER OWNERS POLLUTION FEDERATION WINS AWARD



Photo: Dr Karen Purnell receiving the Award from Clay Maitland, NAMEPA's Chairman

November 11 - ITOPF was presented with the NAMEPA Marine Environmental Protection Award in recognition of the work done to preserve the marine environment at a dinner aboard the Hornblower Infinity in New York on 30th October. ITOPF's Managing Director, Dr Karen Purnell, attended the Awards dinner and highlighted the alignment between many of the goals of NAMEPA and ITOPF, in particular, the focus on education and innovation. In presenting the award, Clay Maitland, NAMEPA's Chairman said that 'ITOPF has demonstrated such commitment on behalf of the marine environment, and has been proactive in protecting the health of our seas. For these reasons, we are pleased to be giving this award to you.'

The NAMEPA Awards dinner was preceded by a World Maritime Day Observance Conference on Sustainable Maritime Development. Dr. Karen Purnell participated on a panel addressing risk management alongside the IMO Secretary-General, Koji Sekimizu, Peter Evensen, CEO Teekay, Torben Skaanild, BIMCO, Donald Roussel, Transport Canada, and other high-level speakers. *ITOPF* [ITOPF - Home](#)

Incident reports

PHILIPPINES: OIL SPILL FROM BARGE GROUNDED BY TYPHOON HAIYAN

November 15 - The accident was another unwanted consequence of Typhoon Haiyan. It came after a power barge hit the rocky shores of Estancia at the height of the storm when it was battered by intense waves.

It is understood around 200,000 litres of oil leaked from the vessel but the Philippines Coast Guard says the spill has been safely contained. *Yahoo News* [Read more and see video](#)

USA: TRAIN IN ALABAMA OIL SPILL WAS CARRYING 2.7 MILLION GALLONS OF CRUDE



Photo: A tanker train that derailed and caught fire in western Alabama outside Aliceville was carrying 2.7 million gallons of crude oil. (Bill Castle / Associated Press / November 8, 2013)

November 9 - A train that derailed and exploded in rural Alabama was hauling 2.7 million gallons of crude oil, according to officials.

The 90-car train was crossing a timber trestle above a wetland near Aliceville late Thursday night when approximately 25 rail cars and two locomotives derailed, spilling crude oil into the surrounding wetlands and igniting a fire that was still burning Saturday.

Each of the 90 cars was carrying 30,000 gallons of oil, said Bill Jasper, president of the rail company Genesee & Wyoming at a press briefing Friday night. It's unclear, though, how much oil was spilled because some of the cars have yet to be removed from the marsh. *L.A. Times* [Read more](#)

SOUTH KOREA: 'INSIGNIFICANT' OIL SPILL IN SOUTH KOREA'S EAST SEA

November 11 - South Korea's largest refiner, SK Energy, said on Sunday a small amount of oil spilled into the country's east sea due to a crack in an oil pipeline, but there was no impact on production.

The leak happened early Sunday off Ulsan, about 380 km (236 miles) southeast of Seoul, after a small crack in an oil pipeline was found in the company's No 2. Buoy while transferring crude oil from its Panama-registered, 160,000-tonne crude tanker C.ETERNITY, SK Energy and Ulsan Coast Guard said. *The Maritime Executive* [Read more](#)

Other news

SPAIN: GOVERNMENT AND CREW FOUND NOT GUILTY FOR CAUSING PRESTIGE OIL SPILL

November 13 - Spanish government cleared of blame for Prestige oil tanker disaster



The Prestige oil tanker off the coast of north-western Spain in 2002 after it split in two. Photograph: AFP/Getty Images

Spanish court absolved the government of any responsibility for one of Europe's worst-ever environmental disasters, when the Prestige oil tanker went down off north-west Galicia.

The Prestige split in half and sank six days after it ran into trouble in November 2002, spilling more than 50,000 tonnes of crude oil into the Atlantic off Cape Finisterre, ruining fishing waters and beaches. Only one representative from the government stood trial, leading many to argue that the real culprits were never held responsible for their actions.

After an 11-year investigation, the Galician region's high court on Wednesday ruled the disaster was in part caused by the 26-year-old tanker's poor state of repair, but that it was impossible to establish criminal responsibility.

At the time of the accident, authorities in Spain refused to allow the vessel into port, a decision widely criticised by environmental groups. It was being dragged away into the Atlantic when it broke up, with oil washing up on beaches across northern Spain and parts of France. *The Guardian* [Read more](#)

November 13 - Prestige Captain Innocent of Environmental Crime

A Spanish court found the crew of the M/V Prestige and the Spanish Merchant Navy not guilty for criminal responsibility of the sinking of the oil tanker on November 13, 2002. It was Spain's worst ever environmental disaster.

The Prestige sank off Spain's northwestern coast and polluted thousands of miles of coastline and beaches in Spain, France and Portugal - prompting Spain to close its fishing grounds for about six months. The single-hull tanker was transporting about 77,000 metric tons of heavy fuel oil.

Initially, the ship's master Apostolos Mangouras requested a place of refuge for the tanker, which had a crack in its hull. But Spanish authorities denied him sanctuary and instructed the captain to take his ship further out to sea. The French and Portuguese government also denied the assistance as it floundered at sea. *The Maritime Executive* [Read more](#)

CANADA: LATEST NEWS STORIES

November 13 - Canada launches new attack against EU's proposed dirty oil rules

Canada on Wednesday renewed its attack on the European Union's plan to classify Canadian tar sands oil as particularly dirty and released a study questioning the data behind the controversial measure.

Canada has the world's third-largest proven reserves of crude, much of which is locked in the tar sands of Alberta. Extracting the oil requires more energy than conventional production, a fact regularly highlighted by environmental campaigners. The EU is working on a Fuel Quality Directive (FQD) to cut emissions of greenhouse gases from the transport sector. The directive singles out the tar sands, a move Canada fears could set a bad precedent and hit crucial energy exports. *Reuters* [Read more](#)

Other news (continued)

November 12 - Chum salmon 'wiped out' by 2011 fuel spill in Goldstream River



An entire batch of chum salmon hit by a 2011 fuel spill in Goldstream Provincial Park have been "wiped out" and failed to return to spawn this year, a local hatchery says.

Three-year-old chum, which were directly affected as juveniles by the tanker truck crash and spill into Goldstream River, have not returned to the park this year to spawn because they likely died when the spill occurred, said Peter McCully of the Goldstream Hatchery.

"We were hoping that a number of them had escaped the effects of it, but its not looking like that's the case," McCully said. "It looks like that cohort was pretty much wiped out."

About 43,000 litres of gasoline and 700 litres of diesel was spilled into Goldstream park and the river in April 2011 when a Columbia Fuels tanker truck crashed into a rock wall and flipped on its side. *The Times Colonist* [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

November 15 - Oil drilling wastes, long buried under Canada's permafrost, leak into the environment

A "sump" of oil drilling mud, supposedly buried under permafrost, melts near freshwater lakes in northwest Canada. Photo by Michael Pisaric, courtesy of Brock University.

For decades, companies exploring for oil and gas in the Arctic's remote southern reaches have disposed of their drilling waste in the cheapest and most convenient way possible: by digging massive pits to hold the waste and then capping them with frozen permafrost. And for decades, the waste harmlessly sat in the frozen tombs.

Then climate change, which scientists say is caused by burning fossil fuels, set in, causing the permafrost to begin melting.

In the Mackenzie Delta region of Canada's Northwest Territories, scientists have discovered unusually high salt levels in some freshwater lakes, and the salinity could be transfiguring the foundation of the local food web. In a study published this month in the journal PLOS ONE, researchers say this is being caused by leakages from the frozen waste pits, known as "sumps." *Clean Energy* [Read more](#)



INDIA: OIL AND EFFLUENTS SPELL SLOW DEATH FOR MUMBAI CREEKS

November 15 - An oil spill that destroyed a large stretch of mangroves around Mahul creek was reported last week, but the disturbing revelation is just the tip of the iceberg when the bigger picture of abuse of the creeks in the city is considered.

At Mahul, where the crude was said to have been leaking for more than two months, locals say there is always a layer of oil floating on the creek water, indicating continual small leakages from Mumbai Port Trust (MbPT) pipelines.

The other creeks in the city are no better, treated as they are as nullahs for the dumping of sewage and garbage. The neglect has robbed many locals of their livelihood. Where once fishermen used to place their nets, there remain only eyesores now. The offending substances dumped in the creeks can be seen floating on the surface, turning the water black, making the flow heavy and raising a stink that affects people living in the vicinity.

The toll on the ecosystem is no less serious, as mangroves running along the creeks are jeopardized by the waste stuck at their roots. Chinmayi Shalya takes stock of the situation at four creeks. *The Times of India* [Read more](#)

USA: TEXAS UNIVERSITIES WORK TOGETHER TO MAKE OFFSHORE EXPLORATION SAFER

November 8 - Three Texas universities are teaming up to oversee the Ocean Energy Safety Institute, a center that will explore the best safety practices for offshore operations.

With \$5 million in funding and a five-year agreement, Texas A&M University, the University of Texas at Austin and the University of Houston is partnering with the Texas A&M Engineering Experiment Station's Mary Kay O'Connor Process Safety Center to manage the institute. Funding came from the Bureau of Safety and Environmental Enforcement, or BSEE. *Houston Business* [Read more](#)

Other news (continued)

UK: NCEC CELEBRATES 40 YEARS AT THE FOREFRONT OF CHEMICAL SAFETY AND EMERGENCY RESPONSE



November 14 - The UK National Chemical Emergency Centre (NCEC) – part of Ricardo-AEA – celebrated its 40th year of successful operation yesterday and underscored its position as one of the world's most experienced chemical emergency response organizations

Endorsed by the UK government and supported by industry through bodies such as the Chemical Industries Association, NCEC has provided a fast response service of expert advice and assistance during chemical emergencies since 1973. While originally focused solely upon the UK, the organization now has an international customer base including hundreds of companies in the chemical supply chain and around 50 percent of the world's biggest 100 chemical manufacturers. NCEC currently receives around 4,500 calls per year in all world languages and employs a specialist chemical emergency response team at its Oxfordshire headquarters.

To coincide with its 40th anniversary celebrations, NCEC hosted a seminar on future global regulatory challenges affecting the international chemicals industry at the Royal Society of Chemistry in London. The seminar and reception that followed was attended by senior representatives from government, regulatory agencies, and the organization's many partners around the world. The NCEC [Read more](#)

CHINA: ENVIRONMENTAL REMEDIATION COMPANIES ARE BURGEONING

November 12 - Environmental remediation has become an emerging business in China but the market is still in a chaotic state, with many Chinese firms jumping on the bandwagon.

Industry insiders note that the industry is burgeoning but the market is in a disorderly state, as numerous players in the field lack the adequate expertise to undertake these kinds of projects in earnest. "The number of companies in the field has soared to 300, when it stood at just 30 three years ago, including many which seem to be just in it for the ride," an insider told the paper. Many soil remediation firms only engage in soil digging, burying, and incineration, without actual soil remediation, said Liu Yangsheng, secretary general of the committee for the prevention of heavy-metal pollution and soil remediation of the China Environmental Protection Industry Association. *China Times* [Read more](#)

NIGERIA: OIL SPILL: REPS TO PROBE AGIP OVER REFUSAL TO COMPENSATE COMMUNITIES

October 23 - The House of Representatives is to investigate Nigerian Agip Oil Company's (NAOC) over its refusal to compensate 25 coastal communities in Delta State over a 2012 oil spill in the course of its operation in the area.

The investigation was also predicated on the alleged failure of the oil company to comply with the recommendations of a joint report in its core duty to plan and implement appropriate mitigation measures to contain the resultant damages.

Some of the communities devastated by the oil spillage include Ise-Ndupu, Ise-Onuor, Onyaku, Ngakor, Ikashika, Aboh and 19 others located in Ndokwa East Local Government Area of Delta State

The decision of the lawmakers followed the adoption of a motion by ...who noted that in October 2012, NAOC's Kwali/Akiri pipeline, lying along the Agwetti Right of way ruptured and spilled unquantifiable volumes of crude oil into the creeks and the high tidal waters of the flood-ravaged coastal communities. *WorldStage* [Read more](#)

ECUADOR: CHEVRON CALLS ECUADOR RULING ON AMAZON DAMAGES 'ILLEGITIMATE'

November 13 - US oil giant Chevron Wednesday rejected as "illegitimate and unenforceable" an Ecuadoran court ruling upholding an order for it to pay billions of dollars for environmental damages to the Amazon.

The ruling is "as illegitimate and unenforceable today as it was when it was issued," company spokesman James Craig said in an email to AFP.

Ecuador's Supreme Court on Tuesday upheld a lower court decision against Chevron but dramatically reduced the amount to be paid in damages from \$19 billion to \$9.51 billion. Chevron has never worked directly in Ecuador but inherited the pollution lawsuit when it acquired former rival Texaco in 2001. *Global Post* [Read more](#)

Other news (continued)

JAPAN READIES ADDITIONAL \$30 BLN FOR FUKUSHIMA CLEAN-UP - SOURCES

November 12 - Japan's government is finalising plans to borrow an additional 3 trillion yen (\$30 billion) to pay for compensating Fukushima evacuees and cleaning up the area outside the wrecked nuclear plant, said people with knowledge of the situation.

The additional borrowing would mark both a recognition of the project's mounting costs and the difficulty of hitting initial targets for reducing radiation levels in the towns and villages hardest hit by the fallout from the worst nuclear accident since Chernobyl.

The new government borrowing programme would increase the amount earmarked for Fukushima-related expenses to the equivalent of just over \$80 billion, according to government officials with knowledge of the developing plan who asked not to be named.

That \$80 billion excludes the cost of decommissioning Fukushima's six reactors, a process expected to take decades. *Reuters*
[Read more](#)

ITALY: NAPLES RALLY AGAINST MAFIA'S TOXIC WASTE DUMPING

November 17 - Tens of thousands of people have protested in Italy's southern city of Naples against illegal dumping of toxic waste blamed on the local mafia.

Demonstrators carried photos of relatives who they said had died of cancer as a result of the pollution. Locals call the area between Naples and Caserta the "Triangle of Death" because of toxic fumes after waste burning.

Some 10 million tonnes of industrial waste has reportedly been dumped in the region over the past 20 years. *BBC News*
[Read more](#)

People in the news

SIMON VALENTINE, FISCO, JOINS SWIRE EMERGENCY RESPONSE SERVICES IN DUBAI



Simon Valentine has been appointed as Manager at ISCO Corporate Member, Swire Emergency Response Services.

At the beginning of this year Simon was elected as a Fellow of the International Spill Control Organization (FISCO)

He has more than twenty years of experience in the oil spill response industry, having first joined OSRL in 1993 serving an apprenticeship as an oil spill technician and being promoted to the position of Training and Consultancy Team Leader in 2000. In January 2003 he joined ISCO Corporate Member, Braemar Howells as Commercial / Operations Manager and was promoted to the position of International and Specialist Services Manager in 2012.

ISCO news

ISCO AT CLEAN GULF IN TAMPA, FLORIDA, USA



In the picture: ISCO President, David Usher (on left), Michael Minogue, President and CEO of ECM Maritime Services (centre) and Jesus Perez Calderon, First secretary, Cuban Interests Section.

In a short telephoned report received last Friday, David Usher said that attendance at Clean Gulf was very successful with a high level of interest in ISCO's activities and initiatives.

Many ISCO members were at Clean Gulf and called at the ISCO booth to say hello. Other visitors expressed interest in joining the organization, including several who want to submit applications for award of professional membership status.

As usual, there was a draw for a bottle of fine Scotch Whisky, with the lucky winner, Michael Minogue, delighted to receive a bottle of 18 year-old Glenlivet.

ISCO Secretary, John McMurtrie was unable to be at the Tampa event, having previously committed to being at the Arctic Oil Spill Response Conference in Oslo, Norway. A report on the Oslo event will appear in next week's ISCO Newsletter.

UK: FALMOUTH HARBOUR COMMISSIONERS (FHC) EXERCISE REPORT: DEPLOYMENT OF 'NOFI' CURRENT BUSTER HELD BY THE MARITIME AND COASTGUARD AGENCY, TUESDAY 29 NOVEMBER 2013.

Contributed by John A. Dawes of ISCO Corporate Member, Braemar Howells Ltd.

The MCA in conjunction with their contractors Braemar Howells undertook an exercise to test the deployment of nationally held counter pollution equipment: the NOFI Current Buster, the boom vane and 2 skimmers. FHC assisted and facilitated the exercise and provided assets. A&P Falmouth provided wharf, crane, forklift and secure parking.

A&P Falmouth docks was suggested by FHC as the most suitable place to prepare the equipment and load on to vessels. parking for the lorry and equipment. A berth, dockyard crane, forklift and personnel were provided to assist in the loading and unloading of the equipment to and from the exercise vessels.

FHC obtained details of a number of vessels within Falmouth , Braemar Howells selected: MTS vessel Grey Bear to deploy and tow the Current Buster and Seaside Services vessel Reclaim to carry and deploy the two skimmers.

In addition FHC supplied or arranged the following • Pilot Boat Arrow to carry observers of the exercise • Work boat Pendennis to assist in deployment and line handling • Patrol vessel Killigrew to provide safety and escort cover • Cornwall fire and rescue services RIB to provide safety cover and personnel transfer if required.



Picture on left: MTS vessel Grey Bear and Seaside Services vessel Reclaim alongside Duchy wharf loading equipment

Tuesday 29th November

- 0800 equipment and personnel mustered on Duchy wharf. Reclaim and Grey bear berthed alongside. It was decided that the height of the quay above water and its construction precluded deployment of the current buster direct to the water. The container containing the current buster was loaded onto the Grey bear. Skimmers were loaded onto the Reclaim.
- 1000 approx Vessels departed from docks to Carrick Roads
- 1030 approx, all vessels arrived Carrick roads where upon deployment of the current buster was initiated. Pendennis was used to take the towing lines from the current buster and to put a small amount of weight on them in order to aid deployment



Pictures: MTS vessel Grey Bear deploying the current buster (right) and Pendennis with lines attached assisting (left)

Once the current buster was fully deployed the Grey Bear released the current buster and retrieved the towing ropes from the Pendennis. Grey bear commenced towing of the current buster and commenced deploying the vane used to open the mouth of the current buster.



Personnel on Grey Bear prepared and deployed the boom vane. Once it was deployed the towing of the boom continued which allowed the arms of the current buster to open out

Reclaim was used to deploy the smaller skimmer into the catchment area of the current buster. It was run up and allowed to pump water satisfactorily proving the system though without oil of course.

Reclaim was used to deploy the smaller skimmer into the catchment area of the current buster. It was run up and allowed to pump water satisfactorily proving the system though without oil of course.

The small skimmer was recovered
Reclaim prepared and deployed the large skimmer and satisfactorily proved its operation.



Exercise report (continued)



- 1430 approx, Pendennis took the tow ropes from the Grey bear to hold the current buster in the correct attitude while the current buster was recovered.
- 1500 Exercise complete vessels returned to Duchy wharf to unload equipment
- 1800 debrief held



Conclusions: • Exercise was considered a success • This was the first time that all 3 components of the system were deployed and tested together • The system performed to the satisfaction of all and it was felt that problems were overcome • None of the issues encountered were insurmountable and were of the kind likely to be encountered in a real incident • Current buster could not be deployed or recovered from land due to height of quay • Space aboard the Grey bear was limited and some snagging issues encountered • It was agreed that FHC would receive a copy of the exercise report once it is completed.

Appreciation: The MCA and Braemar Howells expressed their appreciation for the assistance and co-operation given by all involved including FHC and Staff, A&P Falmouth, MTS, Seawide Services, Cornwall Fire and Rescue.

Science and technology

LEAK DETECTION METHODS FOR SUBSEA PIPELINES

According to the U.K.'s Health and Safety Executive's (HSE) Offshore Division (OSD), almost 400 offshore hydrocarbon releases had been reported between April 2010 and April 2013, around 45% of which were classified as major or significant incidences. Regardless of their size, subsea leakages are a foremost concern for the industry. This issue extends beyond the considerable costs of product loss and repairs, but considers human injuries as well as significant environmental impacts. Therefore one of the most important attributes for a detection package is to achieve early warning of small to medium sized outflows for monitoring and immediate corrective actions.

Leak detection is a continuously evolving area of oil and gas industry activity; the approaches remain the same amidst unremitting development of monitoring technologies and detection systems. There are a wide range of methods available depending on the type of application and approach. However, deciding on the best course can be complex and not with guaranteed success. The approach used by operators can be influenced by the location of the pipeline, accessibility and the medium to be detected. For instance, a pipeline buried two meters under the seabed or encased within concrete, will increase the difficulty of locating the source of a leak, and some areas are not accessible by remotely operated vehicles (ROVs) making use of point sensors problematic.

Although the industry has seen a reduction in reported leaks, there are still gaps to fill concerning the design, engineering and operation of leak detection systems, not only make them reliable for the discovery of an outflow, but to quickly pinpoint the exact position of the source. The recent increase of deep sea and arctic development, as well as the continued activity in locations worldwide, emphasize a need for an industry reference in this technology field, which can serve as a guideline today and a tool for coordinating development in the future. This article looks at the chemical and acoustic approaches used by the industry, and discusses the advantages and limitations to each method.

This is an interesting article, published MarineLink.com. It goes on to describe several different approaches to subsea pipeline leak detection. For copyright reasons it cannot be published here in full but interested readers can download and read the full text of the article at <http://www.marinelink.com/news/detection-pipelines360657.aspx>

“HOVERSPILL” TECHNOLOGY FOR SHORELINE AND INSHORE SPILL RESPONSE

HoverSpill™ driving force is based on the concept that the greatest part of oil spills has a strong impact on coasts, beaches and shoals. Even if the pollution takes place at open sea, vessels usually don't reach the location in short time to contain the spot, which rapidly expands. Moreover the oil hits those areas which cannot be easily reached by traditional vehicles/vessels, nor by land nor by sea, for the lack of water depth or for the muddy land.

Note from Editor - I came across this by chance while looking for something else. I don't think the technology is new but as it was not familiar to me, I thought some readers might be interested. You can find out more and watch a demonstration video at <http://www.softhull.com/Hoverspill.html>



In this issue of the ISCO Newsletter we are printing No. 153 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 153: CAMPAIGN FOR KNOWLEDGE-ONLY ENVIRONMENTAL POLICY

Having shown in articles 147 - 150 that oil concentrations in operational discharges from separators are known to be insufficient for species-extinction/ecological-disaster, while belief therein continues to demand zero discharge, and having shown in articles 151 & 152 that parcel tanker residues are also insufficient for such effects, I now show that demands for these residues to be diluted before discharge to achieve specific dilutions in the ship's wake are again driven by this belief; and that with believers now re-directing attention to HNS, the opportunity arises to prepare the knowledge-only stance which has been absent from policy formulation thus far.

Thus, while WSL had been doing the work summarised in articles 151 & 152, investigation of ships' wakes by The Netherlands had established the equation $Q_p = 0.003t^{0.4} L^{1.6} V^{1.4} C_p$ where Q_p is the substance discharge rate in m^3s^{-1} , t is time astern of ship in seconds, L is length of ship in m, V is speed of ship in ms^{-1} and C_p is concentration of substance in the wake. Thus, by setting t at 300 seconds, this equation reduced to $Q = 4.3 \times 10^{-5} L^{1.6} V^{1.4}$ for category B substances (1ppm in wake) and for category C (10ppm in wake) to $Q = 4.3 \times 10^{-4} L^{1.6} V^{1.4}$. Thus, for example, a ship of 170m length travelling at 15 knots would be permitted to discharge 7 m^3h^{-1} for category B and 70 m^3h^{-1} for category C while a ship of 70m length travelling at 10 knots could discharge 1.0 m^3h^{-1} and 10 m^3h^{-1} respectively. However, with cargo residues being in the wash water, pure substance is not discharged and so it is convenient to replace Q_p with $Q_d C_d$ in the above equations where Q_d is the wash water discharge rate and C_d is the concentration of substance in the discharged wash water. Thus, discharge requirements can be met either by reducing the wash water discharge rate Q_d or by reducing the concentration of substance in the wash water C_d . In practice it was found that wash water discharge rates from coastal to ocean-going parcel tankers tended to vary from 25 m^3h^{-1} to 100 m^3h^{-1} .

However, reducing discharge rates prolongs the operation, though this could be lessened by recourse to a slop tank from which final discharge is made at reduced rate though this might still prolong the overall operation. Alternatively, the concentration of substance in the wash water could be reduced either by a pre-wash using a relatively small quantity of water which is transferred to the slop tank before a main wash to the sea, or by reducing the tank residue by use of an additional stripping pump to reduce bottom and pipeline residues before washing commences. At this point, however we are already well into difficulties analogous to those encountered in monitoring the immiscible oil-contents of water downstream of oil-water separating, coalescing and filtering systems. However, let us analyse these HNS-related difficulties as we did for those of oil, remembering that attempting to solve such secondary problems distracts attention from the unreality of the beliefs which impose them.

From the washing equation of article 152, $\ln c = (-1/Q_dh)Ft + \ln (Q_{res}/Q_dh)$, we see that initial concentrations of residue are high in being almost pure substance, that these concentrations fall rapidly and exponentially; that were the initial washings to be transferred to a slop tank, subsequent washings could be discharged to the sea at rates in compliance with the wake-dilution equation of this article; that the slop tank could be discharged to the sea at the rates required by the wake-dilution equation; and that because the volume discharged is thus reduced, the time needed to discharge the slop tank could be less than the time needed to discharge the cargo tank slops directly. Thus, WSL investigation onboard coastal tankers showed that for non-solidifying substances the pre-wash required only one-third of a washing machine cycle; and that for such tankers this amounted to about 10 m^3 of wash water while for the larger tankers it would involve some 20 m^3 . Thus, it was concluded that the pre-wash procedure confers time savings whether used at sea or in port; but that provision of a slop tank would use space otherwise usable for cargo; and that mixing the pre-washings of different substances raised questions of reactive incompatibilities while insoluble or solidifying substances raised these and others.

WSL then investigated the scope for avoiding the pre-wash/slop-tank procedure by removing residues from around the suction points and from the discharge pipelines of coastal tankers, thus leaving only those adhering to internal tank surfaces prior to normal tank washing to be quantified by substance concentrations in their subsequent discharges. The former procedure known as 'efficient stripping' was already common on coastal tankers which used small inexpensive auxiliary pumps to take over when the cargo pump had reached its withdrawal limit. However, it was noted that while this arrangement was applicable for deck tanks on ocean-going parcel tankers it was inoperable for their 10-15m deep hull tanks, its practical suction-limit being only 5-6m. Nonetheless discharge pipelines can be purged prior to washing on both ship-sizes. In any case, when WSL thus stripped tanks and purged pipelines on three different coastal tankers and produced washing curves as above, it showed that the maximum concentration in the wash water, $c_{max} = Q_{res}/Q_dh$ was $< 1.0\%$ which was dischargeable to the sea even for category B substances. Indeed, it was further shown that with only the pipeline residues removed prior to washing, the washing curve gave c_{max} at 15% which was still dischargeable for category B.

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	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	October 2013
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	November 4 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	November 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	Aug - Sept issue
Intertanko Weekly News	International news for the oil tanker community	No. 46 2013
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	November 2013 issue
IMO Publishing News	New and forthcoming IMO publications	November 2013
IMO News Magazine	News from the International Maritime Organization	No 3, 2013
Pollution Online Newsletter	News for prevention & control professionals	November 13 issue
EMSA Newsletter	News from the European Maritime Safety Agency	November 2013 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 2013 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	October 2013 issue
HELCOM Newsletter	Baltic Marine Environment Protection Commission	May 2013 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	September 2013 issue
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	November 8 issue

IOPC FUNDS: NEW 1992 FUND CLAIMS MANUAL

November 14 - The fifth edition of the 1992 Fund Claims Manual is now available to download via the publications page of the IOPC Funds website. This latest edition, which is available in English, French and Spanish, incorporates the amendments and additions adopted by the 1992 Fund Assembly in October 2012.

Hard copies of the Manual are expected to be made available on request during January 2014 as part of the new Claims Information Package. This package is being developed by the Secretariat and will initially include the Claims Manual, Guidelines for presenting claims in the fisheries, mariculture and fish-processing sector, guidelines for presenting claims in the tourism sector and an example Claim Form. Further guidelines relating to other sectors are being developed by the Secretariat and will be added to this package in the future once they are approved by the 1992 Fund Assembly. [Source document](#)

Events

INTERNATIONAL SPILL ACCREDITATION ASSOCIATION – THIS WEEK'S MEETING REMINDER

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.

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

Events (continued)

SCOTTISH ENVIRONMENTAL TECHNOLOGY NETWORK (SETN) – 7th ANNIVERSARY RECEPTION

Raise a glass and join SETN as we toast seven years of supporting environmental technology innovation in Scotland. A buffet and refreshments will be provided and of course, there will be plenty of opportunities to network.

SETN is an Industry Partner of ISCO and we offer our congratulations on this anniversary.

5th December 4.30pm onwards at Steak, 14 Picardy Place, Edinburgh EH1 3JT

USA: NO-SPILLS CONFERENCE: "COMMON SENSE FOR UNCOMMON WATERS," GREAT WOLF LODGE, TRAVERSE CITY, MICHIGAN ON 6-8 JANUARY, 2014

Save the date for this conference and join us in our effort to protect the Great Lakes in reducing the risk of hazardous material spills to the Great Lakes and tributaries while learning new technologies. Jon Allan DEQ, Director of the Office of the Great Lakes is the keynote speaker and talking on "Michigan's Water Strategy". Conference registration information and the conference program can be viewed at http://no-pills.org/Home_Page.html For additional information, please contact Linda Hensel, 989- 621-5242.

The following presentations are examples of the interesting and educational conference. USGS Invasive Species Projects and Controls, Upper Peninsula Mining in the 21st Century, Hydraulic Fracturing and Michigan Water Usage, Kalamazoo River Update, Velsicol Chemical Cleanup, Tank Barge Strikes LPG Pipeline, PCB Clean Up – Case Study, Marine Salvage & Marine Firefighting, Cleanup Technologies, Understanding Response and Recovery Methods, Great Lakes Environmental Response Management Application Tool, Submerged Oil and Oil in Ice Recovery Techniques and EPA Region 5 Updates.

The NO-SPILLS Conference Qualifies for PEM Annual Continual EM Participation

Company news

USA: CROWLEY MARITIME AND TITAN SALVAGE RELOCATION

[Crowley Maritime](#) Corp.'s [solutions](#) group, [project logistics and global freight management](#) team, and subsidiary [TITAN Salvage](#) have relocated to a shared, custom-designed office and warehouse facility in Houston. The new consolidated location at 15894 Diplomatic Plaza Drive is expected to foster company-wide synergies, expand TITAN and Crowley's customer base and create new business opportunities among the three groups. Together, these businesses, which are founded in engineering, project management and logistics, will ultimately be able to provide better, more value-added customer solutions.

Though its name and core business remains unchanged, TITAN Salvage, the company's worldwide marine salvage and wreck removal company, has relocated its headquarters from Pompano, Fla., to Houston as a result of the move.

Solutions, the company's project management organization, and project logistics and global freight management team, Crowley's business specializing in freight forwarding, export packing and logistics services within the energy, oilfield and mining industries, were both previously based in Houston, but now have new contact information (listed below). Solutions will continue to manage its tug and barge fleet, under the direction of Craig Tornga, vice president, from the new Houston facility.

The new facility will feature a state-of-the-art emergency response center, manned 24/7, for TITAN Salvage customers, and will have collaborative work spaces and meeting rooms, as well as a fully functional, secured warehouse and maintenance facility. The office boasts 128,500 total square feet, including 102,500 square feet dedicated to maintenance and warehousing. TITAN and Crowley's project logistics and global freight management team will use the warehouse space to store and stage salvage equipment, inventory ship parts and spares, and handle project cargo for customers. The new facility also offers 4.61 acres of additional paved outside storage and parking.

This shared office and warehouse is located at 15894 Diplomatic Plaza Dr., Houston, Texas 77032. The businesses can be reached by calling the following new phone numbers: TITAN Salvage, +1-832-850-4150; solutions, +1-832-850-4100; and project logistics and global freight management, +1-832-850-4000.

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