

## 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

### U.S., CUBA MEET FOR OIL SPILL TALKS

November 15 - Representatives from the United States and Cuba will meet in St. Petersburg today as they near agreement on a plan Caribbean nations would follow in dealing with future oil spills that span borders.

The workshops have been conducted for three years and include Mexico, the Bahamas and Jamaica.

Called the Multi-Lateral Technical Operating Procedure, the plan spells out responsibilities following a spill such as 2010's Deepwater Horizon disaster, including who will be contacted and how visas will be cleared for vessels and personnel.

Among U.S. agencies attending the workshop will be the Coast Guard, the Department of State and the Department of the Interior. *HispanicBusiness.com*  
[Read more](#)

## Incident reports

### PHILIPPINES: FORCED EVACUATION ORDERED IN ILOILO TOWN DUE TO OIL SPILL



November 23 - A forced evacuation is underway for approximately 5,000 residents refusing to leave the area where the damaged power barge of National Power Corp. (NAPOCOR) spilled more than 200,000 liters of bunker fuel in Estancia, Iloilo when super typhoon Yolanda hit. Department of Health (DOH-Western Visayas) said bunker fuel fumes are toxic. *Manila Bulletin* [Read more](#)

### CHINA OIL PIPE BLAST: QINGDAO PIPELINE BLAST 'KILLS 44'

November 23 - At least 44 people in China have been killed in an explosion after a leaking oil pipeline caught fire in the city of Qingdao, state media has reported.

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## Incident reports (continued)



Xinhua quoted officials who said workers were trying to repair the pipeline at the time of Friday's blast.

Pictures of the scene showed shattered concrete slabs and black smoke rising. More than 100 firefighters were involved in putting out the fire.

The pipeline is owned by Sinopec, China's largest oil refiner.

Because the scene of Friday morning's explosion was close to the coast, barriers were erected to stop oil leaking into the sea, reports said. *BBC News* [Read more](#)

## CANADA: WATER NEAR LAC-MÉGANTIC TAINTED, GROUPS WARN

Parts of the Chaudière River remain contaminated despite weeks of cleanup operations and the removal of nearly 43 million litres of oily water from the river,

But Quebec Environment Minister Yves-François Blanchet said there is no threat to people living in Lac-Mégantic or along the river. Drinking water supplies are safe and there is little danger posed to flora and fauna, he said.

More than 40 kilometres of river shoreline have been cleaned so far in areas of medium to high contamination, Blanchet said in a statement issued late Wednesday. While the results are "encouraging" and show a significant decrease in contamination, some areas are still contaminated, he said. *Montreal Gazette* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## USA: 350-BARREL OIL SPILL REPORTED IN NORTH DAKOTA

November 19 - An oil company is reporting a spill of about 350 barrels of oil at the site of one of its wells in northwest North Dakota.

The North Dakota Department of Mineral Resources, Oil & Gas Division, said today it has been notified of an on-site oil release at a McKenzie County oil well.

An initial report from Zenergy indicates about 350 barrels of oil were released and contained on site, the department said. The initial report said 300 barrels had been recovered. *Duluth News Tribune* [Read more](#)

## USA: ARCTIC HUNTER MAY HAVE LEAKED 6,000 GALLONS OF FUEL

November 13 - Two weeks after the Arctic Hunter ran aground outside Unalaska, state officials are estimating that the boat has released up to 6,000 gallons of diesel fuel into the water.

The Alaska Department of Environmental Conservation is basing the estimate on reports from the crew of the crab boat. The crew reported that were carrying five loaded fuel tanks. Salvagers have inspected four of them. Some tanks only contained water, or traces of fuel. *KUCB* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## SPAIN APPEALS PRESTIGE OIL SPILL VERDICT



November 21 - The Spanish government has filed an appeal against the Prestige oil spill verdict, which awarded no compensation for the massive cleanup effort. The country's environmental ministry is arguing that the verdict, delivered a week ago, is too light.

The court acquitted all defendants of causing the spill, including the ship's captain and a member of the Spanish merchant marine.

Spain's Justice Minister confirmed to local media that the government is launching an appeal, not against the criminal responsibility of the captain of the Prestige, but against the exemption from civil responsibility.

The government's appeal is primarily aimed at recovering the money invested by Spain to clean up the spill. *The Maritime Executive* [Read more](#)

## USA: REGIONAL OIL-SPILL RESPONSE TEAM CONSIDERS LOOSER DISPERSANT POLICY IN ALASKA

*Photo: Spill workers hose a beach down after a Corexit oil dispersant test in the wake of the Exxon Valdez spill. Courtesy Alaska State Archives*

November 19 - A large swath of marine waters off Alaska would be preauthorized for dispersant use, under a proposal being considered by the Alaska Regional Response Team, the federal state multi-agency co-operative that plans oil spill responses and snaps into action when marine spills occur.

If approved, it would change dispersant policy in Alaska from a practice of on-and-off authorizations in small geographic zones to a streamlined system for marine waters that are heavily trafficked by oil tankers and large fuel-laden ships.

The proposal is being discussed at a series of public meetings held by the Alaska Regional Response Team. Meetings were held last Wednesday in King Salmon and Friday in Anchorage. Others are scheduled this week in Kodiak, Valdez and Dutch Harbour. The response team is soliciting written comments, too.



Preauthorization does not mean pre-approval, a response team official said at the Anchorage meeting. It means, instead, that the federal on-scene co-ordinator in charge of spill responses will have power to allow dispersants, knowing that support is already granted by relevant government agencies, said Coast Guard Captain Dan Travers, chairman of the response team's dispersant task force. *Alaska Dispatch* [Read more](#)

## USA: BP RELEASES GULF OF MEXICO ENVIRONMENTAL DATA

November 18 - BP on Monday released a massive amount of environmental data it uses in its efforts to clean up the Gulf of Mexico, where the company's Macondo well spilled millions of barrels of oil in 2010.

The company is planning to publish data on everything from aquatic life and birds to Gulf shorelines and environmental toxicology, but BP's first data dump includes 2.3 million lines of water chemistry data and measures the amount of crude-related chemicals that were in the ocean. BP also published data on the composition and degradation of the oil released from its well.

## Other news (continued)



In this July 12, 2010, image from video made available by BP PLC, oil flows out of the top of the transition spool, which was placed into the gushing wellhead and will house the new containment cap, at the site of the Deepwater Horizon oil spill in the Gulf of Mexico. AP Photo/BP PLC, File)

The data — published on a new website Monday — follows another website the company launched this month to “set the record straight” on the Gulf. The second site is an attempt to allow interested outsiders to use the environmental data in scientific studies or to come to their own conclusions about the Gulf, BP said.

The company has collected the data alongside government agencies since the 86-day spill began in April 2010, and releasing it now “will enhance Gulf-related scientific research and improve the public’s understanding of the condition of the Gulf of Mexico,” said Laura Folse, BP’s executive vice president for response and environmental restoration, in a written statement. *Fuel Fix* [Read more](#)

## KUWAIT STILL GRAPPLING WITH EFFECTS OF IRAQI INVASION - OIL TANKER WRECKS THREATEN MARINE ENVIRONMENT

November 23 - Kuwait’s marine environment is under threat haunted by two Iraqi oil tankers sunk during the 1991 Iraqi incursion into Kuwait. John Curley, the former Salvage Director with UNDP who has 26 years of experience in conducting salvage missions in international waters, revealed this to the Arab Times in an exclusive interview from New York. The wrecks have begun to show decay with new cracks emerging on the hulls of both ships, hinting at another major leak in the offing. Outlining the history of the wrecks, Curley said two Iraqi oil tankers of 30,000 DWT were sunk offshore Kuwait in the vicinity of what is now the New Mubarak Port currently under construction. The tankers, named Ain Zalah and Ramaila, had spilled most of their crude into the waterways of Kuwait causing severe damage to marine life and biodiversity back then. Years of wear and strong daily tidal flow have led to high chances of the tankers leaking dangerous emulsion any time again.



Curley backs his claim with the findings of IAEA/UN which says that the ongoing detrimental effect on the fish stocks in the area and the overall environment, especially the coastal area is highly sensitive. According to four major surveys costing nearly \$ 2 million, the wrecks pose imminent threat on several fronts, including: negative environmental impact due to continual seeping of emulsion and crude into the waterways; the presence of unexploded ordinance on board both tankers, including one 500 lb bomb on board the Ain Zalah; and security and navigation risk with the expected increase of inbound and outbound shipping traffic after the Mubarak ports becomes fully operational. Over the past 20 years, organizations such as the Regional Organization for the Protection of the Marine Environment (ROPME) with its HQ in Kuwait, the International Maritime Organization (IMO), the International Atomic Energy Authority (IAEA), the United Nations Development Program (UNDP) and the United Kingdom’s Ministry of Defence (UKMOD) among others have voiced concerns on these issues.

In Curley’s opinion, it would be best for Kuwait to give ROPME the nod for the salvage operation and fund it, and later claim the costs against Iraq via the UN compensation committee. “Otherwise, Kuwait runs the risk of the wrecks breaking and causing another huge environmental disaster requiring clean-up costing several times more. This case, Curley notes, is unique in his 26 years of international salvaging experience. “No state wants this kind of rubbish and pollution in their waters.” Curley was the Salvage Director for all the surveys of the wrecks done for the UN, IMO, ROPME, Japanese reconstruction NK and the British government. *Arab Times* [Read the complete unabridged text of this article](#)

## USA: THE COAST GUARD SAYS IT’S TAKING AN AGGRESSIVE APPROACH TO ENFORCING SPILL RESPONSE PLANS ON OIL TANKERS OPERATING IN WESTERN ALASKA WATERS.



November 15 - The Coast Guard says it’s taking an aggressive approach to enforcing spill response plans on oil tankers operating in western Alaska waters.

The agency’s assistant chief of inspections for western Alaska, Lt. Ryan Butler, says the Coast Guard has issued 17 warning letters to tankers with inadequate spill plans. *YourAlaskaLink.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## **NIGERIA TO FINE OIL FIRMS FOR SPILLS**

November 9 - Nigerian legislators are considering a law to impose new fines on operators responsible for Oil spills, a measure that could face major foreign companies with penalties running into tens of millions of dollars a year.

There are hundreds of leaks every year from pipelines that pass through the creeks and swamplands of the Niger Delta, damaging the environment and the profits of oil companies including Royal Dutch Shell and Italy's eni.

Many of these spills are caused by oil theft and pipeline sabotage, a crime committed daily in the Niger Delta, where frustrations among millions of people in poverty run high. There have also been rarer cases of large oil spills in deep offshore projects.

Currently oil companies are required to fund the clean-up of each spill and usually pay compensation to local communities affected, if it was the company's fault.

The law being considered by the national assembly, seen by Reuters on Friday, would impose new fines on oil firms when they are responsible for spills and strengthen the regulator's powers, including being able to force firms to shut operations. *World Bulletin* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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## **ECUADOR: AMERICAN OIL EXPERT TO VISIT CONTAMINATED AREAS IN THE ECUADORIAN RAINFOREST WHERE CHEVRON-TEXACO OPERATED**

November 11 - Antonia Juhasz, an oil industry expert and author, will visit Ecuador to see the contamination that Texaco, now Chevron, left behind in the Ecuadorian Amazon rainforest, and to meet with members of the local communities that were affected by the massive environmental contamination.

Juhasz is visiting the South American nation in response to an invitation made by the National Secretariat of Communications of Ecuador to join the international campaign launched by President Rafael Correa in September to raise international awareness about the environmental disaster caused by the oil giant when it operated in the country between 1964 and 1990. *CSR Wire* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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## **USA: HUNDREDS OF UNDERGROUND TANKS LEAKING IN CHICAGO**

November 14 - Leaking underground storage tanks that are scattered across Chicago and its suburbs may be leaving toxic patches of soil in neighborhoods around northern Illinois.

Approximately 21,150 underground storage tanks (UST) are known to exist within city limits, according to data provided to NBC5 Investigates by the city of Chicago, and approximately 3,353 leaking tanks have been reported to Chicago's Department of Public Health as of last year. City officials estimate nearly 1,800 still require clean up. Cleanup is the responsibility of the property owner/operator and managed by the Illinois EPA. CDPH said it inspects sites following cleanup to ensure compliance. *CSN* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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## **BRAZIL: BRAZILIAN NATIONAL CONTINGENCY PLAN FOR OIL POLLUTION INCIDENTS**

November 21 - On October 23, 2013, the Brazilian Federal Government enacted Decree No. 8,127 ("Decree"), which has introduced the long-awaited National Contingency Plan ("NCP") for oil pollution incidents in waters under Brazilian jurisdiction. The consolidation of the NCP has been expected since 2000, pursuant to the Oil Act, and the delay in its implementation gained importance due to the occurrence of an environmental incident in the Campos Basin, at the end of 2011.

The Decree sets forth several provisions to define the organizational structure and responsibilities of entities connected with the NCP, seeking to establish a cooperation framework to reduce the response time for incidents with significant environmental impacts. Among the entities within the structure of the NCP, the Evaluation and Monitoring Group is the most important. It comprises representatives of the Navy, the Federal Environmental Agency (IBAMA) and the National Oil Agency (ANP), and it is responsible for assessing whether an incident is of national relevance, in which case the NCP is to be triggered.

The Decree provides that the NCP Manual must be prepared by the government within six months. It is a technical document describing in detail the operating procedures and the human and material resources required to implement the actions for responding to incidents. Furthermore, the Decree also provides for an informational system on oil pollution incidents in waters under Brazilian jurisdiction, the Sisnóleo, to be developed within eighteen months. The main objective of the system is the real-time consolidation and publication of geographic information on prevention, preparedness and response to oil pollution incidents in waters under Brazilian jurisdiction.

Lastly, the Decree establishes several obligations that may be demanded from polluters in cases of oil pollution incidents, such as the protection of environmentally sensitive areas, wildlife rescue and environmental monitoring of the affected areas. *Mondaq* [Read more](#)

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## Other news (continued)

### USA: BAKKEN SHALE - AS OIL PRODUCTION SETS IN, POLLUTION STARTS TO MIGRATE - SCIENTISTS

November 22 - Hundreds of thousands of wetlands and thousands of miles of streams in North and South Dakota and Montana are within a mile of oil and gas wells, according to research by the U.S. Geological Survey, which is mapping the subsurface to identify groundwater contamination from brine.

The project began in 2007 when the USGS assembled scientists to study the transformation of the northern Great Plains fueled by the boom in oil production in the Bakken. Fossil fuel extraction was leaving behind an imprint on the land as distinct as the ones left by the receding ice sheets of the ice age.

About 10,000 years ago, the glaciers that had covered these parts for thousands of years drew back, revealing clayey soils. Ice melted and the running water brought sediments from distant rivers to the Great Plains. These riverine deposits were coarse-grained, unlike the heavy clays that the glaciers themselves left behind.

The sedimentation formed potholes that gave rise to the region's name: the Prairie Pothole Region. The area contains thousands of wetlands that are vital for ducks. Up to 60 percent of certain species in North America use the Prairie Pothole Region as a breeding ground.

"This is where a lot of the Fish and Wildlife Service land is," said Todd Preston, a hydrogeologist at USGS. "These are waterfowl protection areas, and [FWS staffers] are tasked with making these lands promote duck productivity."

The region has been mostly deserted in the past, except for patchy oil development. The East Poplar oil field started up in 1952 on the Fort Peck Indian Reservation in Montana, just a few miles north of the city of Poplar, population 810.

When oil is produced, brine or produced water rich in salts and toxic metals also comes out of the ground. The oil companies injected the wastes back underground to a depth of between 800 and 1,000 feet, where it was assumed the material would stay put. It did not.

In 2004, Bruce Smith, a geophysicist at USGS, flew a helicopter over a 100-square-mile area on the reservation. Dangling from his ride was a magnetic beam that could detect the presence of salty water below ground.

"It is kind of like a CAT scan of the Earth of very small areas as we fly over," Smith said.

Smith found two potential plumes covering 12 square miles that seemed to be migrating closer to Poplar's water supply.

The scientists drilled 40 boreholes, tested the water on the reservation and found it was significantly contaminated. In 2010, they tested three public wells Poplar draws its water from and found that all were contaminated with brine. The pollution was due to a well casing failure of an injection well, Smith said. *Energy Wire* [Read more](#)

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### No news from your part of the world ?

Your editor invites you to share news stories that will be of interest to our readers.

One of ISCO's objectives is to alert members and readers to new technology, equipment, events and other matters of interest to the international spill response community.

Send your contributions to the editor at [info@spillcontrol.org](mailto:info@spillcontrol.org)

## ISCO news

### ARCTIC OIL SPILL CONFERENCE, OSLO, NORWAY

ISCO supported this conference and the Secretary, John McMurtrie, attended as an invited guest. He reported very favourably on the event and the quality of the presentations – "It was a very useful conference, covering updated strategies, relevant regulatory and legislative requirement, and introductions to recently developed new technology and equipment – an ideal opportunity to get up-to-date on the latest developments and network with speakers and delegates".

ISCO mounted a small display at the conference, attracting much interest from delegates, some now intending to become members of the organization.

Several ISCO members were represented at the event, including MMB, Desmi, Lamor, SL Ross Environmental Research, Crowley (part of ISCO member, Marine Response Alliance) and others.

### NANOGRID, ACTIVATED BY SUNLIGHT, BREAKS DOWN POLLUTANTS IN WATER, LEAVING BIODEGRADABLE COMPOUNDS

November 11 - Oil spills do untold damage to the environment—to the waters they pollute and to marine and other wildlife. The Deepwater Horizon spill in the Gulf of Mexico in 2010, for example, the largest accidental marine oil spill in the history of the petroleum industry, flowed unabated for three months.

Typically, such oil spills are extraordinarily difficult to clean up.

Soon, however, the process may become infinitely easier and ecologically friendly, the result of a new invention by a National Science Foundation- (NSF) supported scientist.

Pelagia-Irene (Perena) Gouma, a professor in the Department of Materials Science and Engineering at the State University of New York (SUNY) Stony Brook, created a novel "nanogrid," a large net consisting of metal grids made of a copper tungsten oxide, that, when activated by sunlight, can break down oil from a spill, leaving only biodegradable compounds behind.

"We have made a new catalyst that can break down hydrocarbons in water, and it does not contaminate the water," says Gouma, who also directs SUNY's Center for Nanomaterials and Sensor Development. "It utilizes the whole solar spectrum and can work in water for a long time, which no existing photocatalyst can do now. Ours is a unique technology. When you shine light on these grids, they begin to work and can be used over and over again.

The photocatalytic nanogrids™ invented in her lab are made by a unique self-assembly process that occurs "during the nanomanufacturing on non-woven nanofibrous mats deposited on metal meshes," according to Gouma. "Upon heating, metal clusters diffuse inside polymeric nanofibers, then turn into single crystal nanowires, then oxidize to form metal oxide—ceramic—nanoparticles that are interconnected, like links in a chain," she says.

These form an unusual and "robust third architecture that allows for the highest surface area, providing maximum exposure to the contaminant to be remediated, while the nanoscale particle sizes enable fast catalytic action," she adds. "The result is a self-supported water remediation targeted photocatalytic technology that has no precedent." *Pollution Online* [Read more](#)

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### INTERESTING SPILLREC PRODUCTS FROM H. HENRIKSEN AS IN NORWAY



Henriksen, well known as the manufacturer of the Foxtail oil recovery system, is an interesting company founded in 1856 by a young blacksmith Henrik Henriksen. His focus in the early days was on equipment for the marine industry, and this is still the main focus for the company. The family owned company is today run by the 5th generation.

A series of videos on their range of spill recovery products includes some interesting new equipment and is well worth having a look. Each video is only 3 minutes long.

Here are the links –

FoxTail mini : <http://youtu.be/vEPP-6Anw7o>

FoxBlower: <http://youtu.be/9eL0TfJSulk>

FoxBarge: <http://youtu.be/j4-IEVUI58s>

Foxtail: <http://youtu.be/nBc6Uu6xXxk>

SeaClaw: <http://youtu.be/izNf0HUI5V8>

FoxDrum: <http://www.youtube.com/watch?v=CGuTQQa4-Wg>

Emergency Unload Systems : <http://www.youtube.com/watch?v=JcWiRVRnZuQ>

More detailed information can be found on the website at [http://www.hhenriksen.com/Inventory/Navision/categories/130?cat=yes&category=130&categoryName=SPILLRECS&tree\\_nodelsS\\_elected](http://www.hhenriksen.com/Inventory/Navision/categories/130?cat=yes&category=130&categoryName=SPILLRECS&tree_nodelsS_elected)

Thanks to Trond Lindheim [trond@hhenriksen.com](mailto:trond@hhenriksen.com)



In this issue of the ISCO Newsletter we are printing No. 154 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 154: CAMPAIGN FOR KNOWLEDGE-ONLY ENVIRONMENTAL POLICY

Further to article 153, WSL concluded that while pipe-purging would be sufficient for compliance with category C regulations, stripping would be advisable for category B; that category B compliance, for example, could be achieved by stripping the suction point residue to 0.005m<sup>3</sup> and the discharge line to about 1/20th of its volume and for category C to 0.75m<sup>3</sup> at the suction point and to 1/10th of the pipeline volume; and that consequently many combinations of stripping and purging were available in coastal tankers; but that in ocean-going tankers 'efficient stripping' would need pumps to be installed within hull cargo tanks. Again, it was concluded that despite the likely success of residue reduction techniques in enabling tank washings to be discharged directly to the sea, the pre-wash option still existed; that in any case tank washing in port was unavoidable if a different cargo had to be back-loaded into a clean tank; and that this would require a slop tank for retention of washings for subsequent discharge at sea or in port. Thus, it was necessary to consider slop tank capacity, the chemical compatibility of mixed slops, and slop discharge procedures in relation to slop tank use at sea and in port.

For tank cleaning at sea, slop tanks are required only if 'efficient stripping' is not utilised and then only to receive the pre-wash slops, i.e. the one-third wash cycle slops for non-solidifying substances or the complete wash cycle of hot water slops for solidifying substances. Thus, if the slop tank is to hold the pre-wash slops from 5-10 ocean-going or coastal cargo tanks, capacities of 100-200m<sup>3</sup> or of 50m<sup>3</sup> should be sufficient. At any rate, such are the parameters for deciding slop tank capacities. As to possible chemical incompatibilities, the high dilution of soluble substances in the wash water ensures compatibilities with exceptions being readily identifiable. It was shown, for example, that the mixing of pre-wash slops separately containing sulphuric acid and caustic soda raised temperature by only 10 °C.

Again, with soluble substances, discharge rates compliant with the wake dilution equation for large and small tankers are compatible with pump capacities of 50 or 500m<sup>3</sup>h<sup>-1</sup> or of 10 or 100m<sup>3</sup>h<sup>-1</sup> for categories B or C respectively. However, with pre-washes of insoluble substances, incompatibility and discharge questions are more demanding in that they either float or sink and as such are no longer water-diluted while the discharge of two phase systems is incompatible with the wake dilution equation.

Yet again, rendering a tank product-clean for immediate back-loading in port, may require 50-200m<sup>3</sup> of water which is much more than for a pre-wash and consequently requires cargo tanks for slop retention prior to discharge at sea or to shore-reception for subsequent discharge to localised coastal waters. Alternatively, the pre-wash/small slop-tank option could be operated with some main-wash retentions in their own cargo tanks until all can be discharged at sea, but with no possibility of back-loading with the latter. However, slops containing insoluble substances were required by the so-called pure product rate method to be discharged at 1-10m<sup>3</sup>h<sup>-1</sup> for small tankers and at 5-50m<sup>3</sup>h<sup>-1</sup> for large ones at the rate required had they consisted entirely of category B or C substances, or at the category B rate if mixed.

To reduce these time/cost impositions, The Netherlands' KSLA developed the homogenous withdrawal method by which a slop-tank device ensures discharge at constant substance-concentration thus enabling discharge rates to be increased with time/cost savings. Thus, assuming that the slop tank of a large tanker of speed and length permitting discharge at 5m<sup>3</sup>h<sup>-1</sup> and 50m<sup>3</sup>h<sup>-1</sup> for category B and C respectively, contained 1m<sup>3</sup> of residue and 7m<sup>3</sup> of pre-washings from each of 10 tanks, discharge times for homogeneous withdrawal were calculated to be 2 hours for category B and 0.2 hours for category C, and for the pure product method to be 14 hours for category B and 1.4 hours for category C, while for a small tanker with 10 tanks each with 0.3m<sup>3</sup> of residue and 4m<sup>3</sup> of pre-washings and discharge rates of 1 and 10m<sup>3</sup>h<sup>-1</sup> the discharge times for homogeneous withdrawal were 3 hours for category B and 0.3 hours for category C and for the pure product method were 40 hours for category B and 4 hours for category C, thus showing homogeneous withdrawal to quicker than the pure product approach.

Thus, we may conclude that disproportionate efforts have been made to dilute tank concentrations of 1000ppm (1m<sup>3</sup> in a 1000m<sup>3</sup> tank) to arbitrary dilutions at 300 seconds behind the discharging ship when discharge concentrations are known to dilute to zero and to biodegrade/neutralise to 100% in the sea; that belief-based regulation should be opposed by knowledge; and that the former caused category D discharge at 10% to be more stringent in practice than that of category C which can be met by residue removal despite the discharge being > 10% substance.

Thus, while chemical tanker operators know more than I as to how matters now stand in respect of the early results of WSL and KSLA, any return to this subject is an opportunity for knowledge of toxicity-concentration relationships and biodegradation/neutralisation to refute beliefs respecting HNS, crude oils, product oils and dispersants.

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



## USA: AREA CONTINGENCY PLANS: EPA'S SPILL RESPONSE MIDDLEMAN

An article sent in by ISCO Committee Member, Marc K. Shaye, BA, JD, Hon.FISCO

November 20 - Area Contingency Plans (ACPs) mandated under the Oil Pollution Act of 1990 (OPA 90) offer facilities a wealth of information that may be helpful when creating or updating Spill Prevention, Control, and Countermeasure (SPCC) Facility Response Plans (FRPs). Today we will look at ACP fundamentals, and tomorrow we will review some of the resources and opportunities ACPs provide for facilities.

The U.S. Environmental Protection Agency (EPA) oversees creation of Area Contingency Plans, which are documents prepared to address environmental emergencies in predefined geographic areas of the United States. Originally, ACPs were required under the OPA 90 specifically for oil spill response but ACPs are now the basis for integrated response to almost any type of emergency, including hazardous materials releases, natural disasters, and acts of terrorism covered under federal laws. At the federal level, the National Contingency Plan (NCP) regulates different agencies' involvement while state, tribal, and local laws also define ACP relationships and requirements. The primary objective of ACPs is to define interagency contingency planning on a geographic basis to eliminate redundancy, utilize appropriate resources, and expedite response to emergency releases.

To accomplish this, ACPs build on partnerships across federal, state, tribal, and local agencies, as well as nongovernmental organizations such as trade associations and owners and operators of facilities, particularly those with FRPs. Through these partnerships, ACPs incorporate information relating to different but related plans and response needs within their geographic area to create one master response document.

Although ACP participation is voluntary, each ACP is headed by a Federal On-Scene Coordinator (FOSC), with the EPA leading inland ACPs and the United States Coast Guard (USCG) overseeing coastal zone ACPs. In some geographic areas, subareas may also be defined because they require special consideration for emergency response activities and may have additional response plans already in place that will be included in the ACP.

*Environmental Daily Advisor* [Read the complete text of this article](#)

## Publications

### FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

<a href="#">ASME EED EHS Newsletter</a>	News and commentary on HSE issues from George Holliday	Most recent issue
<a href="#">Bow Wave</a>	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	October 2013
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	November 4 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	November 1 issue
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	May 2013 issue
<a href="#">Technology Innovation News Survey</a>	From US EPA - Contaminated site decontamination	Aug - Sept issue
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	No. 47 2013
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	November 2013 issue
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	November 2013
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 3, 2013
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	November 20 issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	November 2013 issue
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	October 2013 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	October 2013 issue
<a href="#">HELCOM Newsletter</a>	Baltic Marine Environment Protection Commission	May 2013 issue
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	September 2013 issue
<a href="#">IPIECA eNews</a>	Int'l Petroleum Industry Environmental Conservation Assoc'n	November 8 issue

### NEW VERSION OF WISER NOW AVAILABLE

The National Library of Medicine's WISER for Windows 4.5 is now available. This new version of WISER fully integrates [Chemical Hazards Emergency Medical Management](#) (CHEMM) content and updates the Emergency Response Guidebook (ERG) content to 2012.

Here's a closer look at [what's new](#) in this release:

- Full integration of CHEMM content, which includes:
  - New hospital provider and preparedness planner profiles, along with a [customized home screen](#) for all WISER profiles
  - [Acute care guidelines](#) for six known mass casualty agents/agent classes

## Publications (continued)

- The addition of a wealth of CHEMM reference material
  - [CHEMM Intelligent Syndromes Tool](#) (CHEMM-IST), a new help identify tool designed to diagnose the type of chemical exposure after a mass casualty incident
- ERG content is now updated to the 2012 release. This includes the full [ERG 2012 tool](#).

WISER for Windows 4.5 can be downloaded directly from the [WISER website](#).

*Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group for sharing this information*

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## RISK-BASED RESPONSE: NEW TRAINING PROGRAM FROM EMERGENCY FILM GROUP

The second preview clip from Emergency Film Group's newest program, ***Risk-Based Response***, is now available for viewing!

This new program covers the development of *NFPA 472: Standard for Competence of Responders to Hazardous Materials/Weapons of Mass Destruction Incidents*. For a limited period the program is available at a special pre-release price.

The second preview clip features [Robert Ingram](#), WMD Branch Chief, FDNY. Chief Ingram has spent almost four decades in the Fire Service, with over 30 of those years working for the New York City Fire Department. He was the Chief in Charge of HazMat Operations from September 11th, 2001 until August of 2007 and currently is assigned to the FDNY Center for Terrorism and Disaster Preparedness as the WMD Branch Chief. He is also a member of the *NFPA 472* Committee, IAFC HazMat Committee, and an IAFF Master instructor.

[Click here to see the clip and access more information](#)

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## Events

### SWEDEN: NATIONAL OIL SPILL CONFERENCE 2013, STOCKHOLM

The Swedish Civil Contingencies Agency organises an annual oil spill response conference in Stockholm 26-27 November 2013. The conference will be in Swedish. [More info](#)

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### UK: CORPORATE WATER RISK 2014

The 2014 Corporate Water Risk Conference brings together forward-thinking sustainability, risk and resource management professionals to share new strategies and tools for understanding, measuring, and managing water-related supply and operational risks. America Square Conference Centre, Tuesday 21 January, 2014. [More info](#)

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### CANADA: 37<sup>TH</sup> AMOP TECHNICAL SEMINAR ON ENVIRONMENTAL CONTAMINATION AND RESPONSE

The 37<sup>th</sup> AMOP Technical Seminar on Environmental Contamination and Response will be held from June 3 to 5, 2014 at the Radisson Hotel & Conference Centre in Canmore, Alberta, Canada. The AMOP Technical Seminar is an international forum on preventing, preparing for, responding to, and recovering from spills of oil and chemicals in the environment. It also deals with solutions for remediating long-term contaminated sites. AMOP is organized and sponsored by Environment Canada. [More info](#)

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## Company news

### USA: TITAN SALVAGE RECEIVES DEFENSE LOGISTICS AGENCY'S HURRICANE SANDY AWARD FOR "UNPRECEDENTED SUPPORT"

November 22 - The Defense Logistics Agency (DLA) recently presented Houston-based TITAN Salvage with its Hurricane Sandy Award for exhibiting "unprecedented support" immediately following the storm that devastated much of the Northeastern coast in late October 2012.

The award was presented during the Business Alliance Awards ceremony in Fort Belvoir, VA. During the ceremony, Vice Adm. Mark D. Harnitchek, director, DLA, presented TITAN's Samina Mahmood, U.S. commercial manager, with a framed flag hand-crafted by the agency's "flag ladies," the group of women who have been embroidering the country's official flags for more than 150 years.

## Company news (continued)

"We were proud to have Samina accept this award on TITAN's behalf, as she worked tirelessly to make this response effort run as smoothly as possible on multiple levels," said Lindsay Malen, director of business development, TITAN.

Shortly after Hurricane Sandy subsided, TITAN and its OPA 90 Marine Response Alliance partner, Marine Pollution Control (MPC), the largest and most experienced U.S. provider of emergency lightering services, worked together to mobilize MPC's high-capacity pumping systems, which are traditionally used for industrial pumping services. The equipment was deployed at the site of the World Trade Center memorial and museum in New York City. Thanks to the team's fast and effective work, water was removed quickly, allowing tourism to commence prior to the Thanksgiving holiday rush, a critical time for the city's economy.

"TITAN was very proud to assist the City of New York and our government in their time of need," said Malen. "It is wonderful to see what you can do with the strengths of your team, sister companies, partners and strategically placed equipment."

In addition to deploying pumping equipment at the site for the World Trade Center, TITAN was also engaged in several other post-Sandy wreck removal and emergency response projects in some of the hardest hit areas along the Northeastern coast, including Staten Island, N.Y., where the 1,100 DWT tanker John B. Caddell washed ashore during the storm surge. That job, which included oily water and HAZMAT removal, securing hull breaches, ballasting, and installing anchor points was completed in only five days in partnership with Sea Wolf Marine, a N.J.-based marine towing company.

TITAN was later hired by the N.Y. Port Authority to remove the stricken barge New York from the Port of Newark, where it was stranded. TITAN successfully removed the vessel and refloated it in only three days using the company's roller bags.

Next, TITAN, along with partner Inland Salvage, a Louisiana-based salvage response and wreck removal service provider, was hired once again by the N.Y. Port Authority to remove containers, which were either washed ashore or submerged near Governor's Island, a 172-acre island in the heart of New York Harbor. To complete the job, TITAN and Inland Salvage mobilized a crane barge and dive team.

TITAN and Inland Salvage also joined forces to remove 11 barges that washed ashore in South Amboy, following the storm surge. Nine of the barges were successfully refloated using TITAN's roller bags and the remaining two were delivered to a recycling facility for scrapping. The project was completed in only 19 days.

Finally, TITAN and Inland Salvage worked together to remove the N.Y. Waterways ferryboat U.S. Senator Frank R. Lautenberg from where it washed ashore onto the greens of Liberty National Golf Course, which is positioned alongside the Hudson River in Jersey City, N.J. The teams were able to successfully ease the ferry back into the water in less than five days by once again deploying TITAN's roller bags.

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## ISCO CORPORATE MEMBER, NORTEK BV HAS ISSUED A NEW BROCHURE ON ITS OIL DETECTION SYSTEM

The Nortek SeaDarQ radar is a complete product for automatic detection of oil spills on the sea surface. SeaDarQ is used on Oil Spill Recovery Vessels and on land based installations.

The main new features are

- New hardware platform improves processing, allows Windows 7 and is future proof
- Automatic detection of Oil Spills
- An integrated coastline database to accommodate automatic detection and to improve visibility to the user
- Improved processing gives the user enhanced contrast in images
- Interface options to 3rd party contingency systems and meteo sensors [More info](#)

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## ISCO CORPORATE MEMBER, AQUA GUARD CARRIES OUT LATIN AMERICAN DEMONSTRATION AND TRAINING PROGRAMME [More info and photos](#)

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## SORBTECH UNVEILS ITS PATENTED HIGH EFFICIENCY OIL SORBENT AT CLEAN GULF

SorbaSolv is a patented recycled cellulose based oil absorbent that has an extremely high absorbency combined with permanent water repellency and oil retention. Effective on water and land, SorbaSolv absorbs oil, greases and other water insoluble organics and contains no toxic, carcinogenic or biologically hazardous materials. [More info](#)

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