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

IMO ASSEMBLY ELECTS NEW 40-MEMBER COUNCIL

Assembly: 28th session, 26 November to 4 December 2013

The Assembly of the International Maritime Organization has elected the following States to be Members of its Council for the 2014-2015 biennium:

Category (a) 10 States with the largest interest in providing international shipping services: China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, United States.

Category (b) 10 States with the largest interest in international seaborne trade: Argentina, Bangladesh, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden.

Category (c) 20 States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world: Australia, Bahamas, Belgium, Chile, Cyprus, Denmark, Indonesia, Jamaica, Kenya, Liberia, Malaysia, Malta, Mexico, Morocco, Peru, Philippines, Singapore, South Africa, Thailand, Turkey.

The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. Between sessions of the Assembly, the Council performs all the functions of the Assembly, except that of making recommendations to Governments on maritime safety and pollution prevention.

The newly elected Council will meet, following the conclusion of the 28th Assembly, for its 111th session (on 5 December) and will elect its Chairman and Vice-Chairman for the next biennium.

http://www.imo.org/MediaCentre/PressBriefings/Pages/53-A28-council.aspx

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International news (continued)

OIL SPILL RESPONSE & ITOPF SEMINAR IN INDIA

November 28 - Oil Spill Response Ltd and ITOPF co-hosted a seminar on global good practices and the current state of oil spill preparedness in India on Wednesday 20th November at the Taj Mahal Hotel, New Delhi.

The excellent panel of speakers assembled helped to ensure that the seminar was a success. The level of engagement and discussion throughout was a particular feature of the day.

The presentations can be downloaded in pdf form from our New Delhi Seminar page.

OSRL and ITOPF are keen to follow up on some of the key themes that emerged during the seminar.

The themes to be continued into a seminar series for 2014 included:

- linking to the ICG-led review of the National Oil Spill Disaster Contingency Plan (NOSDCP) to include:
- mapping the oil spill risk for Indian coastal waters from shipping and O&G sources to under-pin the NOSDCP;
- taking the principles in the Policy & Guidelines for use of Oil Spill Dispersants in Indian waters such as Net Environmental Benefit and ensuring that these principles are reflected in the NOSDCP and O&G facility contingency plans;
- the potential added value of a "pool of experts" which the ICG as India's designated authority could call upon in the event of a significant spill.
- developing the concept paper on an OSRO for India based around Industry-Government collaboration;
- approaches to joining up "at sea" and "on-shore" response operations in India with active participation of the coastal Pollution Control Boards (PCBs)

Hence this initial strategic seminar has brought together government, O&G industry and shipowners to provide a shared understanding of the current situation and to identify areas jointly where global good practice may offer opportunities for future collaboration and development for oil spill preparedness and response in India.

While this is in the early stages of planning, there is a suggestion to hold a follow up session with a focus around two topics: the ICG review of the National Oil Spill Disaster Contingency Plan; and options for Industry-Government collaboration on an OSRO for India. Provisional dates are around Wednesday 19th or Thursday 20th March 2014 in Mumbai.

Incident reports

CHINA: GASOLINE POURS FROM BROKEN PIPELINE IN SW CHINA

November 28 - About 2,000 tonnes of gasoline have leaked from a broken pipe after an accident at a construction site on Tuesday night in southwest China's Guizhou Province, rescuers said Wednesday.

The leak started at about 12:40 am Wednesday from a broken gasoline pipe after a construction tower collapsed late on Tuesday at a high-speed railway construction site in Pingba County of Anshun City, said rescuers.

The pipe belongs to a branch of Sinopec, the country's largest oil refiner.

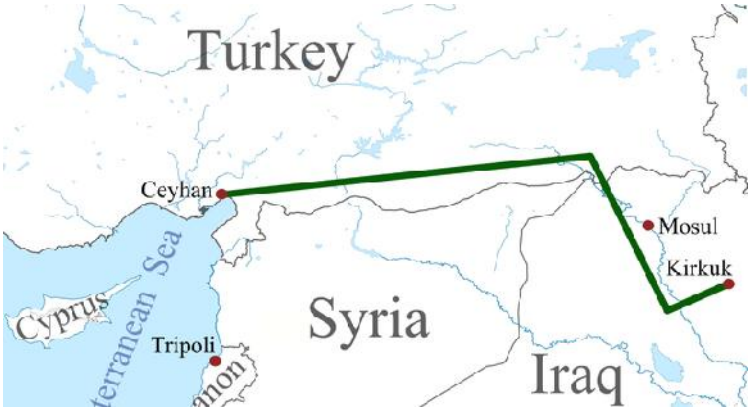
Local government authorities have cordoned off the leak site and laid pipelines to pump the oil leakage.

Environmental personnel have started environmental monitoring at the site, where petrol fumes were pungent.

The current primary task is to focus on pumping the leakage and screening the leak risks to avoid further accidents, said Li Shangkuan, director with the Guizhou Provincial Administrator of Work Safety. NZ Week Read more [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Incident reports (continued)

IRAQ: PIPELINE LEAK HALTS BAI HASSAN OUTPUT



November 25 - A pipeline leak halted oil production from a major oilfield near Iraq's northern city of Kirkuk on Saturday, but exports to Turkey were not affected, officials said.

According to officials at the state-run North Oil Company (NOC), the leak occurred in an ageing section of a pipeline carrying crude from the Bai Hassan oilfield to the main crude processing facility.

The Bai Hassan oilfield produces about 150,000 barrels of oil per day. About a quarter of Iraq's oil exports are pumped through the Kirkuk pipeline to Ceyhan in Turkey. *Upstream* Read more

USA: DERAILMENT CAUSES CHEMICAL SPILL IN WILLARD, OHIO

November 27 - A train derailment and chemical spill forced the evacuation of about 400 homes Tuesday night in Willard. City Manager Brian Humphress said about 26,000 gallons of flammable liquid was spilled and it could take some time to clean it all up.

"CSX and state officials are constantly monitoring the situation and the cleanup, including the draining of the damage tanker, is under way," officials said. "However, the flammability of the styrene monomer is such that caution must be utilized to protect the public safety. *Norwalk Reflector* Read more

USA: USCG RESPONDING TO SUNKEN TOWBOAT, OIL DISCHARGE ON UPPER MISSISSIPPI RIVER

November 25 - The U.S. Coast Guard and local emergency crews responded Monday night to a sunken towboat and oil discharge on the Upper Mississippi River near LeClaire, Iowa.

The Coast Guard said it was notified at approximately 4:30 p.m. Monday that the 144-foot towboat Stephen L. Colby sank after striking a submerged object in the river.

November 26 - The Coast Guard says that approximately 700 gallons of oily water mix have been recovered through skimmers and absorbent boom.

The vessel continues to discharge product at a reduced rate into the Mississippi River, the Coast Guard said. *gCaptain* Read more

VIETNAM: TUVALU FLAG TANKER ON FIRE NEAR TRUONG SA ISLANDS

November 28 - Yesterday morning, November 27, the tanker Theresa Bitung of Tuvalu sent a distress signal when its engine room caught on fire and the crew completely lost control over the ship.

At 10.05am, the Coastal Information System Station of Vietnam received a distress signal of the tanker. A distress signal was issued from vicinity 09 35N 111 38E, SW of the Truong Sa Islands, about 272 nautical miles south east from Vung Tau city, Vietnam. No injures reported, it is understood that abandoned tanker is on fire and drifting. *Vietnam.net* Read more
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NIGERIA: FRESH OIL SPILL POLLUTES BAYELSA COMMUNITY

November 21 - A recent oil spill from Okordia-Rumuekpe 14-inch crude delivery pipeline has discharged crude into the environment at Ikarama community, Yenagoa Local Government Area of Bayelsa.

The spill was reportedly caused by activities of oil thieves who left a hacksaw cut on the pipeline. *AllAfrica* Read more

Incident reports (continued)

SWEDEN: DRUNK CREW GROUNDS SHIP OFF SOLVESBORG

November 25 - In the early hours of Monday morning, cargo ship Fri Wave ran aground off Sölvesborg, Sweden. None of the six crewmembers onboard have been injured. The Swedish Coast Guard is on site, and has not found any oil in the water.

Rescue divers are still investigating the hull to find out how serious the FRI WAVE is damaged. To refloat the vessel, while preventing oil from entering the water, the oil onboard will be initially pumped as far aft onboard the ship as possible. *The Maritime Executive* Read more

CHINA: OIL LEAKAGE CLEANUP UNDERWAY AFTER PIPELINE BLAST IN QINGDAO

November 25 - Two days after the explosion in Qingdao, the oil spill in Jiaozhou Bay is worse than previously reported. The city's Maritime Safety Administration says the oil spill has spread across an area of 10,000 square meters in the Jiaozhou Bay and remains difficult to clean up.

Maritime authorities say they were only notified hours after the oil pipeline explosion and missed the best opportunity to contain the pollution.

Reports at http://english.cri.cn/11354/2013/11/26/3441s800496_1.htm and http://english.cntv.cn/program/china24/20131125/100959.shtml

USA: PIPELINE LEAK SPILLS 17,000 BARRELS OF SALTWATER

November 26 - A saltwater pipeline leak that occurred in Montana released 17,000 barrels of brine and the spill has flowed into a creek in rural Bowman County in southwest North Dakota, the North Dakota Department of Health said today.

The release reached the Big Gumbo Creek and has flowed down 1.4 miles of the creek into a rural area about 14 miles south of Marmarth. The creek is not a source of public drinking water. The Department of Health has inspectors on site to monitor the response and cleanup activities. *The Jamestown Sun* Read more

Other news

USA: PHMSA FINDS WIDESPREAD WELD PROBLEMS ON KEYSTONE XL PIPELINE

November 22 - A report by the federal agency responsible for pipeline safety showing that nearly half of the welds in the Keystone IX's southern segment need repairs is causing pipeline opponents to call for a halt in construction.

Advocacy group Public Citizen, in a letter sent to Congress, is demanding congressional oversight hearings and a thorough investigation of the southern segment of the Keystone XL pipeline following a CBS News report that the U.S. Pipeline and Hazardous Materials Safety Administration (PHMSA) sent letters to pipeline owner TransCanada that on a section of the southern segment known as Spread 3, "205 out of the 425 welds, or 48.2 percent" required repairs. The Keystone XL's southern segment runs from Oklahoma through Texas. *ISHN* Read more [Thanks to ISCO Committee Member, Marc K. Shaye]

CANADA: HARPER COMMITS UP TO $95 MILLION FOR LAC-MEGANTIC DECONTAMINATION

November 21 - Ottawa and Quebec shared a rare moment of solidarity Thursday, agreeing to split the estimated $190 million price tag to decontaminate the devastated town of Lac-Megantic.

Last summer, a runaway tanker train carrying crude oil rumbled into the heart of the Quebec community, jumped the tracks and exploded in a fiery crash that killed 47 people.

The derailment levelled the town's centre and spewed millions of litres of crude into the environment, contaminating the soil as well as a nearby river and lake.

Prime Minister Stephen Harper visited the region Thursday and pledged to help cover up to $95 million of the cleanup cost, one-half of the overall estimate made by the Quebec government. *CTV News* Read more [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: BP: INSURANCE POLICY SHOULD COVER US FOR GULF OIL SPILL

November 25 - In ongoing legal battles over the 2010 Deepwater Horizon oil spill, BP PLC is trying a new strategy: getting its oil rig owner's insurer to pay for it.

BP told the Texas Supreme Court this week that it should be covered by a $750mn insurance policy taken out by Transocean Ltd., the Deepwater Horizon rig's owner, for the oil spill that caused 200mn gallons of crude oil to be pumped into the Gulf of Mexico. If the court doesn't side with the company, BP argues it will create instability in the Texas oil and gas insurance industry.

"At stake in this appeal is whether the court will see fit to reaffirm settled principles of Texas insurance law, which are vitally important to Texas business generally and the oil and gas industry specifically, or will instead accept the insurers' invitation to inject considerable uncertainty into Texas insurance law," BP said in its opening brief. *Insurance Business America* Read more

CANADA: WHERE DOES CANADA RANK IN THE GLOBAL OILPATCH?

November 24 - There are two ways to look at Canada's oil wealth, found mostly in Alberta's oilsands deposits.

One is to be amazed that we're sitting on more than 170 billion barrels of oil — an immense resource by any yardstick.

The other is to question what it all means.

Will it have an impact on the global supply of oil, are we going to be able to sell it in the future, and how does the rest of the world view us — and our oil? In other words, what's our place in the world of petroleum?

[Editor: An interesting article in the *Edmonton Journal*] Read more

NIGERIA: AGENCY ACTIVATES OIL SPILL CONTINGENCY PLAN IN PORT HARCOURT

December 1 - The National Oil Spill Dictation and Response Agency (NOSDRA), has activated the National Oil Spill Contingency Plan (NOSCOP), to curb the effects of oil spill across the country.

The activation on Wednesday morning at the Shell Petroleum Development Company (SPDC), corporate office in Port Harcourt, the Rivers state capital, followed mock demonstration exercise for stake holders in the management of spills in the country, including sister oil companies.

The Director General (DG), NOSDRA, Peter Idabor said the drill was aimed at ascertaining the effectiveness of collaboration of oil companies and stakeholders in responding to both internal and cross border spills. Idabor said, "we are here to carry out an exercise, which is the activation of the National Oil Spill Contingency plan (NOSCOP). It is a drill and we are doing it in collaboration with SHELL Companies in Nigeria. "The essence is to find out how prepared oil industries are to effectively respond to oil spill in the Country.

"Secondly, to find out the effectiveness of inter-agency collaboration/stakeholders, the army, Navy, Customs among others in the event of Oil spill in the country.

"We have selected a scenario which started playing out this morning, and effectively we are passing through a 48 hours period for the activation of this National oil spill contingency plan. *World Stage* Read more

Other news (continued)

THOR HEYERDAHL INTERNATIONAL ENVIRONMENTAL AWARD – INVITATION TO NOMINATE

The Norwegian Shipowners' Association has announced the bi-annual Thor Heyerdahl International Maritime Environmental Award, which was launched in 1999 by Thor Heyerdahl (1914–2002), the anthropologist and adventurer of *Kon-Tiki* fame, and the Norwegian Shipowners' Association. The prize recognises candidates from the shipping industry that have made an outstanding contribution for the environment.

To qualify for the award, candidates must have demonstrated exceptional technical innovation and environmental work in line with Thor Heyerdahl's spirit for the conservation of the marine environment. Emphasis will be placed on measures that combine environmental benefits with improved profitability.

Since the first award in 2001, six winners have received the prize; Eidesvik AS (2011), Farstad Shipping (2009), Wallenius Wilhelmsen Logistics (2007), NYK Line (2005), the International Tanker Owners Pollution Federation Limited (ITOPF) (2003) and the Green Award Foundation (2001)

Individuals from academia, science, research institutes, governments, NGOs, media and the shipping industry are being encouraged to nominate eligible candidates – namely, legal entities, organisations and individuals worldwide. Government agencies cannot receive the prize. All proposals will be considered by an expert committee and the prize will be presented to the winner at the NSA Annual Conference in Oslo.

You can find more information at www.rederi.no, where you can also submit your nomination online.

Contact: Kathi Stanzel [Thanks to ISCO Industry Partner, INTERTANKO]

People in the news

MATTHEW SOMMERVILLE IS NOW REGIONAL CO-ORDINATOR EMEAT AT SHELL

Matthew Somerville has joined Shell as Regional Co-ordinator of the company's Europe, Middle-East and Africa Team (EMEAT).

Matthew commented "This is one of the ways Shell has organised its oil spill co-ordination activities. There are similar groupings for other parts of the world but all are part of the oil spill expertise centre so all tied together with shared resources. So lots of work ahead ensuring that in addition to all the prevention activities we are prepared should anything go wrong. Hopefully with 25 plus years now of experience in a range of organisations I should be able to make a contribution".

After leaving the army in 1988 Matthews worked with the UK Government's Warren Spring Laboratory for 6 years during which he became Higher Scientific Officer then, with the WSL re-organisation, joined AEA Technology for a further 3 years as Principal Consultant, Marine and Freshwater Dept. This was followed by 6 years with Briggs Marine Environmental Services as Technical Manager / Head of Response Capability where his work included an extended period of managing the company's operations in Azerbaijan. From 2004 onwards he gained further international experience in postings with SEACOR, ARAMCO, OSRL and most recently served as Head, Claims Department /Technical Advisor with IOPC Funds. In his new appointment with Shell he will continue to be based in London.

PAUL LANGE OF SKULD RECEIVES POSTHUMOUS AWARD FOR MERITORIOUS SERVICE

November 20 - The International Salvage Union's Award for Meritorious Service has been made posthumously to Paul Lange of SKULD, an Associate Member of the ISU. Mr Lange was a senior Vice President at SKULD and head of its risk management department before his death from cancer. It is the first time the Award has been made.

In making the Award, the ISU Executive Committee noted Mr Lange's long experience of dealing with marine casualties and, in particular, his efforts over the years to promote a proactive and cooperative approach to casualty handling and his work to ensure meaningful dialogue between P&I Clubs, marine salvors and other parties responding to casualties. Read more

ISCO news

THE ISCO NEWSLETTER INVITES YOU TO SUBMIT CONTRIBUTIONS

Your editor aims to print news stories, technical articles, and features that will be of interest to the international spill response community.

You can help by sharing information or writing an article. Please send contributions to info@spillcontrol.org

Cormack's Column

In this issue of the ISCO Newsletter we are printing No. 155 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 155: THE NEED FOR KNOWLEDGE-ONLY ENVIRONMENTAL POLICY

Having reviewed the negative effects of preferring belief to knowledge in respect of releases and discharges of oils/HNS to the marine environment (c.f. articles 116-130), I now review the negative effects of this preferment in respect of the recycling of recovered oils/HNS and of recycling in general. Thus, articles 147 & 148 recalled that knowledge recycled petroleum fractions, superfluous to use in lamps previously designed for whale oil, as fuel for automobiles, aircraft, ships and power stations and as coverings for roads; that knowledge recycled the sulphur of coal gas to sulphuric acid production, and that both were free from all negative belief-inspired interference.

I now recall that the hunter-gatherers of prehistory had already acquired the knowledge to recycle skin, fur, feather, bone, horn and tendon, with animal and vegetable fibres to make clothes, shelters, tools, weapons and ornaments without any negative belief-inspired interference. Yet again, without any such interference, our later forebears from the Bronze Age onwards recycled old artefacts to new by re-melting and remoulding metals. Nonetheless, it is now widely believed that without belief-inspired agitation, society would ignore the benefits of recycling despite having practised it since time immemorial. However, our technological society now benefits additionally from the cost-saving knowledge which substitutes plastics for metals while continuing to recycle the metals still in use. Indeed, it is cost-savings which harmonise technology with the environment (c.f. articles 1-15).

Further to cost-savings, however, it must be understood that some items are designed for disposal at the end of their useful lives by ensuring that any recycled value would be less than the cost of its recovery, such items thus discarded being defined as waste; that when such disposal would involve loss of value, knowledge seeks less costly source-materials to maintain disposability and thus avoid excess recycling- costs. In other words, that which is designed by science, technology and economics to be disposable as waste at the end of its useful life, cannot be economically recycled by science and technology. Indeed some metal ores cannot produce net positive-value because the metal-content is initially too low to pay for their processing, while worked-ores become waste before their metal content is reduced to zero. Thus, we know that when recycling ceases to produce net positive-value, public subsidy is needed if it is to continue. Again, as to cost-saving by material substitution, we know that plastics and synthetic fibres now replace metals and natural fibres in tubes, pipes, buckets, garden tools, paints, small craft, ropes, cable insulation, clothing, food wrappings, blister packs and bags; and that such artefacts now account for 80% of global organic chemical production, not all of which is profitably recyclable.

However, we know that oils/HNS retained in marine casualties can be recycled without additional processing simply by cargo/bunker transfer to refineries, to direct use as bunkers, and to direct use as HNS; that oils mechanically recovered from water surfaces can be separated from co-collected free water and from demulsified water by downstream processing to heat-producing combustion in various industrial processes; that stranded emulsions can be separated from underlying beach materials for the same downstream processing; that the costs of recovery and processing are included in the overall cost of pollution clearance; and that this cost can be reduced if *in situ* water-decanting is permitted; but that the prospect of such recycling should not of itself prohibit dispersant-use where otherwise appropriate (c.f. articles 70-91 on mechanical recovery, 92-102 on shoreline cleaning, and 47-61 on dispersant-use).

Moreover, we know that cost-saving from reduced fuel consumption drives knowledge-only improvement in engine and body/hull design, irrespective of belief/disbelief in anthropogenic global warming. Thus, we know that the 200kg per horsepower of the internal combustion engines of the 1880s had improved to 6kg per hp for the Wright brothers' flight of 1903, to 1.5kg per hp prior to 1914, to 1.0kg per hp in the 1914-18 war, and to the 0.5kg per hp of the Wright Cyclone engines of the B-29 bombers of 1944. each engine of which developed 2,200 hp and of which each aircraft had four. Again, we know that the first jet-propelled airliner was the de Havilland Comet of 1949, followed by the larger capacity, higher speed and greater range of the Boeing 707 and the DC-8. Yet again, the four engine Boeing 747 was replaced by the greater thrust, reduced fuel-consumption and lower emissions of the twin engine Boeing 777.

Yet again, we know that automotive and marine fuel consumptions have been decreasing with ever-increasing efficiency of engines, bodies and hulls as fuel costs have been rising; but that to go beyond cost-saving on belief-only is to incur unnecessary costs, knowledge being progressive unless obstructed by belief, and technology being thus harmonious with the environment (c.f. articles 1-15).

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.

Contributed article

CROIERG: THE TANK WATCHERS

An article from ISCO Member, Brian O'Connor, Secretary of the Canberra and Regions Oil Industry Emergency Response Group (CROIERG) in Australia

Two decades and counting, CROIERG has become the byword for disaster prevention and containment in Australia's road tanker sector. But who are they? What do they do? And how do they operate?

Based in the nation's capital, the Canberra and Regions Oil Industry Emergency Response Group (CROIERG) is a not-for-profit organisation whose primary objective is to respond to road tanker accidents using large resources of spill control, containment and clean-up equipment available at a moment's notice. The group was formed in 1989 following a road tanker rollover on the Federal Highway near Canberra. The incident resulted in a spillage of more than 30,000 litres of petroleum sparking widespread criticism.

"There had been heavy rain in the area and the product entered a fast flowing creek, which was connected to a river that fed into one of the surrounding towns' water supply," recalls Brian O'Connor, Secretary for CROIERG. "Unfortunately at the time, we did not have accessible spill response equipment available in the Canberra region, which meant we had to organise some to be brought over from Sydney and that process took several hours.

"As expected, the media fallout was brutal with the response deemed unacceptable. As a result, members of the Oil Distributors and Petroleum Product Cartage Contractors in the Canberra and nearby Queanbeyan would get together to discuss solutions in catering for such contingencies. Soon after, CROIERG was born."

According to Brian, CROIERG today is now recognised nationally and boasts a strong membership with approximately 40 companies on board and more than 20 equipment sites spread across NSW, Victoria, Queensland and the ACT. CROIERG's group concept operates on a 'mutual aid' basis for the supply of equipment, not labour.

"CROIERG at present has 30 trailers, 28 of which are specialised spill response units containing a large amount of the equipment needed to cater for petroleum products incidents. These trailers include a special oil skimmer unit and a product pumping unit as well. In addition, we have three more on the way," he says.

"A large supply of back-up equipment is kept in the CROIERG store at Canberra, and we also station backup supplies at other NSW and Victorian regional sites in Dubbo, Shepparton and Wagga Wagga. But to use the equipment also requires the appropriate accreditation from the Australian Government, which is why we have now developed training modules."

Contributed article (continued)

To prepare each member for any worst-case scenario, CRIOERG would join forces with the Transport Industries Skills Centre (TISC) of Canberra to develop the Dangerous Goods Emergency Response Training Program. The National Bulker tanker Association (NBTA) became involved for the Stage Two Course, which concentrates on responder practical aspects. "While it's great to have all kinds of spillage equipment at our disposal if necessary and have regular group awareness sessions, primarily we're about prevention and the best way to minimise risk is to develop expertise," Brian says.

According to Brian, while the program is aimed at assisting transport companies meet their legal obligations as well as training its members to respond to tanker rollover emergencies, it can also serve other industries.

"The Australian Dangerous Goods Code legislates that you must have the correct qualifications to be able to respond to a road tanker incident," he explains. "That's why we will continue to make significant investments in the Dangerous Goods Emergency Response Training Program.'

"In fact, it is the only 'nationally accredited' course for emergency tanker response. At the completion of this course people who successfully complete the Stage Two Responder Course obtain an Bulk Tank Emergency Incident Responders Card that is recognised by AFAC (Australasian Fire Authorities Council)."

Conducted by the TISC, at their Sutton Road Training Complex in Queanbeyan, the Dangerous Goods Emergency Response Training Program is structured into a two-part competency-based course.

The first part referred to as 'Course in Fuel Transportation Emergency Planning and Response' deals specifically with emergencies from the whole-of-organisation perspective and is aimed at a company's designated response manager, adviser, team leader or any company personnel responsible for the design, development and or implementation of emergency response policies.

"This part of the course is somewhat theory based where it teaches you how to manage yourself in a situation where there's been a tanker rollover or crash; trying to maintain your poise, executing a plan and delegating responsibilities accordingly," Brian says.

The second part termed 'Transport Emergency Recovery Operations' is more hands-on, putting the individual or group into situations where techniques in recovery and containment are taught. "In comparison to part one, the second course is where we aim to simulate the pressure that comes when you're actually at the scene of a rollover or crash," Brian says. 'That's why we have set up a tanker that is on its side, and all of the participants are dressed in chemically resistant attire, along with all the safety equipment they'll be using.

"It's quite deliberate and 'full-on', but that's the only way to prepare these operators for these types of emergency situations. After all, when you're dealing with dangerous goods elements on site, anything can go wrong and if not competently trained, the results can have deadly consequences."

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	December 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. 48 2013
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	November 2013 issue
IMO Publshing 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 27 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

US EPA: NEW VERSIONS OF CAMEOFM AND TIER2 SUBMIT ARE NOW AVAILABLE

- Download CAMEO*fm* 3.0 at http://www2.epa.gov/cameo/downloading-installing-and-running-cameofm
- Download Tier2 Submit 2013 at http://www2.epa.gov/epcra-tier-i-and-tier-ii-reporting/tier2-submit-software

Note: If you're upgrading to CAMEO*fm* 3.0 from a previous version of CAMEO*fm*, follow the instructions in the guidance document (provided on the download page) to ensure that you don't lose your current data.

What's changed in CAMEO*fm* 3.0?

- Made several field changes to correspond to the revised Tier II form, including:
  - Revised design of some screens (in response to field changes), particularly the "ID and Regs" and "Checklist" tabs in the Facilities module and the "Location" tab in the Chemicals in Inventory module
  - Added new 2013 range code values for Maximum and Average Daily Amounts of chemicals onsite (records with older reporting years will use the old range code values and records with a blank reporting year will not have range values in the drop-down lists)
  - Added Manned/Unmanned facility checkboxes
  - Removed "Number of Employees on Site" field and replaced it with new "Maximum No. of Occupants" field (when importing pre-2013 data, the "Number of Employees on Site" data will be lost)
  - Replaced old codes for chemical container type, pressure, and temperature with the full descriptive phrases (when importing pre-2013 data, the old code values will be converted to the phrases automatically)
  - Removed latitude/longitude method and description fields
- Enhanced search behavior so the you can use either the Search button (on the screen) or the Enter/Return key (on your keyboard) to start the search
- Updated to allow import of Tier2 Submit 2013 files
- Updated state-specific fields
- Made minor bugs fixes and changes

What's changed in Tier2 Submit 2013?

Note: The web pages for Tier2 Submit and EPCRA Tier I and II Reporting Forms and Instructions have moved. EPCRA information is now located at: http://www2.epa.gov/epcra-tier-i-and-tier-ii-reporting. Please update your bookmarks and links.

- Made many changes to the program to reflect the new Tier II form, including:
  - Added new Manned/Unmanned facility checkboxes
  - Added "Dun and Bradstreet Number (Parent Company)" field (only available when Parent Company is chosen as a Contact Type)
  - Added "Confidential" checkbox for chemical storage locations
  - Added Maximum Code range field (for maximum daily amount of chemical onsite) for mixture components
  - Added "Maximum No. of Occupants" field
  - Removed "Number of Employees on Site" field
  - Removed latitude/longitude method and description fields
  - Switched to using new 2013 range code values for Maximum and Average Daily Amounts of chemicals onsite
  - Switched to using full descriptive phrases (rather than codes) for container type, pressure, and temperature
- Updated complete paper report option based on field changes
- Removed original-style report option
- Enhanced search behavior so the you can use either the Search button (on the screen) or the Enter/Return key (on your keyboard) to start the search
- Redesigned and updated help topics
- Expanded window size and screen layout
- Updated state-specific fields
- Made minor bug fixes and changes

Thanks to Peter Gattuso and the CAMEO Team at EPA and NOAA. More info - http://www2.epa.gov/cameo and http://www2.epa.gov/cameo/downloading-installing-and-running-cameofm

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USA: NEW ASTM STANDARD FOR PHASE I ENVIRONMENTAL SITE ASSESSMENTS INCLUDES SUBSTANTIVE CHANGES

November 25 - Practice for Phase I Environmental Site Assessments, known as ASTM E1527-13.1 The new ASTM standard includes a number of substantive revisions to the existing E1527-05 standard that will affect how Phase I ESAs are conducted and how Recognized Environmental Conditions (RECs) are described.

Notably, E1527-13 is expected to be recognized by the U.S. Environmental Protection Agency (EPA) as satisfying its All Appropriate Inquiry (AAI) rule by the end of this year. Key differences between the existing E1527-05 standard and the E 1527-13 standard include: (1) the change in the definition of Historical Recognized Environmental Conditions (HRECs); (2) the new concept

Publications (continued)

of Controlled Recognized Environmental Conditions (CRECs); (3) potentially expanded regulatory file reviews; (4) the need to address the vapor migration pathway; and (5) the need to include the user-required information. Affected parties may continue to perform Phase I ESAs pursuant to the E1527-05 standard, but should become familiar with the revisions contained in E1527-13 as soon as possible. *Holland & Knight* Read more

Company news

INDIA: NEW DEVELOPMENTS AT ALPHAMERS

Capt.Sekhar, MD of AlphaMERS and Member of ISCO Council for India, announced that Dr.S.C.Misra, retired director of Indian Maritime University, Vizag campus, is now associated with AlphaMERS and is advising the company in its design development activities. Dr.Misra was head of the naval architecture and ocean engineering department at IIT Kharagpur and he had an illustrious career in the field of ship design, production and experimental hydrodynamics. He brings with him decades of experience in spearheading a number of sponsored research and industrial consultancy projects.

The technical director Mr.Ramesh Rao announced that AlphaMERS has successfully tested its new fence boom design and has filed a patent for the same. The advantages of this boom is that it is made of easily available raw materials, it has high UV resistance, high tensile strength and it can be manufactured within a very short time frame. This is a great option when required to respond to a large spill. Besides this fence boom, the company has also filed for patent for its wave energy harnessing buoy design.

UK: OAMPS PETROCHEMICAL IS MOVING OFFICE

The new office address is OAMPS Petrochemical, Kings Court, 41-51 Kingston Road, Leatherhead, Surrey, KT22 7SL

Please be aware there will be a disruption to our usual service from midday on Friday 6th December 2013, unfortunately phone lines and email services will not be fully operational after this time.

In the Event of an Emergency Environmental Claim: Between 12:00 and 17:00 on the 6th December please contact OHES on 0870 240 3329 After 17:00 please call 0800 7575 76 (UK and NI) or 1800 251 014 (ROI only)

For all other claims please notify your usual point of contact by email or send an email to claims@oamps.co.uk
Normal service will be resumed on Monday 9th December 09:00

ISCO CORPORATE MEMBER, NORTEK BV HAS LAUNCHED NEW OIL SPILL DETECTION SYSTEM

A new version of theSeaDarQ Oil Spill Detection system is now available. The main new features are:

- New hardware platform
- Automatic Oil Spill Detection
- Integrated coastline database

Since Nortek acquired SeaDarQ in 2011 it has improved the system in many different aspects. A summary of all improvements as well as links to more detailed descriptions may be found on our website. More info

UK: WILTON BIO ANNOUNCES NEW HYDROCARBON SOIL TESTER

WiltonBio has launched an innovative yet simple to use, reliable and low cost safe soil testing system. The S2 Safe Soil Tester provides a reliable result in under 17 minutes from sample collection with the capability to map, using an inbuilt GPS system, exactly where the sample was taken. The S2 detects petroleum hydrocarbons including Polycyclic Aromatic Hydrocarbons (PAHs; typically resulting from combustion of oil-based fuels, coal and wood fires, refuse incineration and oil & coal tar spillages), dioxins and pesticides. More info