



ISCO NEWSLETTER
The Newsletter of the International Spill Response Community

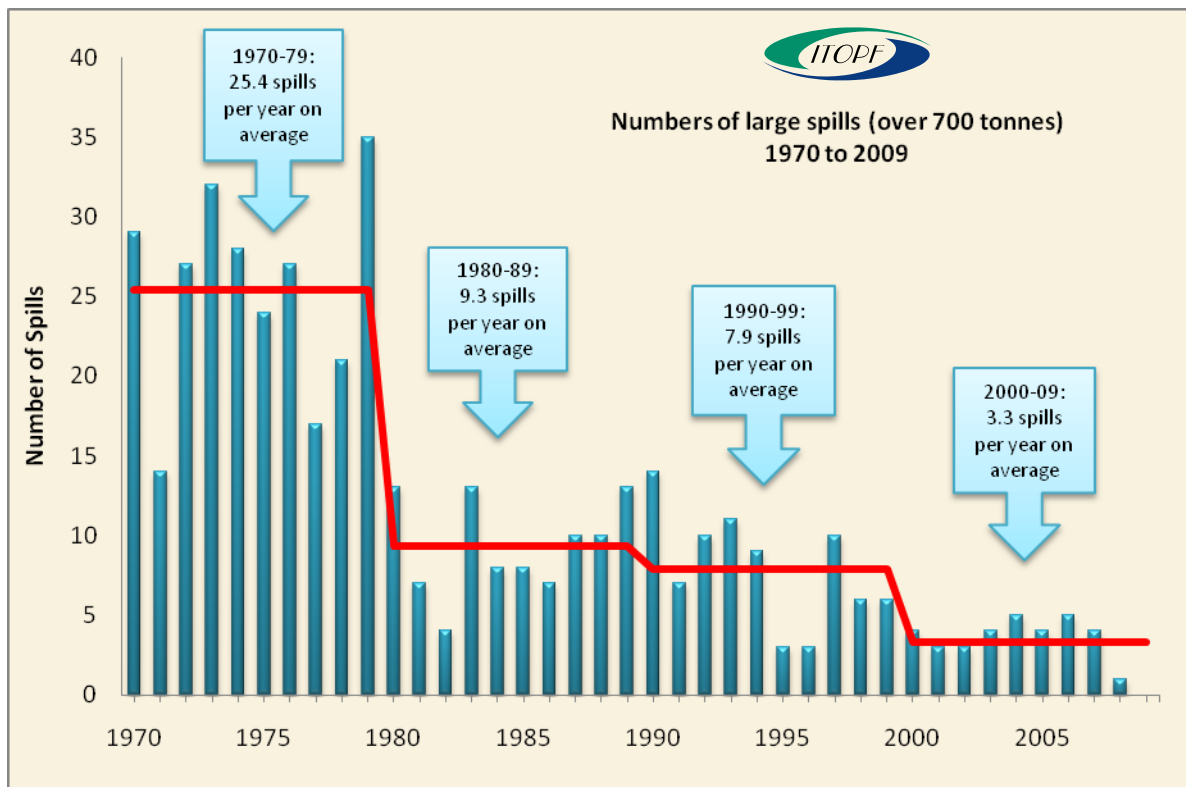
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ITOPF TANKER SPILL STATISTICS 2009



For the first time since ITOPF began collating tanker spill statistics, no major oil spills were recorded from tankers last year. Defined as 700 tonnes or greater (> 5,000 bbls), the number of major spills from tankers has consistently been reducing over recent years such that the average number of major spills for the decade (2000-2009) is about three. This is less than half of the average for the 1990s and just an eighth of the average for the 1970s. The same is true for medium sized spills from tankers (7-700 tonnes, or 50 – 5,000 bbls) where the average number of spills occurring in the last decade was 14, half of that experienced during the previous decade. Consistent with the reduction in the number of oil spills from tankers, the volume of oil spilt also shows a marked reduction. In some cases,

the total quantity of oil spilt in the last decade was less than had been spilt previously in a single year. Last year the volume of oil spilt was the lowest in ITOPF's history of collating statistics on tanker spills.

Nevertheless, there is obviously considerable annual variation in the incidence of oil spills and the amounts of oil lost, as a single major incident can severely distort the statistics for a particular year. Indeed, already the recent collision between a tanker and a vessel towing barges in Texas, USA, means that the record for 2009 will not be maintained; such is the unpredictable nature of accidents. Having said that, the statistics for the last decade reflect the downturn in accidental spills from tankers that has been evident since the end of the 1970s. This reduction can largely be attributed to the combined efforts of the oil/shipping industry and governments (through the International Maritime Organization) to improve safety and pollution prevention. Download the 2009 statistics by clicking on the link below -

<http://www.itopf.com/information-services/data-and-statistics/statistics/documents/Statspack2009-FINAL.pdf>

BALTIC: FINNISH CONTAINER SHIP SHEDS HAZARDOUS GOODS INTO BALTIC SEA - MARINE SEARCH CONTINUES FOR POISONOUS CHEMICALS

February 8 - SWEDEN – In a catastrophic accident on Saturday three steel shipping containers fell from the decks of the MV "Linda", an 11,000 tonne Finnish owned freighter. The accident happened after the bottom container in a stack of four folded and shed the others into waters south of the island of Gotland.



One of the boxes contained inflammable cargo but the other two are believed to hold around fifteen tonnes of materials toxic to marine life.

A full air and sea search was conducted by Swedish Coastguards to no avail. Authorities are asking any ships transiting the area to keep a look out for the three boxes which, in addition to the obvious risk, will pose a serious danger to other shipping if semi submerged.

More at: http://www.handyshippingguide.com:80/shipping-news/finnish-container-ship-sheds-hazardous-goods-into-baltic-sea_1253 Watch the video at: <http://www.euronews.net/2010/02/07/air-sea-search-for-hazardous-containers/> and at: http://rt.com/Top_News/2010-02-08/baltic-fears-toxic-cargo.html [Thanks to Don Johnston of ISCO Associate Member, Dg & Hazmat Group, for passing on this report]

UK: ADVANCED MARINE SPILL SIMULATION SOFTWARE IS KEY TO COASTAL ENVIRONMENTAL PROTECTION

NCEC, part of the AEA Technology group, in partnership with BMT Argoss, a global specialist provider of marine environmental information, has co-developed a unique and sophisticated marine spill simulation tool to support primarily the Emergency and Rescue Services in the event of chemical incidents at sea or in port. The application has been independently validated in controlled sea trials, offering unparalleled accuracy and versatility. Marine incidents involving chemical substances are more complex to deal with than oil spills (for which several simulation tools already exist). Dealing with one single substance dispersed at sea can be difficult enough, but when two or more are present these may interact in a wholly different way, forming complex chemical compounds. In addition, the variables required to assess the exact conditions of each incident are many, including tidal currents, weather patterns and proximity to population centres.

The NCEC Marine Spills simulation tool can also be used successfully as a planning and prevention tool. For example, port authorities may wish to plan for specific scenarios based on the movement of principal substances within that seaport. Similarly, shipping companies handling specific chemicals could also use it for risk management and actuarial purposes. Chemical manufacturers too can use it to demonstrate duty of care and regulatory

compliance in their dealings with third party transportation of hazardous substances. Even local authorities could avail themselves of this tool, as they may wish to run predictive models to enable disaster preparedness, including clean up operations.

“This handy software application combines the benefits of GIS with NCEC’s intrinsic expertise of chemical incidents, providing a quick, easy and accurate solutions for preventive, as well as incidents management purposes” – Fabien Daniel, Marine Consultant, NCEC, adding: “NCEC offers this service 24 hours a day, globally, with accurate reports accessible in minutes.” <http://the-ncec.com/assets/NewsAndArticles/Press-Releases/NCEC-marine-simulation-spill-final.pdf>

CANADA: FIRST CLASS TRAINING HELPS PREPARE EMERGENCY RESPONDERS



CN has long been invested in building safer, stronger communities. Every year, in support of this goal, the CN Dangerous Goods Group provides thousands of local responders with quality emergency response training to help them protect their municipalities in the event of an incident. Recently, CN invited 30 emergency responders from various communities throughout CN’s network to attend a Tank Car Specialist training course.

The one-week course was delivered at the Security and Emergency Response Training Center (SERTC) in Pueblo, Colorado, and fully-funded by CN. The aim was to give emergency responders, such as firefighters and police, specialized training to safely handle incidents involving railroad tank cars.

Participants learned to identify the design and construction of pressure and non-pressure tank cars, the most common (and some uncommon) types of leaks encountered and how to repair them in the field. “The course is an important component of CN’s emergency response training program for communities where our trains travel,” says Jean Ouellette, CN senior manager, Dangerous Goods-Canada. “Lee Nelson, CN dangerous goods officer, and I supported the SERTC training staff in helping participants understand the basic principles of dealing with a tank car incident and how best to work with CN in the response. We hope the benefits of the training will be far-reaching, as each of these responders returns to their communities to teach their colleagues.”

Mike De Smedt, CN senior manager, Dangerous Goods-US, says the hands-on portion of the training in a mock incident drove home the message for many responders. “Rail equipment can be intimidating to the uninitiated. The field exercises we conducted helped emergency responders become familiar with transportation equipment in a rail environment and taught them how to work around the equipment safely and effectively,” reports Mike.



One emergency responder who especially appreciated the hands-on training was Donald W. Presley, from the Carbondale, Illinois, Fire Department. “I feel confident I will be able to make more informed decisions at a major rail incident to help bring the situation quickly and safely under control. I’ll certainly be sharing what I learned with my co-workers, and, because I am also a field instructor for the University of Illinois Fire Service Institute, I will be able to pass on my knowledge to other responders from all over the state,” says Mr. Presley.

James MacDonald, assistant fire chief for the city of Chilliwack, B.C., who also took the Tank Car Specialist course, was impressed by the high calibre of the training. "We plan to incorporate some of what we learned in our own hazardous materials training for all of our 144 career and paid-on-call firefighters," reports Mr. Macdonald. "I feel more comfortable knowing that our responders will be able to begin an incident action plan that will dovetail well with CN's emergency response activities." With acknowledgement to Transport Canada, Winter 2010 Newsletter <http://www.tc.gc.ca/eng/tdg/newsletter-menu-winter2010-1078.htm#article6>

USA: APPLICATION OF AN ENHANCED SPILL MANAGEMENT INFORMATION SYSTEM TO INLAND WATERWAYS

Journal of Hazardous Materials, Volume 175, Issues 1-3, 15 March 2010, Pages 583-592; Janey S. Camp, Eugene J. LeBoeuf, and Mark D. Abkowitz. "Spill response managers on inland waterways have indicated the need for an improved decision-support system, one that provides advanced modeling technology within a visual framework. Efforts to address these considerations led the authors to develop an enhanced version of the Spill Management Information System (SMIS 2.0). SMIS 2.0 represents a state-of-the-art 3D hydrodynamic and chemical spill modeling system tool that provides for improved predictive spill fate and transport capability, combined with a geographic information systems (GIS) spatial environment in which to communicate propagation risks and locate response resources. This paper focuses on the application of SMIS 2.0 in a case study of several spill scenarios involving the release of diesel fuel and trichloroethylene (TCE) that were simulated on the Kentucky Lake portion of the Tennessee River, each analyzed at low, average, and high flow conditions. A discussion of the decision-support implications of the model results is also included, as are suggestions for future enhancements to this evolving platform." [More information](#)

INDIA: BHOPAL DISASTER SITE STILL HIGHLY POISONOUS

Twenty-five years after the gas tragedy in the central city of Bhopal, the country's pollution agency has confirmed huge quantities of chemicals in underground water and soil around the site, a newspaper reported Sunday. Although previous investigations found presence of highly toxic substances in the radius of the Union Carbide plant, the government study is significant given the official government position that the site was safe.

Read the complete article at: http://www.earthtimes.org/articles/show/307911_india-says-bhopal-disaster-site-still-highly-poisonous.html [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group, for forwarding this item]

RISKS FROM MARITIME TRAFFIC TO BIODIVERSITY IN THE MEDITERRANEAN SEA

Identification of issues and possible responses – A report written by Lorenzo Schiano di Pepe and Christopher J. Tribe, with the support of Philomène Verlaan, Nilufer Oral (Commission on Environmental Law–Oceans, Coasts and Coral Reefs Specialist Group) and François Simard. 2009.

The primary focus of the document is on the impacts of international shipping and the transport of hazardous cargoes through the Mediterranean Sea (i.e. transit traffic), rather than those of domestic traffic. You can download and read this report at: <http://cmsdata.iucn.org/downloads/maritimerrisks.pdf>

USA: NIOSH PROVIDES NEW INSTRUCTIONS FOR DISPOSABLE RESPIRATORS

A copy of the new 2010 NIOSH Disposable Respirator instructions may be downloaded by clicking on – [Disposable Respirator.pdf](#) (5.6M) [Thanks to Homer Emery of Hazmat 101 Group for passing on this information]

TECHNOLOGY: NEW AND RECENTLY UPDATED PRODUCTS & SERVICES FOR SOIL AND GROUNDWATER REMEDIATION

See the current edition of Environmental Expert Soil and Groundwater Product Alerts at: http://www.environmental-expert.com/newsletter/Market_Update_Soil_Groundwater_08022010.htm

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter.