



ISCO NEWSLETTER

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Email info@spillcontrol.org Web <http://www.spillcontrol.org>

North America's Largest
Oil Spill Training Event & Exhibition
October 19-20 | Tampa Convention Center | Tampa, FL

Register
Today

USA: DEEPWATER HORIZON – FINAL BOTTOM KILL OF WELL IS DELAYED



Kemp's Ridley sea turtles are released in the Gulf of Mexico off the coast, Aug. 18, 2010. The turtles received treatment and care, including cleaning and de-oiling, at the Audubon Aquarium in New Orleans, and at Gulf World in Panama City, Fla. Photo by Rob Tritton

August 19 - A complete sealing of the BP oil well is not likely to occur until sometime after Labor Day, the federal government's spill response chief said Thursday.

The delay is necessary because federal officials are requiring that BP engineers take new, precautionary steps before drilling into the damaged well with a "relief well" that will permanently jam it with mud and concrete, said National Incident Commander Thad Allen.

Most significantly, experts from the government and BP have decided to replace the existing blowout preventer with a new one that should be able to withstand any pressure surges when the area outside of the well casing, called the annulus, is intersected by the relief well.

Before the blowout preventers are swapped, BP will also try to yank out a piece of stray pipe that is believed to be wedged in the existing blowout preventer. Those steps, along with additional pressure testing, mean that the relief well will not intersect the original well until the week after Labor Day, which falls on Sept. 6.

Allen said the new moves, which were intensely debated by government and BP experts, are part of an attempt to ensure that all goes smoothly with the final "bottom kill" operation. In particular, experts want to be able to handle any potentially dangerous pressure that might build up in the annulus when mud is pumped into it. Read more: <http://latimesblogs.latimes.com/greenspace/2010/08/gulf-oil-spill-well-kill-not-expected-until-after-labor-day.html>

Update: August 21 - National Incident Commander Admiral Thad Allen late last night issued a directive to BP authorizing the BOP fishing procedure – a preparation procedure for the removal and replacement of the current BOP on the Deepwater Horizon/Macondo 252 well -provided that certain specific steps are taken to preserve forensic evidence, including the development of a timeline and plan to remove and replace the current BOP stack and full cooperation with the Joint Investigation Team and the Department of Justice. The letter directs BP to submit for review and approval a procedure for the BOP salvage operation, and it sets out a series of conditions related to execution of that procedure designed to ensure that the BOP salvage is performed in a way that doesn't

compromise the investigation. The letter also directs BP to ensure live ROV feeds are in place prior to the removal and recovery process to document those activities. Source: Deepwater Horizon Incident Joint Information Centre.

UK LIABILITY LIMITS TO DOUBLE AFTER BP SPILL

Britain's oil companies face the doubling of the maximum payment for third-party costs resulting from pollution, amid concerns that the current limits are inadequate after [BP's massive oil spill](#) in the Gulf of Mexico.

In the UK, individual companies are responsible for environmental or other material damage if their installations fail. There is no legislative cap on their liabilities for any clean-up.

But if they default on their payments, then under a voluntary industry agreement the rest of the industry guarantees to deal with the costs for any pollution damage and for the reimbursement of public authorities. The current liability limit is \$120m per incident and UK Oil and Gas, the industry association, is proposing to raise that to \$250m (€196m, £160m) in the wake of the BP disaster. Read more: <http://www.ft.com/cms/s/0/1ed8eace-a898-11df-86dd-00144feabdc0.html>

INDIA PLEDGES TO SIGN UP TO BUNKER POLLUTION CONVENTION

INDIA'S environment minister has pledged to seek full compensation for the yet-to-be-quantified but almost certainly huge cost of cleaning up the bunker spill resulting from the recent collision that closed its top container port complex last week.

Jairam Ramesh's stance is likely to mean an extended legal tussle between the two operators involved, which will be seriously complicated by his country's failure to ratify the International Convention on Civil Liability for Bunker Oil Pollution Damage, experts in London warned. Meanwhile, Mediterranean Shipping Co has come out of its corner fighting, saying on a without prejudice basis that it does not believe it is liable for the loss of fuel from its boxship *MSC Chitra*.

Both Jawaharlal Nehru Port and adjoining Mumbai, which together handle 40% of India's container exports, were today back to partial operation after the August 7 casualty, caused by the collision between *MSC Chitra* and bulk carrier *Khalijia 3*.

The incident generated two distinct headaches for the Indian authorities, leading as it did to both hundreds of containers coming loose and a loss of bunkers from *MSC Chitra*. Over 300 ha of mangroves along the Indian coast are reportedly covered in fuel oil, which is heavier than crude and takes longer to disperse, and a toll has been taken on marine life.

Mr Ramesh, apparently taking a lead from his counterparts in other countries in similar circumstances, has promised that those deemed responsible for the spill will ultimately bear the clean-up cost, and said that India would now sign up to the convention, which sets down standard terms in such instances.

"We need to be a part of the bunker convention of the International Maritime Organization, which will enable India to have more funds in terms of claims," he said. Read the complete article at <http://www.loydslist.com:80/ll/sector/regulation/article342792.ece>

INDIA: HAZARDOUS BOXES MISSING AFTER MUMBAI COLLISION

Three containers laden with hazardous substances including pesticides and chemicals are not yet accounted for in the aftermath of the *MSC Chitra* collision that closed India's most important port complex last week.

Around 250 containers — a smaller number than originally believed — fell into the sea after the Mediterranean Shipping Co vessel collided with bulk carrier *Khalijia 3* on August 7, forcing the shutdown of Jawaharlal Nehru Port and Mumbai. Partial operation has only been resumed this week.

Some 31 held hazardous goods, with 27 of them staying on the boxship and one subsequently washing up ashore at Raigad. The remaining containers are said to contain organophosphates used in agriculture and solid sodium hydroxide.

One possibility is that the missing boxes have sunk, officials have argued. The state authorities have insisted that there is no prospect of a leak.

Mumbai Port Trust chairman Rahul Asthana told the Press Trust of India: "The salvage operation is underway. About 100 out of the total 250 containers are yet to be traced from the waters."

In addition, India's environment department has invited experts from the International Tanker Owners Pollution Federation to assist the clean-up efforts. Read the complete text of this article at: <http://www.lloydslist.com:80/II/sector/containers/article342827.ece>

Update; August 19 - A high concentration of phosphine gas has been found in the narrow part of the bow of 'MSC Chitra', the cargo vessel which was damaged in a collision off the coast here early this month, the [Directorate General of Shipping](#) (DGS) said.

Detection of the colourless, flammable and toxic gas in the forepeak area indicates the possibility of containers carrying aluminium phosphide having fallen in the ship's hold. Experts are expected to arrive tomorrow to attend to the problem and make an action plan for its removal or neutralisation, a DGS statement here said. Read more at: <http://timesofindia.indiatimes.com/home/environment/pollution/High-concentration-of-toxic-gas-found-in-Chitra-bow-/articleshow/6342503.cms>

STRAIT OF HORMUZ: TERRORIST ATTACK CLAIM BACKED BY TANKER'S DATA RECORDER

August 19 - Radar images captured by the data recorder on the Japanese oil tanker damaged in the Strait of Hormuz last month show a small boat near the tanker moving in a suspicious manner.

Images of the boat were captured by the voyage data recorder (VDR) of the M STAR. The images support the theory that the tanker, which was damaged in a blast on July 28 after leaving Al Ruwais for Tokyo, was attacked by terrorists.

Earlier this month the UAE said the blast was a terrorist attack, probably caused when a speedboat rammed into the ship. Investigators have found evidence of homemade explosives on the tanker's hull.

The Ministry of Land, Infrastructure, Transport and Tourism in Tokyo is leading the investigation of the Japanese owned M STAR. The agency is expected to make their findings public once the investigation is complete. Read more at: <http://www.maritime-executive.com/article/terrorist-attack-claim-backed-tankers-data-recorder/>

USA: LOCAL RESPONDERS IN THREE STATES LEARN EMERGENCY PREPAREDNESS ON DOW'S SAFETY TRAIN



Dow's "Chemical Safety Train" just completed the Northeast leg of a tour to bring safety training to communities around the country. Making stops in Connecticut, New Jersey and Pennsylvania, the train offered first responders the rare opportunity to work on real equipment and learn about hazardous materials before facing a true emergency.

The Safety Train is presented by Dow and TRANSCAER, a voluntary, national outreach effort co-founded by Dow and Union Pacific in 1986. It's outfitted with custom classrooms and a flat car with valves, fittings, housings, capping kits and other heavy equipment. In one lesson, the valves leak water and air, and the first responders have to troubleshoot and make corrective repairs. Read more: http://www.marketwatch.com/story/local-responders-in-three-states-learn-emergency-preparedness-on-dows-safety-train-2010-08-12?reflink=MW_news_stmp [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group, for providing this link]

ITOPF APPOINTS NEW TECHNICAL ADVISOR

Dr Rebecca Coward has recently joined ITOPF as a Technical Adviser. Rebecca has a degree in Marine Environmental Science and conducted research and development into non polluting antifouling technology as a postgraduate. Prior to joining ITOPF in 2010, she was involved in pollution tracing, identification and remediation of watercourses in the Thames region on behalf of Thames Water. Rebecca's appointment brings the total number of staff available to respond to spills to twelve. <http://www.itopf.com>



DEEPWATER HORIZON - IMAREST EXPERTS TO THE FORE

The Chair of the Institute of Marine Engineering, Science and Technology's (IMarEST) Marine Pollution and Salvage Special Interest Group, Simon Rickaby, Managing Director of Braemar Howells Ltd, has been doing sterling work during the duration of the Deepwater Horizon oil leak, fielding press enquiries, undertaking interviews, and taking part in a briefing session organised by the Science Media Centre.

A Chartered Marine Engineer and former President of the IMarEST, Simon Rickaby took part on 4th August in two Sky News reports about the news from America on the progress of the clean-up operation which has seen 74% of the oil "removed, evaporated or dissolved, or dispersed", with just 26% still at sea or on shore.

Another IMarEST Fellow, a Past President, and subsea specialist, Dr Bil Loth, Managing Director of WD Loth & Company Ltd, has also been called upon by the media to explain subsea activities during the various stages leading to the shutting off of the well.

For more information contact Judith Patten on +44 (0) 20 8241 1912 or email: judithpatten@wwmail.co.uk [Note from editor – Simon Rickaby is also a member of ISCO's Executive Committee. This article reproduced with acknowledgements to Oceanbuzz Newsletter, published by Intelligent Exhibitions Ltd.]

HAZCHEM TRAINING FILM TO BE SCREENED AT FORTHCOMING ISAA TRAINING DAYS EVENT - HOW PERSONNEL DEAL WITH THE DANGERS OF UNKNOWN SUBSTANCES



"Hazardous Waste" is a DVD-based training video for clean-up personnel and emergency responders who may have to deal with unknown toxic materials during the course of their duties. The program describes:

- How to identify hazardous substances
- Factors to consider in planning a response
- Air monitoring procedures
- Maintaining a defensive approach.
- Resource CD-Rom with Powerpoints included in package.

The ISAA All-Ireland Accreditation Scheme 2010 training Days Event will be held at Castle Archdale Country Park, near Enniskillen, Northern Ireland on Wednesday 15th and Thursday 16th September, 2010. The final programme and booking form have been sent by email to stakeholders on the ISAA mailing list. If you are not on the ISAA mailing list and would like to receive more information about the event, please contact the Administrator at john.mcmurtrie@spillcontrol.org or visit <http://www.isaa.org.uk/ireland/training.html>

You can find more information about the film at <http://www.efilmgroup.com/HazMat-Hazwoper/HazChem-Series-Video.html>

NEWS FROM YOUR PART OF THE WORLD

Members and readers are invited to send in contributions for publication in the ISCO Newsletter. The editor is always looking for stories that will be of interest to the international spill response community.

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.