



ISCO NEWSLETTER

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Today

6th Annual HSE Forum in Oil, Gas & Petrochemicals
25th - 27th October 2010, Doha, Qatar

REVISED MARPOL ANNEX III ADOPTED AT IMO ENVIRONMENT MEETING

Marine Environment Protection Committee (MEPC) – Covering a packed agenda when it met for its 61st session from 27 September to 1 October, 2010 in London, the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), progressed its work on a number of important issues, including the adoption of the revised MARPOL Annex III, the approval of a revised text for MARPOL Annex V, the implementation of the ballast water and ship recycling conventions and the reduction of emissions of greenhouse gases from ships.

The revised MARPOL Annex III Regulations for the prevention of pollution by harmful substances carried by sea in packaged form was adopted by consensus during the session and is expected to enter into force on 1 January 2014 in order for changes to the Annex to coincide with the next update of the mandatory International Maritime Dangerous Goods (IMDG) Code, specifying that goods should be shipped in accordance with relevant provisions.

The MEPC considered the report of the eleventh meeting of the OPRC HNS Technical Group, held in the week prior to the Committee's session, and approved the following draft texts developed by the Technical Group: the revised Manual on oil pollution, Section I - Prevention and the Guidance document on the implementation of an incident management system. More: <http://www.imo.org/>

HUNGARY: TOXIC SLUDGE ALMOST SIZE OF GULF OIL SPILL



Rescue workers clear up toxic sludge in the village of Devekser, 150 km (93 miles) west of Budapest, October 5, 2010. [REUTERS Bernadett Szabo]

October 5 - Hungary declared a state of emergency in three western counties on October 5 after about 600 000 to 700 000 cu m of toxic red sludge from an alumina factory 160km from Budapest tore through local villages, killing three people and injuring 100 more. Between 80 and 90 people were taken to hospital with chemical burns and six people were reported missing.

The sludge, which is said to be toxic if ingested, flooded out of a burst dam, affecting at least seven villages and towns including Devecser, where it stood two metres deep. The state of emergency was declared in Veszprem, Győr-Ménfőcsanak and Vas. Meanwhile, troops in protective gear helped to clean up the spill, while plaster is reportedly being poured into the Marcal river to bind the sludge and stop further flooding. Read more: http://www.sofiaecho.com/2010/10/05/971794_fears-of-regional-contamination-after-chemical-spill-in-hungary

October 7 - Toxic red sludge from a Hungarian alumina plant reached the Danube on Thursday and crews struggled to dilute it to protect the river from what the prime minister called an "unprecedented ecological catastrophe." Experts said damage beyond the borders of Hungary was unlikely to be great but the threat had to be monitored closely.

Tibor Dobson, a spokesman for Hungarian disaster crews, told Reuters there were sporadic fish deaths in the Rába and the Mosoni-Danube rivers. He said all fish had died in the smaller Marcal River, which was hit by the spill first. Crews were working to reduce the alkalinity of the spill, which poured out of the burst containment reservoir of an alumina plant on Monday and tore through local villages, killing four people and injuring over 150. Three are still missing. Read more: <http://www.reuters.com/article/idUSTRE69415O20101007>

October 8 - Officials on Friday said that the mighty Danube River showed few signs of pollution despite poisonous sludge from an aluminium factory spill having reached the river on Thursday. Still, Hungary has requested help from the EU to clean up the toxic mess.

Concern was widespread. With the toxic sludge from the massive industrial accident in west-central Hungary having reached the Danube on Thursday, many were concerned that the river's ecosystem was in grave danger. On Friday, however, officials were hopeful that the worst had been averted. Even as countries downstream from Hungary, including Serbia, Croatia and Romania, were drawing up emergency plans, alkalinity levels in one of Europe's biggest rivers had not reached dangerous levels and there was hope that they had stabilized or begun to fall. Read more: <http://www.spiegel.de/international/europe/0,1518,722100,00.html>

October 10 - Hungary's premier said the northern wall of a sludge reservoir that burst and flooded several towns with toxic waste is showing ever-larger cracks and is "very likely" to collapse. Prime Minister Viktor Orbán described the situation as "dramatic" and said the town of Kolontár, which sits next to the reservoir and was badly damaged in Monday's flood, was evacuated early Saturday out of precaution because engineers have determined that the developing cracks could cause a whole side of the enormous container to collapse. Read more: http://online.wsj.com/article/SB10001424052748704442404575541244181425592.html?mod=WSJ_World_LeadStory

UK / FRANCE: CHEMICAL SPILL FEAR AS SHIPS CRASH IN ENGLISH CHANNEL

October 9 - A tanker carrying chemicals has sparked fears of an environmental disaster after it collided with another ship. Coastguards say the Uranus was "listing heavily" in the English Channel after its 13-strong crew was rescued. The vessel has 6,600 tons of solvent on board which would destroy marine life and cause widespread pollution if it leaked. The ship collided with a tanker carrying steel yesterday morning near Finistère in Brittany. Read more: <http://www.mirror.co.uk/news/top-stories/2010/10/09/chemical-spill-fear-as-ships-crash-in-english-channel-115875-22620314/#ixzz11x6qU4jm>

Stricken tanker towed to France - A chemical tanker ran into trouble after a collision off the coast of France today but authorities said its 13 crew was rescued and its toxic cargo was not leaking. The *YM Uranus*, which is sailing under a Maltese flag, apparently hit another ship south of the island of Ouessant off Brittany in the English Channel at about 4.30am. Rescuers took 13 crew members to safety by helicopter, a port authority spokesman said. Brest's port authority said a navy tugboat had managed to hook up to the tanker and begin towing it towards Brest. Read more at: <http://www.irishtimes.com/newspaper/breaking/2010/10/08/breaking18.html>

AUSTRALIA: OIL SPILLS ARE "INEVITABLE" - REPORT ON COAL SHIP GROUNDING SAYS

Future oil spills off the coast of Australia's Queensland state are "inevitable" as ship traffic increases, according to a report analyzing the April grounding of a Chinese coal carrier on the Great Barrier Reef. The incident involving the vessel Shen Neng 1 "highlights the vulnerability of Queensland's coastline to a significant oil spill," the report released today by the state government shows. More shipping and "the continued likelihood of severe climatic events suggests that the threat of marine oil spills will remain and that future oil spills are inevitable." The study, by consultant Graham Miller, concluded that the response was "well resourced and executed."

The Shen Neng 1, which strayed into the Douglas Shoal carrying 68,000 metric tons of coal and 975 tons of fuel oil, was towed out of Australian waters at the end of May. The ship was on its way to China from the Queensland port at Gladstone. The state government said it plans to conduct an exercise next month testing whether agencies are ready to respond to a spill in a remote area off the coast of northern Queensland and to examine new technologies aimed at improving communication. Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group for providing this link] Read more: <http://www.bloomberg.com/news/2010-10-06/australian-oil-spills-inevitable-report-on-shen-neng-1-grounding-says.html>

USA: GULF OF MEXICO CLEAN-UP CONTINUES

The response to the Deepwater Horizon oil spill may have dropped out of world headline news but the scale of the problem and amount of work ongoing continues to be enormous. Here is an excerpt from an operational update issued on October 6 –

Approximately 18,589 personnel are currently responding to protect the shoreline, wildlife and cleanup vital coastlines. To date, every seafood sample from reopened waters has passed sensory and chemical testing for oil and dispersant contamination. NOAA scientists have completed sensory analysis on 2,520 state & federal water samples & have completed chemical analysis on 2,768 federal samples.

More than 31,000 water and sediment samples have been taken throughout the Gulf of Mexico in the search for residual subsurface oil. Eight research vessels are conducting sampling operations. Approximately 104 miles of Gulf Coast shoreline are currently experiencing moderate to heavy oil impacts-approximately 95 miles in Louisiana, 9 miles in Mississippi and 1 mile in Florida. Approximately 485 miles of shoreline are experiencing light to trace oil impacts-approximately 224 miles in Louisiana, 81 miles in Mississippi, 60 miles in Alabama, and 114 miles in Florida.

USA: HAZMAT HARMONIZATION PROPOSAL

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is proposing a package of amendments to harmonize its hazardous materials regulations (HMRs) with international shipping standards. Since 1990, PHMSA has issued nine rules to maintain HMR alignment with updates to the United Nations Recommendations on the Transport of Dangerous Goods, the International Maritime Dangerous Goods Code, and the International Civil Aviation Organization's Technical Instruction for the Safe Transport of Dangerous Goods by Air. Included in the current set of proposed amendments are the following:

- New proper shipping name and new marking for petroleum sour crude oil, indicating flammability and toxicity of hydrogen sulfide, which may be formed from the petroleum shipment
- Additional required tests to determine the suitability of packaging for Division 1.4 explosive articles
- Adoption of a revised definition of repair to indicate that replacement of a rigid plastic receptacle of a composite intermediate bulk container (IBC) is not subject to design qualification testing as a new or different design
- Adoption of limited quantity provisions for certain consumer quantities
- Adoption of standards for construction, qualification, marking, and requalification of hydrogen in metal hydride storage systems
- Adoption of in vitro testing methods to determine corrosivity of certain substances, thereby precluding the use of in vivo testing on laboratory animals

PHMSA notes that its goal is to maintain "consistency" between the HMRs and international requirements. "We are not striving to make the HMRs identical to the international regulations" states PHMSA, "but rather to remove or avoid potential barriers to international transportation." With that goal in mind, PHMSA did not propose to adopt all significant amendments to the international regulations. Amendments not adopted include those addressing radioactive materials, lithium batteries, and air packaging. <http://enviro.blr.com/environmental-news/hazmat-and-chemicals/hazardous-materials-transportation/Hazmat-Harmonization-Proposal/> [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group, for providing the link to this report]

IPIECA: BIOFUELS AND WATER WORKSHOP

On 9 November 2010, IPIECA will be holding a *Biofuels and water workshop* in Rome, Italy. The purpose of this workshop is to examine the implications for water use and water quality of increasing biofuels use, assess the impact for the fuels industry, and improve knowledge sharing and coordination. Invited speakers include representatives from the United Nations, regulators from the

European Commission and the UK, as well as representatives from academia and industry. More info: <http://www.ipieca.org/news/20100817/biofuels-and-water-workshop>

CANADA: TRAINING FOR RAILCAR DERAILMENTS

Kitimat's deputy fire chief Trent Bossence was one of many emergency service professionals who attended a course focusing on railcar disaster training. Bossence and Terrace fire chief Peter Weeber attended the training session which took place at the Security and Emergency Response Training Centre (SERTC,) a world-class training facility located at the Transportation Technology Center in Pueblo, Colorado.



SERTC offers customized training programs to the chemical industry, public and private emergency response teams, government agencies, and military to counter terrorism in the rail environment.

The SERTC training was sponsored by CN Rail and was attended by emergency services professionals from all over Canada and the United States. The training provided detailed technical information combined with extensive hands-on practice in responding to simulated large-scale dangerous goods incidents in a rail transportation environment.

“With the ongoing potential of dangerous goods incidents in communities along the CN Rail network CN has been working hard to make specialized emergency response training more readily available to the emergency response community,” says Weeber.

“It was five days of intense training in the classroom the laboratory, and in the field. We were immersed in the most realistic, full-scale accident scenarios I have ever experienced,” says Bossence.

The scenarios included a 45 railcar derailment with explosions and the simulated the release of toxic gasses and chemical spills. [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group] Read more: http://www.bcclocalnews.com/bc_north/northernsentinel/news/103894329.html

USA: OFFICE OF HAZARDOUS MATERIALS SAFETY FIELD OPERATIONS ENFORCEMENT OPERATIONS MANUAL

The Office of Hazardous Materials Safety Field Operations Enforcement Operations Manual (Version Date: June 2007, Updated August 2010) can be viewed and downloaded at - <http://www.phmsa.dot.gov:80/portal/site/PHMSA/menuitem.ebdc7a8a7e39f2e55cf2031050248a0c/?vgnextoid=97c41907b073d110VgnVCM1000009ed07898RCRD&vgnnextchannel=4f347fd9b896b110VgnVCM1000009ed07898RCRD&vgnnextfmt=print> [Thanks to pcjr101 of the Hazmat 101 Group for providing this link]

USA: OIL SPILL BOOM CLEANED 3 TIMES FASTER UNDER NEW SYSTEM



Among lessons learned from the Gulf oil spill is a system of cleaning boom that's three times faster than before, says a project manager for company that's processed a million feet of dirty boom since June.

Glenn McCarthy of Patriot Environmental Services said the new system makes cleaning boom “a little like playing a video game.” Patriot Environmental has been cleaning, repairing and recycling boom at its sprawling Theodore work site on Claudia Lane.

The former cleaning method consisted of untangling and stretching out 100-foot sections and placing them on pallets. Workers then sprayed the boom, one side at a time, with hot, pressurized water. The workers, clad in protective environmental suits, had to work bent over at awkward angles, making the job more taxing, McCarthy said.

Now, a "boom chute," as it's called, holds the boom at waist-level, feeding it into an opening where workers wielding power-washing wands spray it from either side simultaneously. They shoot at a moving target, which leads to the video game comparisons.

The boom is eventually folded and stored for the next deployment, McCarthy said. Read more: http://blog.al.com/live/2010/10/oil_spill_boom_cleaned_3_times.html

INDIA, MUMBAI, SEPTEMBER 18 2010. WHO DO OIL COMPANIES TURN TO WHEN THERE'S A SPILL?

When the MSC Napoli, a container ship, was beached off the coast of Cornwall in England three years ago, not everyone was distressed by the tonnes of bunker oil from the ship's tanks making its way to the shore. With the oil slick, the tide also brought in containers filled with all manner of goods including BMW motorcycles and automobile spares. Police had to be brought in to patrol the shores, as people made off with the goods, adding to the difficulty of dealing with the ship and the oil on the beaches. The collision between container ship MSC Chitra and MV Khalijia off Mumbai on August 7, 2010 has some similarities with the Cornwall incident. Here too, people foraged around for packets of chocolates and other goods washed ashore. Oil spills, especially those that take place on water, have more in common than the propensity of locals to make off with stuff that comes their way. Increased offshore drilling and transportation of fuel by tankers across greater distances has led to a gradual increase in the number of incidents over the years. The odds of something going wrong have gone up because companies are venturing into more difficult areas to find the oil. The big difference between spills in the past and now is that a major accident could cost billions of dollars to deal with. This is an interesting article and you can read the complete text at: <http://business.in.com/article/on-assignment/who-do-oil-companies-turn-to-when-theres-a-spill/17352/1> [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group, for providing the link to this article]

ELASTEC / AMERICAN MARINE SETS RECORD NUMBERS FOR CONTROLLED BURNS OF OIL IN THE GULF OF MEXICO

By the time the well was capped a record 411 burns were conducted with some lasting up to 12 hours in duration. On the 18th of June alone, an estimated 50,000 to 70,000 barrels of oil was removed from the marine environment according to official estimates.

In the beginning, burns would last one hour. As more burns happened, the technique was refined and burns up to 12 hours in duration became possible - removing vast amounts of oil from the marine environment. 219,000 to 309,000 Barrels of oil are estimated to have been removed from the marine environment in these controlled burns.

Reports are currently being compiled on the controlled burning operation. Burns were conducted using several different models of fire boom. Elastec Hyro-Fire® Boom proved to be the most successful. In addition to supporting the controlled burning Elastec / American Marine supplied approximately 180 skimmers and 100 miles of containment boom to assist BP and other responders in their clean up efforts. For more info contact stewart@elastec.com



ISCO MEMBER, VIKOMA INTERNATIONAL APPOINTS NEW SALES DIRECTOR

Vikoma International Ltd. has appointed Mr Paul Rayner as its Sales Director. Paul is well known in the oil spill sector having worked within Vikoma for 18 years. Many of you will know Paul from his previous roles as Regional Sales Manager covering Russia and the FSU, and his management role coordinating the internal sales team and sales processes. For the last two years Paul has managed Vikoma's Materials Management function. <http://www.vikoma.com>

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.