



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community  
Issue 352, 17 September 2012

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## News

### INDIA: ANOTHER CONTAINER SHIP FIRE, HAZARDOUS MATERIALS CARGO



*The MV Amsterdam Bridge was carrying hazardous cargo when fire broke out on Sunday 9 September 12*

September 10 -After a six hour battle, the fire on the 54,405 tonne MV Amsterdam Bridge which was carrying hazardous cargo has been contained although not extinguished, and the risk of an environmental disaster is diminishing.

No people were hurt and the crew was rescued soon after the fire broke out at around 5pm on Sunday afternoon near Mumbai, India, but coast guard officials have confirmed that 24 containers out of the 112 on board the vessel contain 45 tonnes of dangerous cargo, Indian news agency NDTV reported.

#### Container opened by salvors

The cause of the blaze is not yet known but it seems the fire started somewhere near the engine room, although spread to amidships by mid-evening. So far, no oil spill has been witnessed though the ship's fuel tanks contain some 2,600 tonnes of



heavy fuel oil. *The Motorship* [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group] See more pictures at [gCaptain](#)

September 12 - The fire on board the containership MV Amsterdam Bridge that broke out earlier this week has been extinguished, the vessels owner said in a statement today. The fire may have started in a container carrying hazardous chemicals however a full investigation will take place. *gCaptain* [Read more](#)

## GERMANY: MSC FLAMINIA UPDATES

September 9 – MSC Flaminia with three salvage tugs, plus a German flotilla consisting of Coast Guard salvage ship Neuwerk as a flagship, police boats Bad Bramstedt and Bayreuth, and rescue boat Alfried Krupp, are slowly moving around, reportedly planning to enter Jade-Weser-Port, Wilhelmsvaven, today Sep 9 with high tide. There in a secured and desolated area the vessel will be checked once more by specialists in order to work out the safest offloading plan, and to go on with it.

September 13 - Fire teams were called to MSC Flaminia two times during the last 24 hours, reported vessltracker.com. On the night of Sep 12 some of the containers heated up to glowing, the fire teams cooled them down and left the vessel to be called back several hours later after another container with pressed paper heated up to more than 200 deg C. Four units cooled the container down to 30 deg using water and foam. The container could not be opened as it is stowed in the hold. Strange rumours are circulating in Internet with regards to a possible character of some of the cargo on board of MSC Flaminia, but they're rumours not facts, and can be omitted. The known flammable cargoes on board are more than enough headache for the salvage teams, fire fighters, authorities and unfortunate shippers, to worry about secrets and conspiracies.

September 15 - Dangerous cargo containers which toppled off a chemical ship are floating towards the south-west coast. It is understood that some harbour hazardous chemicals which could present a danger to transatlantic vessels on the main shipping lanes. The containers slipped off German-registered ship MSC Flaminia, which caught fire on Jul 14. It caused an explosion that forced the crew to abandon the ship. Salvage operations were under way yesterday as some of the containers were towed into Castletownbere, West Cork, by a tug boat. (Irish Examiner)

Read the complete chronology of the MSC Flaminia incident together with photos and an interesting commentary by Editor of the Marine Bulletin, Michael Voytenko. [Read more](#)

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## INDIA: ONGC WELL IN KG BASIN LEAKING GAS, MAY START SPILLING OIL SOON



September 15 - A deepwater well in the [Krishna Godavari \(KG\) basin](#) off the Andhra Pradesh coast, operated by the [Oil and Natural Gas Commission \(ONGC\)](#) has been [leaking gas](#) and may well start spilling oil soon.

ONGC has informed the Ministry of Petroleum and Natural Gas, the Directorate General Hydrocarbons, the Coast Guard, the Navy and other companies operating wells nearby that there has been uncontrolled flow of gas from its G-1-9 well since August 31, and its engineers have tried but so far failed to block the mouth of the well.

ONGC has rushed a team of experts to the spot, but sources say, rough weather at sea is making it difficult to cap the well. "Worldwide such leaks have in due course been an abandoned well which suddenly began to leak.

thrown out oil too," says an Oil Ministry source, adding that this *Business Today* [Read more](#)

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## SOUTH AFRICA: MYSTERY SLICK OILS MORE PENGUINS

Volunteers at SANCOB cleaning penguins that were caught in the oil slick that leaked from the Seli 1 after heavy storms over the weekend. Picture: Leon Lestrade

September 12 - Oiled penguins are rolling in – but the surveillance aircraft cannot pinpoint any oil slick. It is thought the oil must be coming from the wreck of the Seli 1, but in small amounts not visible from the aircraft.

As the number of oiled birds continues to rise, experts believe many more birds have died at sea. At least two heavily oiled penguins have been found dead on Robben Island. Of the 219 oiled birds found since the beginning of the month, 218 are endangered African penguins.



Southern African Foundation for the Conservation of Coastal Birds (Sancob) head Venessa Strauss said on Tuesday: "They're still catching them on Robben Island, freshly oiled. There is no indication of where the oil is coming from. I can't say for certain the Seli 1 is still leaking, but I can say there is still oil in the ocean. I think it probably is from the Seli, but in small amounts so you can't see it from the air. The penguins are having a tough time." *IOL* [Read more](#)

## SINGAPORE: OIL SPILL OFF WESTERN SINGAPORE AFTER 2 VESSELS COLLIDE

September 10 - A collision between two vessels in the waters between Jurong Island and Tuas View Extension Reclamation Area has created an oil spill. There is no injury and port operations are unaffected.

The Maritime and Port Authority received a report at about 2pm yesterday that the Hong Kong-registered bulk carrier Sunny Horizon had collided with the Korean-registered liquefied petroleum gas carrier DL Salvia.

The bunker tank on DL Salvia was breached and close to 60 metric tonnes of oil was spilled. The MPA said the oil spill was concentrated within Temasek Fairway, about 700 metres east of Sultan Shoal. *Today Online* [Read more](#)

September 10 - Efforts to contain and clean up the oil spill following the collision between Hong Kong-registered bulk carrier "Sunny Horizon" and Korean-registered Liquefied Petroleum Gas carrier "DL Salvia" continued today.

There has been no further spillage of bunker from "DL Salvia". As a precautionary measure, an oil boom has been deployed around the vessel. Bio-degradable oil dispersants were used yesterday and today to break up the oil slick in the waters. In total, 9 craft and more than 46 personnel have been deployed as part of the containment and clean up efforts.

*The Maritime Executive* [Read more](#)

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## USA: STOLTHAVEN BRAITHWAITE TERMINAL MAY HAVE RELEASED MORE THAN 191,000 GALLONS OF TOXIC CHEMICALS DURING ISAAC



*Workers at the Stolthaven chemical holding and transfer facility in Plaquemines Parish Thursday September 13, 2012. The company admitted to releasing an undetermined amount of chemicals during Hurricane Isaac*

September 13 - More than 191,000 gallons of toxic chemicals may have been released from the Stolthaven New Orleans petroleum and chemical storage and transfer terminal in Braithwaite during **Hurricane Isaac**, according to a company report filed Tuesday with the U.S. Coast Guard National Response Center. That's just one day after the Louisiana Department of Environmental Quality **assured the public** that monitoring at the facility detected no offsite

contamination.

Today, a DEQ spokesman said Stolthaven's report "lists the worst-case scenario for potential releases which includes tank contents that could not be accurately measured."

"The actual amount released, the type of chemical and if it was released (air, water, etc.) has yet to be determined for the materials in this NRC update," said DEQ spokesman Rodney Mallett. "This investigation is still ongoing by DEQ and numerous state, federal and local officials. *The Times Picayune* [Read more](#)

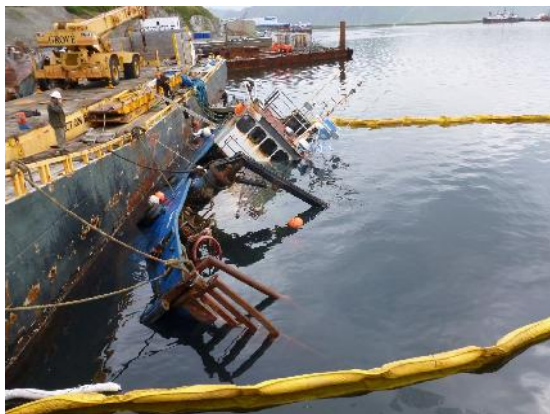
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## USA: 31K GALLONS OF JET FUEL LEAKED FROM PIPELINE, OFFICIALS ESTIMATE

September 11 - It took less than a minute to stop the flow of kerosene jet fuel through a buried pipeline [in Palos Park after a leak was detected in the early morning of Aug. 27](#).

Even with the quick cut off, an estimated 750 barrels or more than 31,000 gallons of kerosene jet fuel drained out from [the underground Badger Pipe Line System into the surrounding soil](#), with as much as 500 gallons reaching the nearby waterway. This information was presented by representatives of the companies that own and operate the pipeline to [Palos Park officials](#) Monday night. *Palos Patch* [Read more](#)

## USA: MSD DUTCH HARBOR RESPONDS TO DIESEL SPILL



September 7 - Coast Guard Marine Safety Detachment Dutch Harbor personnel responded to a report of a vessel sinking in Unalaska Bay Thursday.

Coast Guard 17th District watchstanders received the report that the 68-foot landing craft Joshua had begun to sink at its mooring at approximately 10 a.m., and directed MSD investigators to respond.

After arriving on scene, MSD personnel met with the vessel's owner and determined that approximately 10 gallons of diesel fuel had been discharged while it was sinking.

The responsible party deployed a containment boom around the vessel and had divers secure fuel vents to minimize environmental impact.

*The Maritime Executive* [Read more](#)

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## USA: CLEANUP OF SMALL MISSISSIPPI RIVER OIL SPILL CONTINUES

September 10 - The cleanup of a small oil spill on the Mississippi River continued Monday morning.

According to the Coast Guard, Exxon spilled about 200 gallons of crude oil into the river near its refinery last week. *WLOX 13* [Read more and see video](#)

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## CANADA: PLAINS MIDSTREAM SCALES DOWN OIL SPILL CLEAN-UP WORK ALONG RED DEER RIVER

September 14 - A Calgary-based company responsible for an oil spill into the Red Deer River says itâ€™s wrapping up remedial work on the shoreline, but notes restoration will continue into next year.

In its latest update, Plains Midstream Canada said regulators continue to inspect sites along the river. *Calgary Herald* [Read more](#)

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## CARIBBEAN: PROTECTING AN INCREASINGLY ACTIVE CARIBBEAN FROM OIL SPILL DAMAGE

September 10 - With Macondo fresh on their minds, and drilling activity rising in the Caribbean or GOM areas close to it, some hard questions are being asked about the region's approach toward the potential for a spill. In this week's [Oilgram News](#) column "At the Wellhead," Leslie Moore-Mira discusses some of the issues facing the Caribbean's littoral nations.

The beat is off but the concept of this week's "One Caribbean, One Response" conference — which aims to inspire regional collaboration and workable oil spill response plans — strikes a similar chord with Bob Marley's "One Love, One Heart" anthem.

Oil drillers and environmentalists will share talking points. Competing nations with exposure to the Caribbean Sea or the Gulf of Mexico will call for cooperation and rally for unity. *Platts* [Read more](#)

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## RISK OF LAWSUITS PREVENTING CLEANUP OF ABANDONED MINES IN COLORADO



*The Pennsylvania Mine looms as one of the worst among 450 abandoned mines that state officials say are leaking significant toxic metals into watersheds. (Aaron Ontiveroz, The Denver Post)*

September 10 - Colorado mining authorities have dug through a mountainside and reopened the dark granite shaft of an abandoned mine that turned deadly — trying to find options for dealing with one of the West's worst environmental problems.

The Pennsylvania Mine, perched above timberline, discharges an acidic orange stream moving 181 pounds per day of toxic metals into Peru Creek and the Snake River, which flow into Denver Water's Dillon

Reservoir. The poisoning of the watershed has gone on for more than 60 years.

Yet state officials say the risk of lawsuits prevents cleanup of this mine and thousands of other abandoned mines that have impaired 1,300 miles of Colorado streams and, according to federal estimates, [the headwaters of 40 percent of Western rivers](#).  
*The Denver Post* [Read more](#)

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### USA: DRIFTING SEA ICE HALTS SHELL'S ARCTIC DRILLING

September 11 - Royal Dutch Shell halted drilling in the Chukchi Sea on Monday -- one day after it began -- because of sea ice moving toward the company's drill ship off Alaska.

Shell Alaska spokesman Curtis Smith said drilling was stopped as a precautionary measure in accordance with its ice management plan.

Environmental groups say the complication illustrates the dangers of working in the Arctic. The Wilderness Society said Shell, faced with a shortened drilling season, was trying to mark its space in the Arctic whether or not it was ready to drill.

The ice pack measures about 30 miles by 12 miles. When it moves on, the Noble Discoverer will reconnect to anchors set in the sea floor and resume drilling, Shell says. That could take two days or longer. *Anchorage Daily News* [Read more](#)

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### EPA ADDS 12 HAZARDOUS WASTE SITES TO SUPERFUND LIST, PROPOSES 8 MORE

September 14 - The Environmental Protection Agency added 12 hazardous waste sites to the list of the most-contaminated places in the United States on Friday, clearing the way for major cleanups to rid the sites of dangerous toxins.

Arsenic, lead and mercury were among a long list of toxins found at the sites — mostly former factories, chemical plants and contaminated water plumes. Investigators also found elements like benzene, copper and chromium, plus harmful chemicals associated with pesticides and industrial solvents.

All 12 sites pose significant public health risks, the EPA said, leading to their designation as national priorities under Superfund, a federal program to identify and secure uncontrolled environmental hazards *Star Tribune* [Read more](#)

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### AUSTRALIA: PUBLIC COMMENT ON THE DRAFT DANGEROUS GOODS (STORAGE AND HANDLING) REGULATIONS

Dangerous goods can cause injury and death and can also seriously damage property and the environment. Please read the guide below to learn how to make your workplace safe. Victoria's Dangerous Goods (Storage and Handling) Interim Regulations 2011 are due to expire on 1st December 2012. WorkSafe has been undertaking a process to review and remake the regulations by this date. As part of the review process, proposed Dangerous Goods (Storage and Handling) Regulations 2012 and a Regulatory Impact Statement (RIS) have been prepared in accordance with section 11 of the Subordinate Legislation Act 2012, and are now available for public review and comment.

The main objective of the proposed regulations is to provide for the safe storage and handling of dangerous goods, including chemicals, petrol, LP gas and highly corrosive substances. These goods present significant risks to the community and the environment, and the proposed regulations will provide continuity in the safe storage and handling of these goods in Victoria. The RIS discusses possible alternatives to the proposed regulations and concludes that the proposed regulations are the best means of achieving the stated objectives.

The RIS considers the costs and benefits of the proposed regulations and concludes that adoption of the proposed regulations will yield net benefits over the next 10 years. You are invited to comment on the RIS and the proposed regulations. Comments should be received no later than 5.00pm on Thursday 11 October 2012. Written submissions should be received no later than close of business on 11 October 2012, and addressed to:

Manager, Stakeholder Engagement and Communications, Legislation, Policy and Information Services Division, WorkSafe Victoria, 222 Exhibition St, Melbourne Vic 3000. Submissions by e-mail should be forwarded by the same date to the following address: [storageandhandling2012@worksafe.vic.gov.au](mailto:storageandhandling2012@worksafe.vic.gov.au)

All submissions will be treated as public documents unless clearly identified as being confidential. Enquiries about the regulatory package should be directed to the WorkSafe Advisory Service tel. 1800 136 089 (toll free) or (03) 9641 1444. [More info](#)  
[Thanks to Don Johnson of ISCO Industrial Partner, DG & Hazmat Group]

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## News (continued)

### VIDEOS TO WATCH

#### Russian tanker driver takes corner much too quickly

When driving a tanker, which is not empty (carrying about 18 tons of fuel), you need to be very aware of the laws of physics, otherwise you may end up on your side, spilling petrol all over the road. This Russian driver overcooks a corner, entering it much too quickly and from the wrong lane. Since liquid slushes around, it is never a good idea to attempt any spirited cornering when carrying large amounts of liquid around (same goes for fire trucks). In this case, only some fuel was spilled, but such incidents can end much worse, with fire being one of the main concerns, as well as driver injuries - the driver from this particular video suffered only minor injuries, but was generally OK. Another important fact is to never be on the outside of one of these top-heavy vehicles, when they are going around corners, because you and your car will never stand a chance against dozens of tons of steel and petrol. [Watch the video](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

#### Enbridge oil spill one year later

One year ago today Enbridge reported a ruptured pipeline that dumped at least 800,000 gallons of oil into Talmadge Creek. Clean-up and recovery efforts continue. Video includes commentary and some clean-up activities. *The Livingston Post* [View the video](#)

## People in the news

### ITOPF APPOINTS SUPPORT & DEVELOPMENT DIRECTOR



September 4 - Dr Karen Purnell announces the creation of a new position of Support & Development Director to help ITOPF shape its vision for the future and to ensure that the excellent work undertaken by the Federation on behalf of its shipowners achieves a higher profile.

She comments: "I am delighted to report that this new position will be taken by Dr Tim Lunel who will join us on 3rd December 2012. Tim joins us from the National Energy Foundation where, in his position as the Chief Executive, he has led this not-for-profit organisation through an exciting period of growth. During this time he has helped to raise the profile of NEF such that it now has influence significantly above its size.

Prior to joining NEF Tim was the Director of Regions with the Countryside Agency, a UK government statutory body, where he was responsible for Business Support and Improvement. Some of our partners and friends in the maritime industry will already know Tim from his days at AEA Technology and, undoubtedly, his knowledge of the challenges associated with responding to oil and chemical spills at sea will be a benefit to ITOPF in his new role.

I am confident that Tim will be a valuable asset to ITOPF and we look forward to welcoming him to the team."

## ISCO news

### ISCO WELCOMES NEW MEMBERS

Since ISCO last announced new members at the end of June, we are pleased to welcome some additional new members –

#### New Corporate Members

Oceanstar Energy Services Ltd. (Lagos, Nigeria)

Crest Ecomaterials Ltd. (Hefei, China)

Nortek BV (The Netherlands)

#### New Individual Members

John Basse David (Eket, Nigeria)

Felicia Mogo (Nigerian Maritime Administration and Safety Agency)

#### New Student Members

Mathew Nkem Ikediashi (Studying at Lancaster University)



In this issue of the ISCO Newsletter we are printing No. 94 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Member 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 94: KNOWLEDGE OF SHORELINE CLEANING

Generally speaking, the viscosity-based limitations earlier indicated for seagoing dispersant-use should be a guide to shoreline use until a specific trial shows otherwise. However, our previous review of the mechanism of dispersion showed the need for dispersants to have maximal contact with the pollutant and minimal loss to the underlying sea. Consequently we can now see that dispersant application on shorelines achieves undisturbed contact prior to the tidal arrival of the wave-action which disperses it; and that shoreline treatment should to this extent be more viscosity-tolerant than seagoing treatment.

Investigation of effectiveness by WSL showed that dispersants should be applied up to 30 minutes ahead of the incoming tide; that while this might encourage pollutant penetration of sand beaches, dispersant penetration to the deeper pollutant in shingle beaches would be beneficial; and that the upper layers of both may themselves be agitated in the surf line which promotes dispersion. In general, wave heights of about 25cm were found sufficient for dispersion from both types of beach, though heavier surf may be needed to agitate shingle sufficiently. In calmer conditions the necessary energy may be supplied by high pressure pumps delivering seawater at a low angle to the beach slope and directed at the beach/sea interface.

The most effective dispersion is when the droplets are invisible with the dispersion plume presenting a *café au lait* appearance. Visible droplets indicate poorer dispersion while droplets > 1mm suggest approaching ineffectiveness though even larger droplets can subsequently break down in the surf, whether these are naturally or dispersant-induced.

Application rates for dispersant on beached pollutant can be computed in litres per minute for any measured layer thickness on the basis of known oil : dispersant effectiveness ratios, these being 2:1 for hydrocarbon-based dispersants or 20 : 1 for dispersant concentrates with the added advantage that adjustments are more easily made in response to observation onshore than at sea. Application rates in  $l\ m^{-2}$  can of course be used to compute pump rates in  $l\ min^{-1}$  for any application system for which the swath width and speed of travel are known.

Again, in contrast to seagoing operations on the layer thickness of 0.1mm, WSL found that layer thicknesses of up to 5mm could be successfully treated on shorelines. However, layer thicknesses in this range lend themselves to physical recovery by scraping and its adjuncts, with dispersants being retained for final clearance in such cases. Again, if pollutant appropriate for dispersant treatment has been deposited above the current high water mark by spring and/or weather-stressed tides, it should be pushed down to the inter-tidal zone and spread to a thin layer for dispersant treatment in advance of the next incoming tide.

If dispersants are to be used on rocks, cliffs and manmade structures, they should be applied within 30 minutes of the arrival of the incoming tide(s) and if natural wave agitation is insufficient water jets should be used to assist. However in computing application rates account should be taken of the layer thinning caused by downward flow of pollutant on non-horizontal surfaces. Nonetheless, pollutants which have weathered *in situ* may require scrubbing with stiff brooms during dispersant application no matter how thin their layering may have become. Of course the dispersant having lower viscosity than the pollutant, drains even faster on application to non-horizontal surfaces, a disadvantage which has been corrected by applying hydrocarbon-carried dispersant as a gel prepared by mixing the dispersant with seawater and gelling under pressure in a commercially available jet (article 95)

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.

## Contributed article

### THE OIL SPILL RESPONSE JOINT INDUSTRY PROJECT (OSR-JIP)

Note from Editor - Many members of the international spill response community are not well informed about the important work being done by members of the OSR-JIP.

In order to help correct this situation, the ISCO Newsletter is publishing background information and briefing notes on the project.

We acknowledge the kind permission of Programme Manager, Rob Cox of IPIECA to include information on the work programme being undertaken by the OSR-JIP.

This week's article is a follow-up to the introduction given last week and elaborates on the first five of the nineteen areas being addressed by the JIP project.

### JIP 1: Sub Sea Dispersant Injection (SSDI) Advocacy



Rationale:

SSDI was a technique that was previously discussed within the response community but not seriously deployed until Macondo. Its success brought with it a number of challenges, including the realization that regulatory frameworks in most countries do not yet encompass the possibility of SSDI. The objective of JIP 1 is to confirm the science required to make the case for SSDI with regulators.

Final products / deliverables: There are four key deliverables in this JIP:

WP1: Producing a SWRP communication pack and briefing book on SSDI. This has been completed in draft and is undergoing final edits.

WP2: Co-funding, with API, a Net Environmental Benefit Analysis (NEBA) package for regulators and other stakeholders.

WP3: Revising the former IPIECA dispersant document into the new "OGP-IPIECA" good practice guide on dispersants. The document is scheduled for production in Q1 2013.

WP4: Co-funding, with API, the establishment of a scientific review panel of independent experts to review new science on dispersant over a two-year timeframe. Consultant SL Ross will coordinate this panel.

### JIP 2: Subsea Dispersant Injection (SSDI) efficacy and compatibility

Rationale:

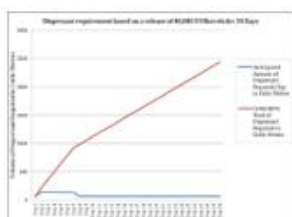
The overall mechanisms of SSDI, and how its effectiveness varies with combinations of different crudes and different formulations of dispersant in different concentrations are still not well understood. The overall objective of this combined research effort with API is to understand mechanisms of SSDI in order to define recommendations and procedures to apply this tool in the most efficient and appropriate way. In particular, we need to understand the opportunities to reduce the amount of dispersant used (by minimizing the Dispersant-Oil Ratio or "DOR") and increase the efficiency of the process under a given set of circumstances. JIP 2 will provide scientific evidence as a foundation for responsible and appropriate dispersant use.



Final products / deliverables:

WP1: Various crudes and dispersant combinations will be tested to evaluate their performance under scaled tank tests that simulate deepwater conditions. The final deliverable will be a research report with recommendations on improving efficacy of injection and optimum dosage. We estimate the work will start in October 2012 and complete in October 2013.

### JIP 3: Sub Sea Dispersant Injection (SSDI) supply chain and logistics



Rationale:

The limitations of surface dispersant use are well known. The window of opportunity is typically a matter of days, after which in most cases the oil weathers to a point where the use of dispersant is ineffective. This is a natural break point for logistics and supply planning: prior to Macondo it was considered feasible to keep sufficient stocks of dispersant stockpiled at key locations. Analysis has shown that the "just-in time" manufacturing solution that was a unique feature of Macondo would not have been possible with a similar release elsewhere and that both better understanding of supply chains as well as additional stockpiles of dispersant is required.

Final products / deliverables:

WP1: Emphasizing the importance of dispersant supply planning for SSDI. This will now be done through the JIP 12 document on Contingency Planning. Through the SWRP, an additional 5,000m of dispersant will be available to support subsea dispersant injection operations which will facilitated this planning.

WP2: Following the results of the testing (JIP 2), an information paper will be prepared by IPIECA for the IMO / OPRC technical group (sanctions restrictions permitting). IPIECA will explore ways to publish these results into the IMO Intergovernmental Process at the Marine Environment Protection Committee (MEPC).

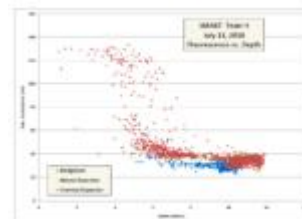
WP3: Compile information on global dispersant stockpiles. This has been completed and has been transferred to Oil Spill Response Limited where it is being transferred into an Access database. Through OSRL, it will be possible to interrogate this database to establish what stock of which dispersant is being held, broken down by geographic location.



#### JIP 4: Post Spill Monitoring

##### Rationale:

Increasingly, obtaining regulatory approval to use dispersant following a spill will be contingent on the availability of a dispersant effectiveness monitoring protocol and the responder being able to demonstrate that the use of dispersant is effective in a given situation. There is no globally applied Recommended Practice for dispersant effectiveness monitoring. The SMART (Special Monitoring of Applied Response Technologies) protocol was originally developed for surface application of dispersants and it is the standard protocol implemented in the US, however its use is not widespread outside of the US and it is not an internationally accepted standard. We are working to establish whether SMART can be used as an appropriate method of post-spill dispersant effectiveness monitoring for the 'rest of the world' or whether an alternative protocol should be developed. We are holding some of this work pending revisions to SMART proposed by the US regulator.



##### Final products / deliverables

WP1: Develop an industry (IPIECA/OGP) global Recommended Practice (RP) based on an evaluation of the SMART or other suitable protocol.

WP2: If determined appropriate, incorporate this learning into the JIP 12 framework/strategy document in JIP 12 (new "Good Practice Guide" series).

WP3: Identify key experts and equipment in the global oil spill community that can do this work. Evaluate new technology which could solve some of the inherent issues with SMART and the way it is used.

#### JIP 5: In-Situ Burning



##### Rationale:

Prior to the Macondo spill, In Situ Burning (ISB) was a lower profile response technique which had enjoyed limited utilisation and testing. The circumstances of the Macondo incident allowed ISB to be used extensively and it was viewed as a success by both industry and the regulators who authorized the process. However, this success raised its own issues and highlighted the immaturity of the technique and the lack of understanding of long and short-term impacts.

Final products / deliverables: Three products are planned under this JIP

WP1: Examining existing published data from boom and igniter manufacturers, and seeking ISB operational reports to compile efficiency data.

WP2: Presenting and summarizing the composition of plumes and residues, as well as the technical and scientific approaches for conducting air monitoring during an incident and the methods for emissions calculations and data evaluation.

WP3: Producing an IPIECA-OGP Good Practice Guide (GPG) on In-Situ Burning incorporating a template for pre-approval of ISB. Communication materials will be incorporated into the ISB GPG.

## Science and technology

### WHISKY WASTE OFFERS WATER OF LIFE



*Villagers from the Manikganj district of Bangladesh queue for their local pump*

September 9 – It's a project worth toasting. Scottish scientists have discovered that an innocuous by-product of whisky can be used to strip pollutants from contaminated water supplies in a process which could save millions of lives in developing countries.

The treatment system, called Dram (Device for the Remediation and Attenuation of Multiple pollutants), uses compressed barley husks discarded by distillers to remove pollutants, including pesticides, heavy metals and chemicals, from water supplies.

Now a charity in Bangladesh plans to use the technology to tackle the life-threatening problem of arsenic in domestic water used for drinking, washing and irrigating crops. A pilot project due to start in December will install the Scottish device to deliver clean water to 30 families in the village of Golaidanga, west of the capital

## Science and technology (continued)

Dhaka.

Around 137 million people around the world are affected by arsenic which occurs naturally in groundwater. High levels of the poisonous compound can cause skin, bladder and lung cancer, stillbirth and heart disease and is responsible for tens of thousands of deaths a year.

According to the World Health Organisation, arsenic contaminated water in Bangladesh is “the largest mass poisoning of a population in history”. More than 18 million people in the country are forced to drink contaminated water because of ineffective water purification and sewage systems as well as monsoons and flooding. *The Scotsman Newspaper* [Read more](#)

## Publications

### NEW EDITION OF THE LITTLE BLACK BOOK



Providing responders with accurate information is a key component to any spill response. To this end Cleanupoil.com has been working for the last ten years to compile the most comprehensive list of oil spill contractors.

This information is published in a book titled - The Little Black Book of Oil Spill Contractors.

The 6th edition has just come off the press (Sept 2012) and follows 12 months of revisions and updates.

The book contains contact information for over 1,000 organizations that provide some form of emergency oil spill response support and spans 155 pages.

This valuable resource is recognized as providing a unique resource for responders and receives extensive support from the industry with over 60 companies advertising in the book.

Copies will be made available at the Clean Gulf conference.

If you would like more information visit [www.cleanupoil.com](http://www.cleanupoil.com)

### TRANSPORT OF DANGEROUS GOODS - NEW APP RELEASED

Beurtvaartadres, the Dutch dangerous goods safety specialist, has launched a new app for mobile phones and tablets: ADR-Pro. The app is designed particularly for those who need remote access to information, including truck drivers, safety advisers and warehouse officers. It offers online access to information about tunnel restrictions, hazard ID and UN numbers, the transport list and other safety-critical data. The app is available for both iPhone and Android formats.

[More info](#) [Thanks to David of the DG & Hazmat Group for passing on this information]

## TRAINING

### UK & IRELAND: ISAA INLAND OIL SPILL TRAINING EVENT



Organised by the International Spill Accreditation Association, this is a two day training event taking place at Castle Archdale on the beautiful Lough Erne, Enniskillen, on Monday and Tuesday 15-16 October 2012.

Practical training on inland surface water spill containment-recovery and other operations plus class room training covering important aspects about which spill responders need to be know.

The training course is ideal as a refresher course for experienced personnel and, for new trainees, it provides a first class opportunity to gain essential knowledge.

Attendees who successfully complete the course will be awarded certificates.

[Download the Provisional Agenda and Booking Form](#)

## TRAINING (continued)

### NEW BIOREMEDIATION WEBINAR SERIES

EOS Remediation, LLC is pleased to present the new 2012 – 2013 Webinar Series beginning on 19 September 2012 [More info](#)

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### USA: EPA ALLIANCE TRAINING GROUP BRINGS THEIR POPULAR ENVIRONMENTAL BOOTCAMP TO THE NATIONS CAPITAL

The EPA Alliance Training Group (EPA Alliance), owned and operated by Baxter Communications Group, LLC is a private environmental regulatory training firm out of Houston, TX. EPA Alliance announced this week that they are bringing their popular and highly recognized Environmental Bootcamp seminar to Washington, DC, November 27-30, 2012. [More info](#)

## Events

### UK: WORKSHOP ON THE 2010 HNS PROTOCOL TO BE HELD ON 12 AND 13 NOVEMBER 2012

A workshop on the 2010 HNS Protocol has been organised by the International Maritime Organization in co-operation with the IOPC Funds. The workshop, which will take place on 12 and 13 November 2012 at the IMO Headquarters in London, is intended to facilitate States' preparations for the ratification of the 2010 HNS Protocol, with a particular emphasis on reporting guidelines, which can be used by States when ratifying the Protocol. The workshop will also review best practices on implementation, including national legislation and ratification/transitional provisions. It will be of great interest to representatives of States considering ratifying the Protocol. Participation is open to all Member States, inter-governmental organisations and non-governmental organizations with consultative status with IMO (see [IMO Circular letter No. 3303](#)). [IOPCFunds News](#)

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### DENMARK: SEATRADE TANKER INDUSTRY CONFERENCE

The annual Seatrade Tanker Industry Conference will be held in Copenhagen on 23rd October 2012. Now in its 3rd year, the conference brings together the full spectrum of the tanker community from owners and charterers to banks, lawyers, builders and brokers.

Expert speakers will discuss challenges such as how long the industry can continue to absorb below-breakeven rates and the outlook for recovery. The programme will cover what steps the industry can take to reduce expenditure alongside emissions and stay in line with environmental regulation. Plus, how to manage the impact of the burdens faced by operators such as piracy, multiple inspections and regulatory pressures. [More info](#)

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### FRANCE: CEDRE RESEARCHERS' NIGHT

"Imagine the Future", at Océanopolis, Brest, on 28 September from 7 pm to 11 pm. Come along to meet over 100 researchers and find out about their job and passion. Free entry. [More info](#)

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### FRANCE: SCIENCE FESTIVAL

The Science Festival, organised by ABRET at Brest University's Faculty of Science and Techniques, from 11 to 14 October. [More info](#)

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### THAILAND: INT'L EXHIBITION ON WATER, WASTE WATER & WASTE TREATMENT

Bangkok, 22-24 January 2012. During the expo, number of technical conferences such as MBR Asia 2013, Membrane Tech 2013, Ultrapure Water Asia 2013, MSW Tech 2013 and E-Waste Tech 2013 will be held. [More info](#)

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