



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 354, 1 October 2012

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News



ISCO'S PROFESSIONAL RECOGNITION INITIATIVE HAS BEEN ACTIVATED

Over the last months a great deal of work has been done to refine and further develop the criteria and process under which individuals in the spill response industry can gain professional recognition.

ISCO President David Usher has said "This fills a long felt need and will help meet the aspirations of many in the industry who have long felt that their qualifications and experience should be recognised. The creation of professional memberships will encourage all who are making a career in the field of oil and chemical pollution control to take pride in their chosen profession".

Students, apprentices and trainees can join ISCO as student members and pursue a career development path that, as qualifications and experience are gained, can lead to eligibility for Associate Membership (AMISCO), Membership (MISCO) and, eventually, Fellowship (FISCO).

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO. The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications. Academic qualifications are not a requirement if applicants can demonstrate the necessary levels of competence through their experience, skills and professional development.

You can learn more about Professional Membership by clicking [HERE](#) and if you visit the ISCO website at <http://www.spillcontrol.org> you can find more about the assessment criteria, code of conduct and other matters, and download an application form. Select *Membership* on the menu on the left hand side of the page, then go to *Professional*. You should also look at the page [Classes of Membership](#). Applications will be assessed by the Membership Standards Committee upon payment of a non-refundable Assessment Fee (see under [Subscriptions](#))

The Membership Standards Committee will process applications at quarterly intervals and the cut-off date for receiving the first batch of applications is 31 December 2012. Priority will be given to individuals who have already indicated their intention to apply for Professional Membership of ISCO.

REPORT ON LAST WEEK'S IMO OPRC-HNS TECHNICAL GROUP MEETING IN LONDON

The meeting, held at IMO in London, which was attended by delegations from 23 nations, the EC, IOPC Funds, 6 NGOs and RAC/REMPEITC-CARIB ran from 24-28 September. ISCO was represented by David Usher (ISCO President), John McMurtrie (ISCO Secretary) and Honorary Member, Dr Douglas Cormack.

Work was completed on the following documents which will now be submitted to the Marine Environment Protection Committee (MEPC).

- Manual on chemical pollution to address legal and administrative aspects of HNS incidents
- Operational guidelines on sunken and submerged oil assessment and removal techniques
- IMO in-situ burning guidelines
- IMO dispersant guidelines, parts 1 and 2

Work continued on –

- IMO dispersant guidelines, parts 3 and 4
- Oil spill response in ice and snow conditions
- Guidance on the safe operation of oil pollution combating equipment
- Guidelines on international offers of assistance
- Review and updating of the OPRC Model training courses

Other continuing matters addressed included –

- Summary of incidents involving incidents involving HNS and lessons learnt
- Review of web content and inventory of information on HNS preparedness and response
- Other high priority work related to HNS and oil

Work on the agenda was leavened by a number of interesting short presentations –

- Meri Hietala, Senior Officer of the Finnish Environment Institute (SYKE), on mechanical oil recovery operations in ice conditions in the Baltic Sea.
- Robert Pond of the US Coastguard gave an update on progress being made by the National Response Team on Subsea Dispersant Guidance.
- Christophe Rousseau of CEDRE, France, gave a presentation on the use of manufactured and custom made and improvised oil spill containment booms.
- Christophe Rousseau of CEDRE, France, gave an update on the activities of the project on Preparedness for Oil-polluted Shoreline clean-up and Oiled Wildlife interventions (POSOW).
- Hyoungjun Leem of the Korean Coast Guard gave an illustrated presentation describing the 4th NOWPAP Delta joint oil spill response exercise.
- Woo Rack, Suh, of the Korean Marine Environment Management Corporation and Deputy Chairman of the Technical Group, gave a presentation and showed a movie on the removal of oil from the M/T Kyungshin in Korea.
- Burak Aykan from the Turkish Ministry of Transport, Maritime Affairs and Communication, gave an illustrated presentation on the Amstelborg incident.
- On behalf of Belgium, Christophe Rousseau of CEDRE gave a presentation on the outcomes of 20 years of Belgian aerial surveillance, confirming the effectiveness of international oil pollution measures, including port reception facilities, in reducing oil pollution.
- The Secretariat informed the meeting on the application of the Korean magnetic spill stopper system for limiting oil loss from damaged tanks.
- Douglas Helton of NOAA, USA, updated delegates on the impacts of floating debris from the Japanese tsunami on the west coast of America – No massive mats of debris; small impacts only and impacts very scattered.
- David Usher of ISCO described a new oily water separation system that would have application in the decanting of settled-out water during at-sea oil skimming operations (see article in the Technology Section of this issue of the Newsletter).
- Alexander von Buxhoeveden of the Swedish Coastguard and Chairman of the Group, gave a presentation on the work of the Swedish Coastguard, including oil spill response at sea, fisheries control, safety at sea, support of search and rescue operations and, in co-operation with other authorities, crime prevention.

News (continued)

It is hoped that it may be possible to publish more on some of these presentations as "Contributed Articles" in future issues of the ISCO Newsletter and presenters are invited to send material in electronic format to the Editor.

The TG Chairman, Alexander von Buxhoeveden, and Vice-Chairman, Woo Rack, Suh, were re-elected to serve for a further term of office.

ARCTIC OIL NEAR SOVIET TOXIC WASTE IN EXXON-ROSNEFT PLAN



The icebreaker Krassin succeeds in clearing a passage through the Arctic ice fields for a number of British and Scandinavian freighters in this photograph from January 1929. Photograph: Planet News Archive/SSPL/Getty Images

September 25 - The Kara Sea, a body of Arctic waters so remote that the Soviet Union used it as an atomic-waste dump for more than 25 years, has become the focus of an environmental battle that oil companies are preparing to win.

Exxon Mobil Corp. ([XOM](#)) and its Russian partner OAO Rosneft (ROSN) are taking steps to drill near the ocean-floor wasteland, eager to plumb an Arctic region estimated to hold enough crude to supply the world for five years. They've sidestepped environmental groups' calls for a clean-up prior to exploration of the area off Russia's northern coast where Soviet ships dumped worn-out reactors and 17,000 containers of radioactive waste.

Scientists in Norway today presented the first survey of atomic pollution in the region for 18 years. Levels of gamma radiation haven't increased and are "generally low," said Hilde Elise Heldal, the Norwegian leader of the expedition. The lack of visible leaks may rob some ecologists of a weapon to stop drilling that oil companies say can be done safely. *Bloomberg Businessweek* [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

USA: BP TO IMPROVE SPILL RESPONSE PREPAREDNESS AT OIL TERMINALS NATIONWIDE

September 28 - BP Products North America, Inc. will pay a \$210,000 penalty and implement an enhanced oil spill response program at its oil terminals nationwide, as well as a comprehensive compliance audit to resolve alleged violations of oil spill response regulations at its Curtis Bay Terminal in Maryland, the U.S. Environmental Protection Agency (EPA) and the **U.S. Department of Justice** announced. The enhanced oil spill response program will help ensure that BP Product's oil terminals are better prepared to respond to oil spills that could impact human health and the environment.

EPA alleged that BP Products violated federal regulations requiring oil storage facilities to conduct drills and exercises to respond to oil spills at its Curtis Bay Terminal. The civil penalty is EPA's highest to date for violations of oil drills and exercises requirements where there was no discharge of oil. *The Maritime Executive* [Read more](#)

NIGERIA: SHELL ATTACKED OVER FOUR-YEAR DELAY IN NIGER DELTA OIL SPILL CLEAN-UP

September 23 - Two large crude [oil](#) spills from Shell pipelines in the Niger delta four years ago have still not been cleaned up by the company despite an outcry by the UN, Amnesty International and the Nigerian government about [pollution](#) in the area.

Shell, which made £19.1bn profit last year, accepted responsibility and pledged to fully restore the damage done by spills from its rusting pipelines near the Ogoni village of Bodo in 2008.

But an assessment has found only small pilot schemes were started and the most contaminated areas around Bodo and the Gokana district of Ogoniland remain untouched. The impoverished Ogoni fishing and farming communities say they still cannot return to work and have received no compensation. They have accused Shell of applying different standards to clean-ups in [Nigeria](#) compared with the rest of the world.

Last year Ogoni chiefs demanded Shell put in "a serious level" of resources and appoint an internationally known clean-up company to oversee the process. But Shell has said it would use its own contractors and has proposed to phase in the clean-up over several years. It has now appointed its own monitor. *The Observer* [Read more](#)

FRANCE: FRENCH COURT UPHOLDS TOTAL CONVICTION IN ERIKA OIL SPILL

September 25 - France's highest court upheld a conviction against oil major Total SA over a 1999 oil spill, in a blow to the company which had hoped it would be absolved of blame for one of France's worst environmental disasters.

The Cour de Cassation in Paris upheld a 2008 ruling giving Total criminal responsibility over the spill of some 20,000 metric tonnes (22,046 tons) of crude oil, when the 24-year-old tanker Erika split apart in a storm off the northwest coast of France.

The court also ruled on Tuesday that Total had civil responsibility in the accident, which killed tens of thousands of sea birds and soiled some 400 km (250 miles) of coastline.

Total has paid a 375,000 euro (\$484,300) fine and nearly 400 million euros to groups involved in the clean-up operation. *Reuters*
[Read more](#)

BRAZIL: TRANSOCEAN ORDERED TO HALT DRILLING OFF BRAZIL OVER OIL SPILL INVESTIGATION



The Transocean-owned Cajun Express is one of a nearly dozen rigs that will be essentially kicked out of Brazilian waters in the next 30 days if the injunction against Transocean is not overturned. Image by gCaptain [Forum member CMAKIN](#)

On 28 September 2012, The Financial Times reported that the world's largest offshore oil driller, Transocean (NYSE:RIG, FRA:TOJ), was served with a preliminary injunction by a federal court in Rio de Janeiro, ordering the company to cease operations in Brazil within 30 days. The court order is part of a criminal investigation into an oil spill in the Atlantic Ocean off Rio de Janeiro in November 2011.

As noted in a company press release, Transocean "is vigorously pursuing the overturn or suspension of the preliminary injunction, including through an appeal to the Superior Court of Justice". Bloomberg reports that the company, a provider of offshore contract drilling services for oil and gas wells, supplies eight rigs to Petroleo Brasileiro (NYSE:PBR), which produces more than 90 percent of Brazil's oil. Maria das Gracas Foster, CEO of the Brazilian producer, pointed out on September 20 that the rigs were crucial for meeting the company's production targets. *INVEZZ* [Read more](#)

Support from Transocean Customers is "Unprecedented" Following Brazilian Injunction

September 29 - Petroleo Brasileiro SA, the world's biggest oil producer in deep waters, asked Brazilian courts and regulators to override a ruling that would halt rig owner Transocean Ltd.'s operations in the country. Petrobras filed a "writ of mandamus" to Brazil's courts and the National Petroleum Agency, or ANP, petitioning to keep Transocean's rigs operating, the Rio de Janeiro-based company said in a statement today.

"This decision affects Petrobras's activities since it leads to the shutdown of seven rigs currently in operation that were chartered by Transocean to Petrobras, in addition to not allowing the operation of an additional chartered rig that is docked," Petrobras said.

A Brazilian court yesterday ordered Transocean, the world's largest offshore oil driller, to cease operations in the country within 30 days as part of a criminal investigation into an oil spill last year at Chevron Corp.'s Frade field. The rigs are crucial for meeting Petrobras's production targets, Maria das Gracas Foster, chief executive officer of the Brazilian producer, said Sept. 20.

Under Brazilian law, the regulator doesn't have the authority to reverse yesterday's ruling. The regulator is working to guarantee that Transocean will keep operating in Brazil, said an ANP official, who declined to be named because of agency policy. Support from Transocean's customers is "unprecedented," Guy Cantwell, a company spokesman, said in an e-mail.
gCaptain [Read more](#)

BRAZIL: CHEVRON PAYS FINE FOR OIL SPILL IN BRAZIL

September 30 - U.S. oil supermajor Chevron Corp. said it has paid the 35.1 million reais (\$17 million) fine imposed by Brazil's ANP regulator for an oil spill last November. The company said in a statement on Thursday that it made the payment on Sept. 21 without lodging an appeal. *Latin American Herald Tribune* [Read more](#)

News (continued)

SYRIA 'MOVING CHEMICAL WEAPONS TO SAFETY'

September 28 - The Syrian government has moved some of its chemical weapons to safety as it battles rebel forces, US Defence Secretary Leon Panetta says. He said there was intelligence that there had been "limited movement" to secure the chemicals, but that "the major sites still remain in place".

Syria has admitted to having a large stockpile of chemical weapons. *BBC News* [Read more](#)

UK: HAZARDOUS WASTE RAID: TEN ARRESTED

September 29 - Ten people have been arrested in an operation against illegal dumping of hazardous waste. Sixty Environment Agency (EA) investigators raided several sites this week as part of an investigation into an Avonmouth-based company.

BBC News [Read more](#)

UK: SHELL COMPLETES FIRST PHASE OF GANNET OIL RECOVERY OPERATION

September 25 - Royal Dutch Shell announced Tuesday that it has finished the first phase of its operation to remove oil from the Gannet pipeline in the UK North Sea.

A major oil spill occurred at the Gannet Alpha platform in August 2011, but the recovery operation aimed at collecting the majority of the oil that remains in the carrier pipe only [gained approval last month](#). *Rigzone* [Read more](#)

USA: DNR SAYS N. RACCOON RIVER CLEANUP NEARLY FINISHED

September 28 - The state Department of Natural Resources says workers have nearly completed the cleanup of oil that polluted 10 to 15 miles of the North Raccoon River downstream from Jefferson.

The DNR says in a news release Friday that although the cleanup is nearly done, rain or snowmelt could cause small amounts of oil to seep into the river. Booms will be kept along the river to capture the oil. *Muscatine Journal* [Read more](#)

USA: CLEANUP OF COLUMBIA RIVER DIESEL SPILL CONTINUES

September 28 - Coast Guard officials and contractors are still working to clean up and contain Wednesday's diesel spill on the Columbia River.

Work crews have pumped about 2,000 gallons of fuel and oil off the Tiffany, the 100-foot former fishing vessel with a cracked fuel tank that leaked and spread a half-mile sheen across the Columbia near Lord Island off Longview, Coast Guard spokesman Nathan Bradshaw said Friday. *TDNcom* [Read more](#)

Notes from Editor

(1) You may have noticed that the ISCO Newsletter seldom reports on road and rail tanker incidents. This is because there are quite simply far too frequent. The free newsletter produced by Don Johnson of ISCO Industry Partner, DG & Hazmat Group ("Newsy Stuff") comes out every few days with 15 pages of reports many of which figure tanker roll-overs. To learn more about how to receive this newsletter, click [HERE](#)

(2) Picking up newsworthy information about events in the USA and UK isn't too difficult but with limited time available for research your editor would appreciate help from readers in sourcing English language news items from other parts of the world.

People in the news

KATHARINA STANZEL TO GIVE KEYNOTE ADDRESS AT SEATRADE EVENT



Katharina Stanzel, Managing Director of ISCO Industry Partner, INTERTANKO, will give the Keynote Address at Seatrade's Tanker Industry Conference on 23 October 2012 at the Radisson Blu Scandinavia in Copenhagen.

[More info](#)

People in the news (continued)

BOARD CHANGES AT UK SPILL

At the meeting in September, the Board appointed Jon Burton of RAW Group, as Chairman designate for 2013-2015, and appointed Andrew Nash of Desmi, as Vice Chairman designate. These appointments are subject to confirmation by Members at the Annual Meeting in 2013.

Dave Salt resigned from the Board in June, on his departure from OSRL. With Glyn Humphries of Adler and Allan, and Mark Orr of LCM also standing down, 3 vacancies will occur in 2013. *UK Spill News*

ISCO news

INTERNATIONAL RESPONSE RESOURCE INVENTORY

ISCO was represented by David Usher and John McMurtrie at meetings during IMO OPRC-HNS TG14 to discuss the International Offers of Assistance (IOA) Project, of which the Response Resources Inventory (RRI) is an integral part.

The discussions were led by Bob Pond, Technical Advisor, Incident Management and Preparedness Office, United States Coast Guard, Department of Homeland Security and Heather Parker, District 13 Staff, United States Coast Guard, Department of Homeland Security.

Matters discussed included –

- The question of whether IOA/RRI should address both oil and HNS response preparedness was raised. The consensus view was that, at this time, development of the project was difficult enough without the inclusion of HNS. Work will therefore proceed on the basis of addressing preparedness for oil events only and it was agreed that HNS could be added later.
- In regard to inclusion of equipment in the RRI the view was taken that the focus should be on large packages of high capacity equipment plus smaller specialised items and materials that are often difficult to source at short notice.
- In regard to defining a common lexicon or terminology for defining equipment, it was agreed that existing systems used by ITOPF, EU, members of the GRN and others should be assessed by the core group and evaluated with a view to selecting a best option.
- In considering resource availabilities for mobilisation to distant locations safeguards needed to be in place to ensure that response capacity required for local area response would not be denuded.
- The question of who would be involved in determining what resources would be required was considered. In the USA during the DWH spill, this was handled by a Critical Resources Unit. In other countries, this could be different depending on who was effectively managing the response – for example, the Responsible Party or a government agency
- Regarding intergovernmental co-operation, the roles of regional entities such as REMPEC, RAC/REMPEITIC-CARIB and many others would be of critical importance. A listing of relevant regional entities will be made available.
- Similarly, the intergovernmental mutual aid co-operation provisions of bilateral and multilateral treaties and agreements will be very important.

The position of ISCO as a member of the core group was confirmed. A more detailed report with focus on the implications for ISCO will be posted on the ISCO website RRI page.

ISCO PAPERS SUBMITTED TO IMO OPRC-HNS TG14 AND MEPC 64

On behalf of ISCO Dr Douglas Cormack presented a paper at TG14 - "Knowledge-based response planning for marine incidents".

In this paper he continued to develop the argument for Contingency Planning to be based on knowledge as opposed to belief, citing specific examples of how actions and omissions based on unproven beliefs have obstructed effective oil spill response and, in some instances, seriously compounded the clean-up requirements.

The paper was well received and ISCO was requested to continue its work on the development of knowledge-based contingency planning; also to invite a number of NGOs not present at the meeting to contribute to this work.

ISCO will also be presenting a paper at MEPC64 in support of measures to make it easier for oil skimming vessels to decant settled-out water during oil recovery operations.

These papers are too long to reproduce in the Newsletter but it is planned to make them available to members on the ISCO website. Further advice on this will follow later.

PROFESSIONAL MEMBERSHIP OF ISCO IS NOW AVAILABLE

It has taken a very long time to reach this stage and everyone should be aware that the Committee has worked long and hard to develop criteria and processes that will ensure that the award of Professional Membership of ISCO merits universal respect. The rigorous requirements will be strictly enforced.

We believe that the holding of Professional Membership will be highly advantageous to individuals working in our community. Companies and other organisations will also derive benefit through the employment of individuals who have attained professional recognition. Corporate Members and other organisations are urged to encourage and assist members of staff in seeking Professional Membership.

A North American assessment panel, forming part of the Membership Standards Committee, is being established to assess applicants resident in the USA and Canada. A similar panel, based in the UK, will assess applications received from individuals in other parts of the world.

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 96 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 96: KNOWLEDGE OF SHORELINE CLEANING

Mechanical recovery has been mentioned in the previous articles on shoreline cleaning in relation to skimming and pumping from trenches, sumps, rock pools and boomed inshore waters. However, while the performance of pumps, skimmers and booms has already been reviewed in the articles on seagoing response, the shoreline techniques of mechanical scraping prior to liquid and solid pollutant recovery and to pollutant-contaminated solid removal need similar review here as do the associated techniques of adsorption/absorption, processing/recycling and final disposal of pollutants whether from sea or shore.

Though the grader is the most discriminating scraper for removing pollutant from underlying sand, WSL enhanced this discrimination by attaching to the blade with wooden battens, a heavy rubber wiper cut from conveyer belt material, and similarly enhanced the less discriminating blades of the bulldozers and loading shovels previously used only in the moving and loading of grader collected material. Thus, with this refinement, it became possible to push pollutant not only to the side of the grader track with minimal sand, it also became possible to use the other equipment to push the more mobile (less viscous) pollutants down the beach gradient for collection in trenches at layer depths conducive to skimmed/ pumped recovery, it being important to avoid high abrasive-sand content in such recovery.

However, such scraping becomes increasingly difficult on gravel, shingle and pebble beaches, even when tracked vehicles are substituted for wheeled, the difficulty being in controlling the depth of cut though with the pollutant having penetrated more deeply than it does on sand, it is necessary to remove greater depths of beach material than is the case with sand. However, there being no possibility of pushing pollutant into trenches to reduce the subsequent transport and disposal problem as with sand beaches, WSL had to devise means of washing the pollutant from the beach material and returning the latter to the beach for all pollutant viscosities and all 'particle' sizes (c.f. below) or to adopt a means of sieving tar balls from the smaller particle sizes characteristic of sand beaches.

As to the latter, the city engineer of Melbourne, Australia, had conceived the Brighton Beach Cleaner for attachment to the standard power take-off units of Massey-Fergusson Tractors of industrial type MF20 or agricultural type MF135. This Cleaner was intended to remove all solids from both wet and well-drained sand beaches and WSL evaluated its performance in removing solid oil on the surface and within sand beaches. It consisted of a conical screen and an auger screw rotating on a horizontal axis behind the tractor and two mouldboards beneath it with a forward mouth opening of 1.22 (4ft) metres and a rear exit of 0.46 metres (1.5ft) feeding into the wide end of the conical screen which is itself set to cut a few inches into the sand as the tractor moves forward. As the conical screen rotates on the power off-take, sand particles are rejected radially through the screen while the larger oil lumps and other debris are passed backwards and upwards by auger to be deposited in a rear-mounted bin while a levelling bar ensures a smooth surface behind the unit. The rotating cone-screens have optional mesh sizes of 12.5, 19 and 25mm and are interchangeable as best suited to sand wetness and particle size. A front-loader is in any case required to counter the rear-weight of the cleaning unit itself and this is available to move heavy/bulky objects from the path of the unit while a bucket-attachment thereto transfers recovered oil to transport trucks

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.

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

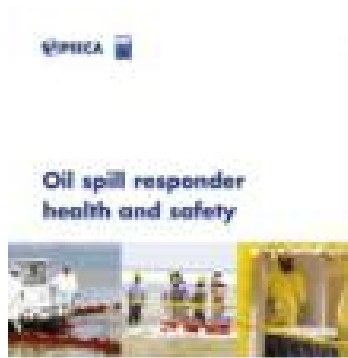
Note from Editor - Many members of the international spill response community are not well informed about the important work being done by members of the OSR-JIP.

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 is the final part of this article and elaborates on JIPs 12-15 and 17-19.

JIP 12: Re-write of IPIECA – OGP Good Practice Guides



Rationale

The IPIECA Oil Spill Working Group (OSWG) “Report Series” is an industry standard set of reports, highly regarded by both industry and governments alike and used both in training courses and as reference documents on Oil Spill techniques and Practices. A GIRG recommendation was that the IPIECA Oil Spill Report Series be updated with some urgency following the Macondo incident to reflect Oil Spill Preparedness and Response priorities in respect of Exploration and Production.

Final products / deliverables

The series has been re-named the “IPIECA-OGP Good Practice Guides” on oil spill response (GPG’s) and expanded to cover additional titles which will be written from scratch. A total of 25 documents will be produced by 2014. This is a substantial undertaking and represents the single largest project over the three year lifespan of the JIP.

JIP 13: Indemnification of Responders

Rationale

In the event of a major incident, other companies may be asked to provide responders, oil spill response equipment and associated materials, either individually or as part of a mutual aid programme. In general, mutual aid plans are written to anticipate movement of personnel between companies, and templates should be in place to facilitate this. In Macondo, difficulties were sometimes experienced with these transfers.

Final products / deliverables

This workstream has tracked related efforts underway in API and OGP, including API work on developing a template for the inter-company loaning of personnel, and the development of generic guidance on loaning personnel contained in the OGP Mutual Aid Agreement. Assuming these related efforts come to fruition, no distinct deliverables or work products are now envisioned for the JIP. API and the JIP are currently discussing the issue and the final disposition of their respective work items.



JIP 14: Airborne Dispersant Platform



Rationale

The oil industry has relied on the Aerial Dispersant Delivery System (ADDS) used in conjunction with the Hercules aircraft for many years. The Hercules design is now over 50 years old, the last civilian airframe being built in 1992. While suitable airframes remain available in the US, elsewhere the increasing operating costs and commercial viability of available airframes could reduce its potential availability within five years. To some extent, the original GIRG finding has been overtaken by events, as the initial problem identified above has in the medium term been solved by the conversion of two 727 aircraft to dispersant spraying capability, which is currently underway. However, looking forward, the industry needs to consider new aviation platforms, both regional and global, to support its dispersant operations.

Final products / deliverables

Initially, a consultant report on the recommended way forward in the longer – term will be produced. There is a possibility that further work could be considered on the basis of the consultant’s report but this would likely be a separate study at the discretion of the OGP Management Committee and the IPIECA Executive Committee.

JIP 15: Responder Management

Rationale

There were large numbers (over 47,000) of response personnel available and mobilised in the Macondo incident. Although this level of personnel support may not be replicated for a similar incident in other parts of the world, there is no clearly defined industry good practice with respect to the mobilisation, management, and integration of even moderately large numbers assisting in the response to a major spill.



Final products / deliverables

This JIP will develop a Good Practice Guide on responder management in the IPIECA-OGP GPG series. The GPG will include guidance on integrating authorities and military as part of the National Oil Spill Contingency Plan for dealing with a major incident.

JIP 17: Decanting



Rationale

The standard approach to physical removal of an oil spill is to contain the oil with booms, and then use mechanical recovery (skimmers and pumps) within the boomed area to recover the oil. The recovered oily water is pumped to barges, bladders, or if nearby into a production system based separator. Recovered water – and water that settles out - dramatically reduces the temporary storage space available at the site of skimming operations; this can result in having to stop skimming prematurely when the storage capacity is reached. Periodically discharging the separated water back into the boomed area (i.e. decanting) can considerably extend the available storage space and increase the

effective use of available skimming resources to remove oil from the water surface. This process is generally permitted in the U.S. and was used extensively during Macondo, however the practise is often prohibited elsewhere.

Final products / deliverables

The JIP will develop educational material on decanting that can be used by operators to secure permission from regulators to utilize decanting as an authorized technique. A model protocol for pre-approval of decanting and/or to expedite authorization from appropriate agencies to decant will be created. The package will be incorporated into the mechanical recovery GPG.

JIP 18: Responder Health & Safety

Rationale

Clean-up efforts in the Gulf of Mexico response could potentially have exposed workers to hazardous materials, thus necessitating the need for appropriate PPE. At the same time, however, extreme heat created challenges for workers in full PPE and lead to shortened work periods and regular rest breaks. Balancing the need to protect workers from potential exposures while not creating additional safety risks (e.g. heat stroke) is critical and while some guidance exists, further examination and direction is warranted.



Final products / deliverables

After review of API's work product in this area, the JIP will produce a revised IPIECA Responder Safety Guide to become the IPIECA-OGP Responder Health and Safety Good Practice Guide.

JIP 19: Characterizing Oils for Oil Spill Response



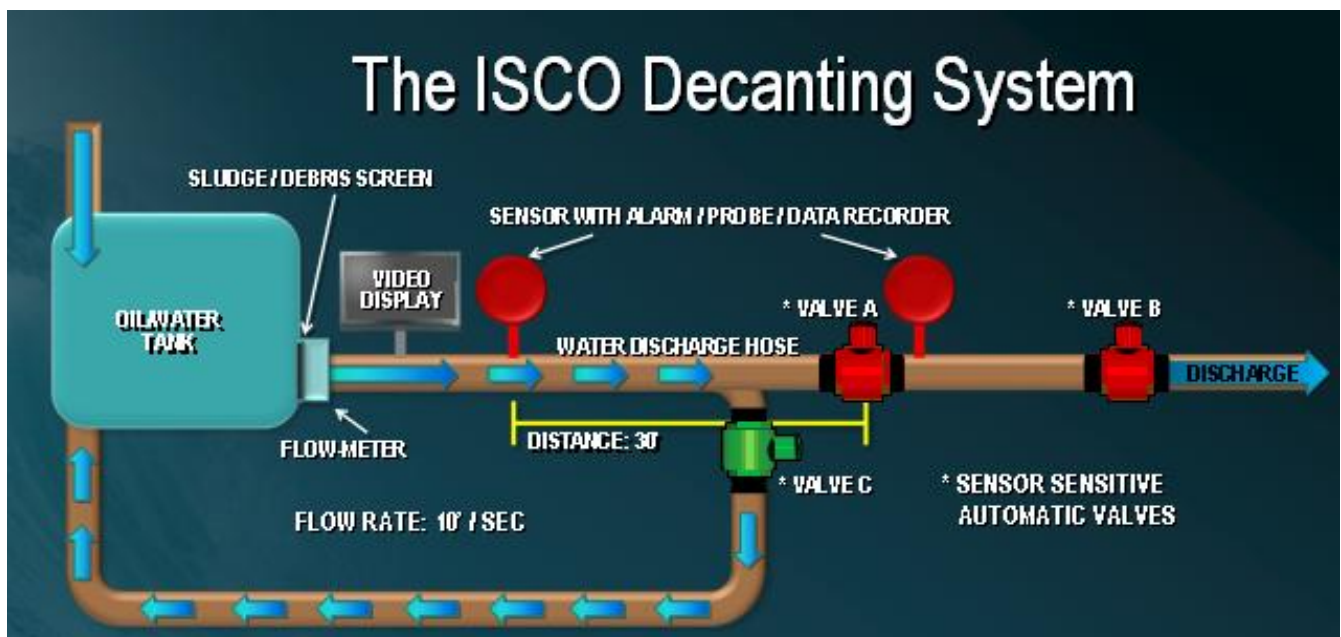
Rationale

As existing oil producing fields mature and new fields are developed, the range of oils and their physical/chemical characteristics continue to evolve and broaden. When oil is spilled, the parameters that affect the potential for impact and for response are not always readily available if the producer/transporter has not developed a characterization scheme.

Final products / deliverables

The JIP will produce a short (<10 page) publication on this subject. The JIP has agreed in principle to fund CEDRE to work on the document and will ensure that a wide range of industry stakeholders are involved in reviewing the draft.

IMPROVING THE EFFICIENCY OF OIL-WATER DECANTING FROM POLLUTION CONTROL VESSELS



During skimming operations, tank capacity for holding oil-water mixtures often becomes full. The responder must then cease recovery and proceed to a discharge facility or decant settled-out water.

MARPOL Annex 1 prohibits all discharges in bodies of water when the oil content of the discharge is in excess of 15 ppm. Exemptions to this provision are possible, but are rare. Getting permission to decant can be very difficult, take a long time or prove to be impossible.

Discharging settled-out water to the sea so skimming vessels may continue to recover oil is the better choice for protecting the environment. During the Deepwater Horizon spill, 6.2 million gallons were skimmed off the Gulf by more than 830 skimming vessels

Considerable stand-by time is spent waiting for a vessel of opportunity or going to a facility on shore. In some cases, skimming vessels may be as much as 50 miles from onshore reception facilities.

The time has come for a decanting system with safeguards to immediately detect and stop discharge of water which has more than the permitted oil content.

The schematic above illustrates a system developed over an extended period and patented by David Usher and his team at Marine Pollution Control Corp. He has called it the ISCO Decanting System as an honor to ISCO and in recognition of the efforts being made by the organization to make it easier for spill responders to legally discharge settled-out water.

The system employs sensors with alarm probes that can be pre-set to open or close valves at selected ppm oil content settings. When the oil content of the discharge is below the maximum permitted ppm, valves A and B remain open and valve C is closed. If the ppm oil content rises above the pre-set limit, valves A and B will close and valve C will open.

Automatic operation removes guesswork and human error. The oil content in ppm is continuously displayed on the monitor screen and the changeover from discharge to recirculation and vice-versa is automatic. A data logging system provides a comprehensive record of operations, including discharge start and stop times and the oil content of the discharge. For more info contact David Usher at dusher@marinepollutioncontrol.com

Events

THE CLEAN GULF CONFERENCE PROGRAMME HAS BEEN RELEASED

Clean Gulf is North America's Leading Oil Spill Prevention & Response Conference & Exhibition

Companies from throughout the oil spill prevention, preparedness and response industry will be in attendance at the 22nd Annual CLEAN GULF Conference & Exhibition, November 13 - 15, 2012. Key professionals and decision makers from throughout the Gulf Coast and beyond will come together to view the latest products, services and technologies, as well as hear about the latest trends and developments in the industry. [Download the Conference Programme](#)

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 Training Programme and Booking Form](#)

COMPANY NEWS

AIRBUS MILITARY ORDERS AYLES FERNIE NIMBUS AERIAL DISPERSANT SPRAY SYSTEMS



UK based manufacturer AYLES FERNIE INTERNATIONAL, who specialises in the design and manufacture of Marine and Aircraft oil dispersant spray systems has been awarded an important order from AIRBUS MILITARY for 3 aerial dispersant spray systems for the successful C295 aircraft. The system, to be designated NIMBUS C295, features a palletised tank and pump module arrangement which requires no modification to the aircraft. The spray arms are deployed from the ramp installed pump module and the system can be quickly installed for oil dispersant spray operations and easily removed to return the aircraft to its primary role when required. The NIMBUS concept has been applied to the larger Lockheed L-382G (Hercules) aircraft and this recent development represents the first of many potential applications of the NIMBUS aerial dispersant spray system concept for modern rear cargo door type aircraft.



Congratulations to ISCO Corporate Member, Ayles Fernie International on its success in winning this important order. The company's website is at <http://www.aylesfernie.co.uk/>

EQUIPMENT FOR SALE

ONLINE AUCTION OF GULF OF MEXICO SURPLUS EQUIPMENT

A very large inventory of new and used oil spill combat equipment is being offered for sale by online auction taking place on 17 and 18 October 2012. You can download the complete listing and instructions on how to bid at -

<http://energy.assetnation.com/index.cfm/company/SellerSpotlightAuctions/CompanyID/5043>

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