ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 359, 5 November 2012

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International news

KEY INTERNATIONAL MARINE ENVIRONMENT PROTECTION CONVENTION CELEBRATES 40 YEARS OF PROGRESS

The use of the world's oceans as a dumping ground for harmful wastes has been systematically regulated and reduced under the terms of an international convention that, this year, celebrates 40 years since it was first adopted.

The "Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972", usually referred to as the "London Convention", was one of the first global conventions designed to protect the marine environment from human activities. It has been in force since 1975.

The contracting Parties to the 1972 London Convention (and its 1996 Protocol) met at the London headquarters of the International Maritime Organization (IMO), from 29 October to 2 November 2012. During this meeting they celebrated the 40th anniversary of the adoption of the Convention, which took place on 13 November 1972.

The objective of the London Convention is to promote the effective control of all sources of marine pollution and to take all practicable steps to prevent pollution of the sea by dumping of wastes and other matter. Currently, 87 States are Parties to it. *IMO* Read more

MEETINGS OF THE INTERNATIONAL OIL POLLUTION COMPENSATION FUNDS

The governing bodies of the International Oil Pollution Compensation Funds (IOPC Funds) held meetings during the week of 15 October 2012 at the Headquarters of the International Maritime Organization (IMO) in London.

Fifty-four Member States, six observer States and 12 observer organisations attended concurrent sessions of the 1992 Fund Administrative Council, chaired by Gaute Sivertsen (Norway), the 1992 Fund Executive Committee, chaired by Ginette Testa (Panama), the Supplementary Fund Assembly, chaired by Sung-bum Kim (Republic of Korea) and the 1971 Fund Administrative Council, chaired by David Bruce (Marshall Islands).

The Secretariat reported on all incidents currently involving the IOPC Funds. Download and read the briefing report on the IOPC Funds meetings

Incident reports

USA: HURRICANE SANDY CAUSES 300,000 GALLON DIESEL SPILL NEAR NEW JERSEY

November 1 - A major oil spill has occurred in the strait of water separating Staten Island, NYC and the state of New Jersey. The spill, of more than 300,000 gallons of diesel fuel, reportedly occurred in the wake of Superstorm Sandy.

Incident reports

The Coast Guard said the incident occurred in the Arthur Kill tidal strait as fuel leaked from the Motiva oil tank facility, according to a report by NBC New York. Some 200 people have been working to contain the spill. *RT News* Read more

Coast Guard response to the spill

November 2 - Crews will be working for at least one to two weeks to clean up a storm-related diesel fuel spill on the New Jersey coast, according to a Coast Guard official.

The oil came from two 3.15 million gallon-capacity tanks at the Motiva petroleum storage facility, in Sewaren, N.J., damaged during Hurricane Sandy. Each contained 336,000 gallons of oil prior to the storm. The site is located on the Arthur Kill, a 10-mile-long, 600-foot wide tidal strait dividing mainland New Jersey from Staten Island, N.Y.

According to MarketWatch, Motiva has estimated that around 227,200 gallons of oil leaked from the damaged tanks. The Coast Guard has not confirmed that number. Two other nearby tanks, also holding 336,000 gallons of diesel fuel each, made it through the storm intact.

The Monday night surge from superstorm Sandy flooded a gravel-lined containment area around the tanks that was supposed to contain a spill. One tank has a visible hole, says Chief Ryan Egal of the U.S. Coast Guard, and the entire area is strewn with the kinds of debris that, carried by a hurricane wind or record-breaking storm surge, could cause a lot of damage to a fixed structure. “I’m seeing a lot of railroad ties, docks, a lot of wood, general garbage that is basically from land,” Egal says.

The storm surge both overtopped and breached the protective berm around the tanks, carrying spilled oil into surrounding waterways. Responders have seen “a lot of [oil] sheen” around Motiva’s dock on the Arthur Kill, and in the waterway’s main navigation channel, says Egal, as well as in nearby Woodbridge and Smith’s creeks.

Responders have deployed 13,600 feet of containment boom so far around Motiva’s dock and at the creek mouths to contain the spill. No sheen has been sighted on the New York side of the waterway, Egal states.

By the numbers, around 150 personnel are using 14 skimmers, 9 vacuum trucks, and 3 shallow water barges with built-in skimmers, along with absorbent pads and booms, to collect spilled oil at Motiva. It will be impossible to recover and reuse any of it, Egal says. He describes working conditions that sound, to understate things, extremely challenging: Workers have trying to sop up oil and collect fuel-soaked trash in brisk winds, around several severely damaged marinas in Smith’s Creek—“boats stacked on other boats,” wrecked docks, Egal says. “They are working about 18 hours a day in the bermed-off area,” he says, running equipment off generators because there’s no power at the site. Night work isn’t possible until they can get sufficient power for lights.

“Also, a lot of the responders are local,” he says. “They come here and do this and then have issues at home.” More than 1.4 million homes and businesses in New Jersey were still without power on Friday, according to Reuters.

On the up side, regular air testing by the Coast Guard’s Atlantic Strike Team has turned up no problems so far for both clean up workers or the nearby residential community, says Egal, one of the team’s hazardous materials specialists. Oxygen levels are normal; there are no detected levels of carbon monoxide or hydrogen sulfide; and volatile organic compound levels are consistent with what might be created by regular street traffic.

Motiva has hired three oil spill response contractors in response to the spill, according to Coast Guard Petty Officer Stephen Lehmann: Atlantic Response Incorporated, Moran Environmental Recovery, and MSRC-Marine Spill Response Corp. The Coast Guard is advising and overseeing the effort, along with state and local officials. *PopSci* Read more

Note from Bill Hazel of ISCO Corporate Member, Marine Pollution Control Corp. in Detroit

November 2 - Response crews from Detroit mobilized to New Jersey for hurricane Sandy relief efforts were deeply honored by the actions of a tearful NJ resident, who embraced them and thanked them for taking time from their homes to lend a hand. It is moments like this that give ultimate meaning to our profession.

This actually happened today. [Thanks to Bill Hazel, MPC]

Damage Assessment Teams Survey New York Harbor

November 2 - Coast Guard pollution responders and damage assessment teams from Coast Guard Sector New York got underway in New York Harbor to survey the waterway, and to look for pollution sources, sunken vessels, and potential actionable discharge of oil or release of hazardous materials. Assessment teams continue to identify environmental and navigation hazards and work to mitigate damage as recovery efforts continue after Hurricane Sandy. *Maritime Executive* Read more

USA: CHEMICAL SPILL CLOSES KENTUCKY RIVER

October 29 - Residents were evacuated and barge traffic on the Salt River was suspended after a chemical spill from a derailment in Louisville, Ky., Monday, officials said.

Officials said they were concerned one of the cars that derailed was carrying the chemical butadiene, a liquid that turns into a gas that can be dangerous if inhaled, WHAS-TV, Louisville, Ky., reported.

Dispatchers confirmed the situation is a Level 3 hazmat situation, meaning a substantial quantity of hazardous materials had escaped, posing significant risk to public health and the environment, and required a major response, WHAS said.
Disaster News Network Read more

Railroads move large volumes of hazardous materials through Louisville

The train that derailed early Monday in southwest Louisville, spilling the cancer-causing chemical 1,3-butadiene is just one of many that snake through Louisville each day, carrying vast quantities of hazardous materials by homes, shopping centers, parks and schools.

City officials on Monday did not have precise numbers, but said that because of Louisville's manufacturing base, including the Rubbertown complex of chemical plants, and its role as a rail hub, the quantities are huge. "It's astronomical," said Doug Hamilton, director of the Louisville Metro Emergency Management Agency. *Courier-Journal* Read more and watch video

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EGYPT: PROSECUTORS INVESTIGATE ASWAN OIL SPILL

October 28 - Prosecutors in Aswan are investigating last night's Nile River oil spill to determine the cause and source of the accident.

Acting Governor Mohamed Mostafa said that as of Sunday afternoon, the oil slick is evaporating and is now only 5 meters wide. The original spill was 5 km in diameter.

"It is approaching the city of Esna, north of Aswan," Mostafa said, adding that the source of the spill is still unknown. "The nearest industrial facility is 30 km away from where we found the spill."

Egypt Independent Read more

USA: 2,700 GALLONS OF GAS SPILL NEAR LAGUARDIA, TREATMENT PLANT EVACUATED

October 28 - Thousands of gallons of fuel spewed out of a car rental near LaGuardia Airport this morning with enough of it pouring into the local sewers to cause a nearby wastewater treatment plant to shut down, sources tell us. It all started earlier this morning when a gas pump at the Enterprise Rent-a-car across from the airport was damaged. Though the NYPD has yet to comment on the incident, we are told it is being treated as an act of vandalism.

A source tells us that 2,700 gallons of gasoline then poured out on the street and into the sidewalk this morning just before 5 a.m. (we've heard from other sources the number of gallons lost may be much higher). Worse, a portion of the fuel made its way into the sewer system and from there into the nearby Bowery Bay Wastewater Treatment plant.

Luckily the system quickly detected the volatile substance and set off alarms. The plant was briefly evacuated but wastewater treatment continued, according to officials. *Gothamist* Read more

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USA: ASPHALT TAR SPILL POLLUTES DE LUZ CREEK

October 24 - Hundreds of gallons of asphalt tar that spilled from an overturned truck this week in the rural De Luz area west of Temecula flowed into the pristine Sandia Creek and cleanup of the mucky mess is expected to take days, authorities said.

A petroleum scent hung in the air around the creek Wednesday, Oct. 24, as crews in hazmat suits shoveled contaminated soil into buckets and pumped water flowing from upstream around the spill area blocked with containment booms. The asphalt tar — a heavy, sticky petroleum product — coated vegetation and sank to the bottom of the creek. *The Press-Enterprise* Read more

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News

USA: OIL INDUSTRY SEEKS TO INTERVENE IN ENVIRONMENTAL LAWSUIT OVER CHEMICAL DISPERSANTS

An image from video made available by BP PLC shows dispersant being applied to an oil leak during efforts to cap the Deepwater Horizon oil well in the Gulf of Mexico on June 3, 2010. The white wand in the center is releasing the dispersant. BP PLC, via The Associated Press

November 2 - An oil industry association is seeking to intervene in a federal lawsuit in which environmental groups are pressing for stricter standards for chemical dispersants like those used to help stem the 2010 **BP oil spill**. In a brief filed with the federal District Court in Washington D.C., the **American Petroleum Institute** says any new restrictions on dispersants can impact oil spill response plans required as part of the federal permitting process.

It says that the suit could lead to the removal of all or some of the 59 chemical dispersants now on the National Contingency Plan for oil spills.

The suit, therefore, could "limit the dispersants and agents that API members could rely upon in their mandatory dispersant use plan, the existence and approval of which is prerequisite to obtaining authorization for drilling, platform or pipeline operations," the association said in its filing.

Hannah Chang, the attorney representing a coalition of environmental groups that brought the federal lawsuit, said the oil industry shouldn't be allowed to join the case. Chang works for the environmental law group **Earthjustice**.

"We want the federal government to comply with the Clean Water Act to make sure that only dispersants that are safe for humans and the environment are used in the event of an oil spill," Chang said. "We don't need the American Petroleum Institute to be involved in this case arguing to maintain the status quo and pushing to weaken rules that should be more protective."
The Times Picayune Read more

USA: HOW ABANDONED WELLS CAN CAUSE EXPLOSIONS AND CONTAMINATION

October 12 - Abandoned wells in Pennsylvania are putting landowners at risk for drilling-induced explosions and water contamination, according to a new investigative series by our fellow StateImpact reporters in Pennsylvania.

After a methane geyser erupted in the Pennsylvania countryside last year, StateImpact Pennsylvania is now looking into the dangers of abandoned, aka “orphaned,” wells in their *Perilous Pathways* series.

Texas also is home to abandoned wells, as we reported earlier this year. Over 7,869 orphan wells scatter across the oil and gas fields of Texas, which cost millions of dollars to plug.

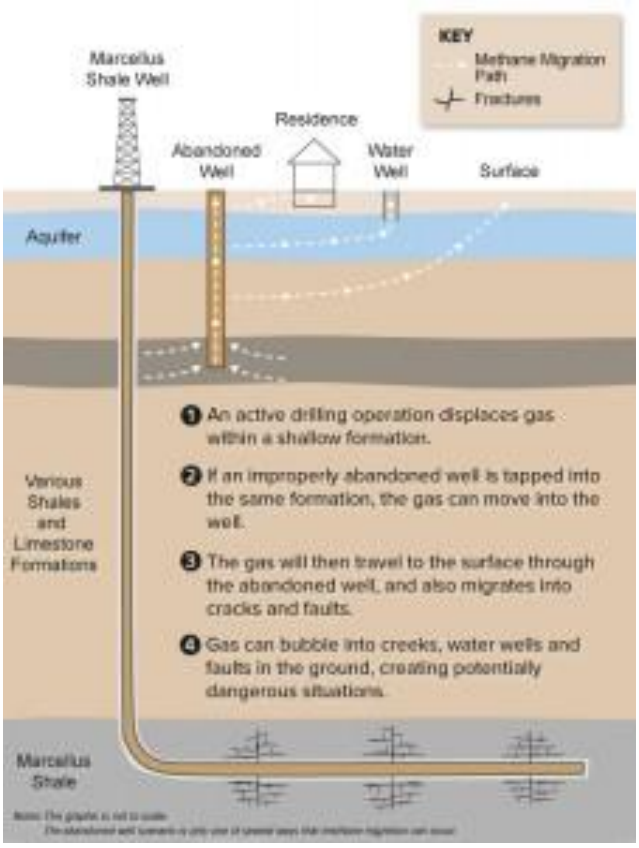
StateImpact Pennsylvania reports that there are probably around 200,000 abandoned oil and gas wells in the state.

“We know where just a slim fraction – probably four percent – of these wells are,” they write. “The information gap is a problem, because abandoned wells are dangerous.”

Some of them can lead to methane migration when new wells are drilled for hydraulic fracturing, aka “fracking,” causing water contamination.

StateImpact Read more

[Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]



UK: OIL RECOVERY VESSEL CODE - WITHDRAWAL IN FAVOUR OF ALTERNATIVE ARRANGEMENTS

The Maritime and Coastguard Agency has issued this Notice to all Ship Owners and operators of vessels, of any size, engaged in oil recovery operations; and those who may commission vessels to engage in such activity

1. Introduction

1.1 In 1996 the Marine Safety Agency published the Code of Practice for Vessels Engaged in Oil Recovery Operations, also known as the "Black Code", ISBN: 0-11-551811-8. This Code addressed the provisions considered necessary for Offshore Supply Vessels (OSVs) when engaged in the task of oil recovery in the event of an accidental spill.

1.2 On publication of this Marine Guidance Note, the Black Code is being withdrawn. It has been identified that the prescriptive requirements placed on operators of oil recovery vessels in the Black Code have the potential to be counter productive to the intended outcome of recovering oil after a spill. The reasoning behind this decision is outlined in detail in the attached annex.

1.3 Withdrawing the Code eases the mandatory provisions in favour of an improved risk based approach, and is an opportunity for sensible safety and marine pollution control measures in what may be difficult and ill-defined circumstances.

2. **Alternative Risk Management Approach**

2.1 Because of the diversity of both the oil to be recovered and the process by which that oil will be managed from recovery to disposal, it is necessary to rely upon a risk based approach, noting:

2.1.1 The offshore sector places responsibility on the operator to have in place a Risk Management System to cover all identified risks.

2.1.2 The Port Marine Safety Code, ISBN: 978-1-84864-035-1, places responsibility on port authorities and managers to have in place a Safety Management System supported by risk assessment and risk management. This Code requires harbour authorities, under the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998 (the OPRC Regulations, SI 1998/1056) to prepare an Oil Pollution Emergency Plan to respond to oil spills in their waters.

2.1.3 Ship Operators are required to assess and manage all identified risks. Larger ships have a statutory obligation through the International Management Code for Safe Operation of Ships and Pollution Prevention (the ISM Code), implemented in the United Kingdom by the Merchant Shipping (International Safety Management (ISM) Code) Regulations 1998, SI 1998/1561), and all vessels have statutory responsibilities arising from the Merchant Shipping (Health and Safety at Work) Regulations 1997 (SI 1997/2962). A viable model for the safety management of vessels under 500GT is the Domestic Safety Management system, described in Merchant Shipping Notice MSN1754 and Marine Guidance Note MGN158. Although this system is applicable to passenger ships under the Merchant Shipping (Domestic Passenger Ships) (Safety Management Code) Regulations 2001 (SI 2001/3209), it can also be applied on a practical level of safety management to smaller vessels.

2.2 Vessels used for oil recovery which rely on shipboard pumps and stowage should, where appropriate, be Classed and remain in Class with one of the UK authorised Recognised Organisations, with the notation "oil recovery service" (or equivalent), MGN 322 refers. These would normally be vessels of over 24 metres in length, greater therefore in size than those subject to the MCA Small Commercial Vessel Codes which remain appropriate for vessels operating portable pumps and discharging collected residues into independent free floating tanks.

3. **Responsibility**

3.1 Failure to have in place, and effectively operate, a risk management system would be a breach of the Merchant Shipping Regulations identified above, i.e. requirement to identify risks, carry out risk assessments, and appropriate surveillance. In the event of an accident to a vessel or person the companies/employers may also be subject to a claim of liability.

More info [Thanks to ISCO Executive Committee member, Capt. Bill Boyle, MNI, for providing this regulatory news alert]

PRESSURE BUILDS FOR BETTER OIL SPILL CLEAN-UP TECHNOLOGY

November 2 - With oil becoming scarcer and more expensive, the economics of the industry may finally tip in favor of one of the most neglected areas of its business - the technology for cleaning up oil spills.

Despite efforts by scientists to find new and more effective ways to deal with spilt oil, there has been little fundamental change in the technology in the two decades since the 1989 Exxon Valdez disaster that spilled 750,000 barrels of oil into Prince William Sound in Alaska.

But as oil companies push into the environmentally pristine Arctic and deeper waters elsewhere, the pressure on them to

demonstrate they can quickly mop up spilt oil will increase.

Big spills like BP PLC's 2010 disaster in the Gulf of Mexico usually trigger a flurry of research, much like the acceleration in weapons technology in wartime, but history shows that industry and government enthusiasm quickly fades.

That loss of momentum could prove expensive. BP has already spent $14 billion on clean-up operations, paid out over $8 billion in claims and is offering a further $7.8 billion in settlement to those affected by the disaster.

A pair of materials researchers from Pennsylvania State University have come up with a novel gel that can absorb 40 times its own weight in oil and forms a soft solid that is strong enough to be scooped up and fed straight into a refinery to recover the oil.

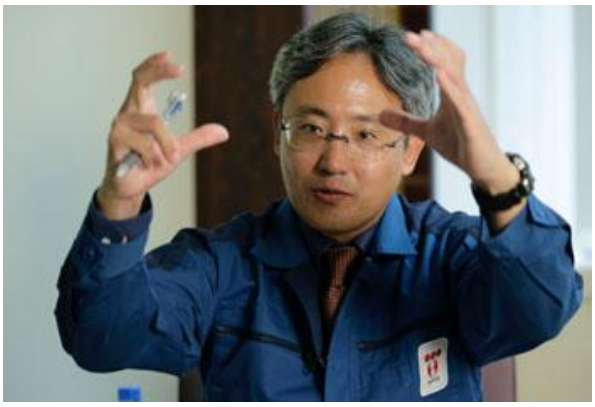
The polymer developed by Mike Chung and Xuepei Yuan only interacted with oil in tests and the swelled gel contained no water, which solves the sticky problem of separating spilt crude from the water it pollutes.

Chung says existing absorbers like straw, and even corn cobs, can only hold about five times their own weight. They also pick up water along with the oil and become waste that has to be buried in special landfills or burned.

The Penn State scientists estimate their polymer gel could be produced on a large scale for $2 a pound, which is enough to recover more than five gallons of spilled oil worth roughly $12 based on a barrel price of $80.

"Had this material been applied to the top of the leaking well head in the Gulf of Mexico during the 2010 spill, this... could have effectively transformed the gushing brown oil into a floating gel for easy collection and minimized the pollution consequences," the scientists said in their research paper on the new material. *Reuters* Read the complete text of this article by Chris Wickham

JAPAN: FUKUSHIMA NO. 1 RADIOACTIVE WATER TANKS MAXED



On the frontline: Yuichi Okamura, water treatment manager at the Fukushima No. 1 power plant, is interviewed Monday. AP

October 28 - Workers at the Fukushima No. 1 plant are struggling to find space to store tens of thousands of tons of highly contaminated water used to cool its crippled reactors, the manager of the water treatment team said.

About 200,000 tons of radioactive water — enough to fill more than 50 Olympic swimming pools — are being stored in hundreds of gigantic tanks built around the complex. Tokyo Electric Power Co. has already felled trees to make room for more tanks and predicts the volume of water will more than triple in three years.

"It's a pressing issue because our land is limited and we would eventually run out of storage space," the water-treatment manager, Yuichi Okamura, told AP. Tepco is close to starting a new treatment system that could make the water safe enough to discharge into the ocean. But its tanks are filling up in the meantime, mostly because cracks in reactor buildings are allowing groundwater in. *The Japan Times* Read more

AUSTRALIA: NEW STATE-OF-THE-ART OIL SPILL EQUIPMENT ROLLED OUT

On 17 August the Hon. Anthony Albanese MP, Minister for Infrastructure and Transport, announced the roll-out of new state of-the-art equipment to clean up and respond to oil spills more quickly and effectively.

The equipment, worth some $13.5 million, was rolled out to National Resource Centres in Sydney, Melbourne, Devonport, Adelaide, Perth, Dampier, Darwin, Townsville and Brisbane.

In his release the Minister commented on increased shipping in our region and the need to address the risks of such growth. "In the last decade, we have seen more ships on our waters thanks to increased mining and industrial activity. With increased activity comes increased risks and we need to address the risks associated with these changing shipping patterns, particularly in north-Western Australia and the Great Barrier Reef. While oil spills rarely happen, they can have catastrophic consequences, particularly in pristine environments such as the Great Barrier Reef".

Read more about this and lots of other news from Australia in the new October 2012 issue of *AMSA Aboard*

HONG KONG, CHINA, OIL SPILL RESPONSE EXERCISE

October 25 - An annual oil spill response joint exercise, this year code-named Oilex 2012, was held this morning off Ha Mei Wan, Lamma Island, to test responses in combating oil pollution in Hong Kong waters.

Under the Maritime Oil Spill Response Plan, the Marine Department co-ordinated the exercise in which other government departments including the Civil Aid Service, the Auxiliary Medical Service, the Hong Kong Police Force and the Government Flying Service (GFS), as well as oil companies, also participated.

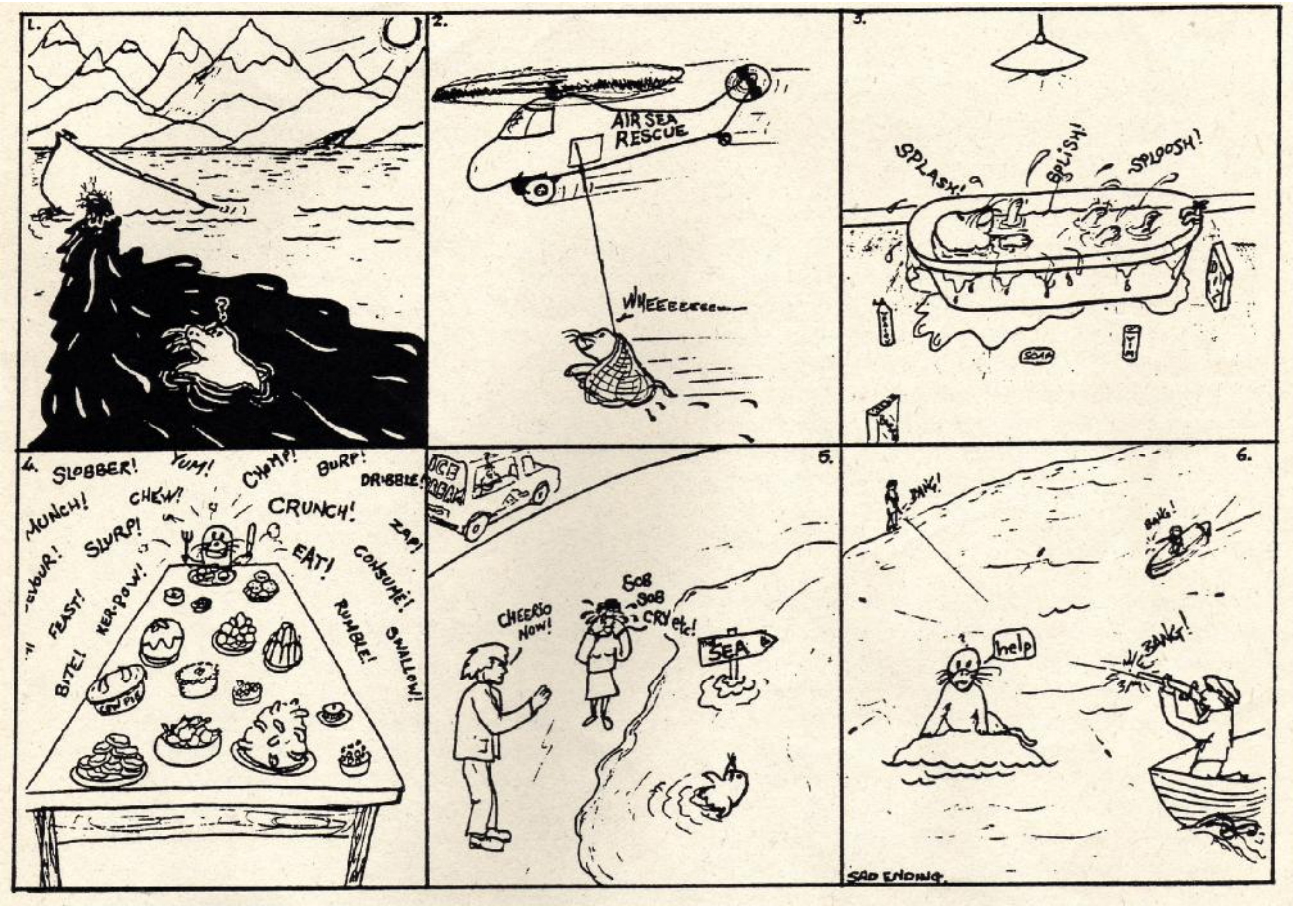
During the exercise, response groups contained the mock oil spill situation of an oil tanker anchored near Ha Mei Wan leaking oil from its cargo tank of 5,000 tonnes of fuel oil. Such a spill would pose threats to the nearby environment and facilities, including the cooling water intakes of the power station, bathing beaches and the nesting site of green turtles on the south of the island at Sham Wan.

In the wake of the "spillage", oil combat teams set up a ring of floating barrier booms around the tanker while salvage teams transferred the fuel and patched up the leakage. A second defence line of barrier booms was also rigged up to prevent the spill from spreading. The exercise demonstrated the spraying of oil dispersant from pollution control vessels and a GFS helicopter onto the sea, as well as the recovery of booms and equipment. *Hong Kong Marine Dept.* Read more

USA: 1989 OIL-SPILL OTTER OUTLIVES THEM ALL

October 30 - The last otter on the planet known to have experienced the 1989 Exxon Valdez oil spill in Alaska is alive and comfortable at Tacoma's Point Defiance Zoo & Aquarium.

Homer the northern sea otter at the Point Defiance Zoo & Aquarium is named for the town on the Kenai Peninsula in Alaska near where she was rescued after the Exxon Valdez oil spill in 1989. She is the last known otter on the planet to experience the oil spill, according to John Houck, deputy director of the zoo. The spill of almost 11 million gallons spread over hundreds of miles of Alaska coastline. *The Seattle Times* Read more



This cartoon appeared in the July 1990 issue of the Oil Spill Bulletin & Environmental Review (OSBER) published by Alba International Ltd. – It had just been reported that, after the Exxon Valdez oil spill, traditional hunting of seals had been restarted.

INTERNATIONAL RESPONSE RESOURCE INVENTORY

"In the midst of a very large oil spill, having the right response equipment at the right time in the right location is crucial. Facility in acquiring essential equipment from one's own nation is not enough. There needs to be an efficient process to source critical resources worldwide".

Reflecting on the kinds of spills that may require the mobilization of international response support, one could include events resulting from …

- Acts of war – for example, the Gulf War (1991) and Lebanon spill (2006)
- Oil well blowouts – for example, Deepwater Horizon in the Gulf of Mexico (2010)
- Oil tanker accidents – for example, Exxon Valdez (1989)
- Oil pipeline ruptures (subsea and on-land)
- Oil tank farm incidents (coastal terminals and inland depots)

… and one thing is certain – however hard we try to prevent such events, they *will* happen again, quite likely in remote areas of the world where local and regional resources for damage limitation are extremely limited.

We do need to be better prepared and this is why the International Offers of Assistance (IOA) and Response Resource Inventory (RRI) initiatives are important.

Co-operative international support is at the heart of ISCO's objectives and this is worthy of your support.

A special web page has been created at www.spillcontrol.org Members should log in and go to the IMO Section, then select Work Groups and RRI Project.

Members who feel they would like to join the ISCO RRI Correspondence Group should contact the Secretariat – info@spillcontrol.org The website has been set up in a such a way that you can very easily catch up on progress already made.

If you value receiving this Newsletter, support the work we are doing and are not yet a Member you can join on line – Click HERE

PROFESSIONAL MEMBERSHIP OF ISCO

The Secretariat is now receiving applications for professional membership of ISCO.

If you would like to know more about the benefits of Professional Membership, please click HERE

ARTICLES FOR INCLUSION IN THE ISCO NEWSLETTER

Your editor is always on the lookout for interesting articles.

For example, have you carried out a inland or marine spill clean-up of an unusual kind – perhaps one that required you to use innovative techniques in answer to particular problems.? If you have a good story you would like to share with our readers, please send it in.

ISCO EDITORIAL POLICY

For legal and other reasons ISCO and the ISCO Newsletter cannot, and will not, endorse products and services provided by members or other third parties.

However, we do welcome contributions about new technical developments – one of ISCO's aims is to disseminate information to our community on new products and services, technical improvements and the realisation of new ideas for improving spill prevention and response.

In order to be accepted for publication articles should be factual and written in concise, clear language. Articles with overt sales promotion, exaggerated claims, or other dubious content will not be accepted.

A well written article, with one or more photos, is a great way to tell the world about a new technological advance. It is good PR and it's free. In allocating editorial space, ISCO Members are given priority (without their support this Newsletter would not be published) but contributions from non-members may also be accepted if publication conforms with ISCO's educational objectives.

Correspondence

NIGERIA: 2013 INTERNATIONAL OIL SPILL CONFERENCE

To all readers of the ISCO Newsletter –

This is to inform ISCO that the 2013 Nigerian International Oil Spill Conference is scheduled to be held in Accra, Ghana, June 12 to 14, 2013.

Please inform and mobilise all your members to support and participate in this important conference on Nigerian oil spill deteriorating situation in the oil producing areas. Nigeria needs international intervention, support and solution to restore its environment. Kaku Professional Engineers Ltd in collaboration with Texas A and M University National Spill Control School are organising the Conference. Further details will be provided.

Thank you. Sylvester Egwu segwu2002@yahoo.com

Cormack's Column

In this issue of the ISCO Newsletter we are printing No. 101 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 101: KNOWLEDGE OF SHORELINE CLEANING

The intermediate storage pits of article 100, provide another opportunity to add demulsifiers to reduce pollutant viscosity and volume to its oil-content volume for the next stage if this was not done by online static mixer during transfer to initial storage. However, while it is easier to assist demulsification by addition of heat in secondary storage, care is needed to avoid a sub-surface steam build-up in high viscosity emulsions whether steam-coils or live-steam injections are used. It is thus preferable to use an external heat exchanger to control temperatures within safe working limits. Again, separated water must be removed from the bottom of such intermediate storage tanks or pits. In any case, rain water needs to be removed particularly if surface drainage from a large area may enter the pit. Again, intermediate storage can act as an API gravity separator just as can initial storage tanks or pits can. Though performance is less than optimal under emergency makeshift conditions onshore, the use of low-sheer pumps for all two phase transfers of oil and water avoids creating the smallest oil droplets which are slowest to gravity-separate from water or do not separate at all.

Thus, while discharge of water with an oil-content < 100ppm in pollutant recovery operations at sea ought be tolerable even to most extreme environmentalist, discharge to ground surfaces may require construction of a simple *in situ* API-type separator or a commercially available skid-mounted separator of the coalescer-type may be installed immediately upstream of the final water-discharge point. Similarly, while emulsion breaking may not be complete in such emergency makeshift conditions and may not produce water-contents below the 2% limit required for oil refinery processing, shoreline processing is capable of making the recovered pollutant easier to pump by lowering its emulsion viscosity to that of the original oil minus its volatile components while leaving final demulsification to the receiving refinery.

However, not all shoreline recovered pollutant is liquid requiring pits to be dug for containment. When beach material acts as an adsorbent the combination may be treated as a solid to degrees dependent on the tendency of the liquid emulsion to drain/leach from it with unacceptable secondary effects in subsequent handling. Thus, polluted beach material can be stored as piles on flat surfaces, though given the potential of the adsorbed pollutant to drain/leach, these flat surfaces should be covered with sheeting to protect the underlying ground, the sheeting being turned up and over a bund wall to collect any oily water from the pile and arrangements for pumping/processing being in place to keep the bund from overflowing, particularly in rain and to reduce oil-content to acceptable levels prior to water discharge external to the bund. Again, in transporting contaminated beach material to and from such initial/intermediate storage by lift vehicles and trucks, appropriate sheeting is needed to prevent oily water releases *en route*.

Following initial and intermediate storage with whatever emulsion breaking, oil/water separation or oil/ beach material separation has been achieved, pre-storage for subsequent processing/use is required at the processor/user location, and while its emergency capacity is likely to be limited, it is desirable that it be capable of sustaining the rate at which the plant can maximally process and use arrivals as an addition to its normal feed-stocks. Such prior processes may include final dewatering, desalination etc. for compatibility with plant and product specifications and with existing regulations governing plant operation.

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.

Contributed article

EUROPE: SAFEMED DELIVERS DECISION-SUPPORT TOOL TO MEDITERRANEAN PSCOs

Photocaption: (from left) The Chairman & CEO of the Korean register of Shipping Dr Oh Kong-gyun presenting the Korean bell that symbolises friendship and cooperation to the Chairman of Mediterranean MoU on Port State Control, Capt. Mark Chapelle.

November 1 - As from this month, Port State Control (PSC) officers in the Mediterranean are far better equipped with the right and proper software when inspecting foreign-flagged ships in their ports.

The decision-support tool, known as MedRules, helps PSCOs to determine in an accurate manner which versions of the international Conventions and regulations are applicable to the ships visited. This is considered as a crucial point for assessing the seaworthiness of the ship as applicable regulations depend on the exact ship's specifications and year of built. Furthermore, this will generate increased productivity and efficiency in the fight against sub-standard shipping.

At a ceremony held recently during the 14th Committee of the Mediterranean MoU (Med MoU) on Port State Control (PSC) in Izmir, Turkey, MedRules was officially delivered to the Med MoU by the Korean Register (KR), the company that was awarded the contract for its development.

The provision of MedRules originated from a request of the Med MoU to the European Commission which tasked the SafeMed II Project with examining feasibility.

REMPEC, the Malta-based body implementing SafeMed II, and the International Maritime Organization (IMO), REMPEC's managing authority, launched an open tender process in 2011 resulting in the award of the contract to the Korean Register. KR is one of the world-leading classifications societies offering verification and certification services for ships and marine structures in terms of design, construction and maintenance.

MedRules comes in two versions: online and offline. The online version will allow PSC Officers to prepare their inspections at their headquarters, whilst with the offline version officers will be able to take on-board a complete regulatory reference database to check necessary information.

In order to make efficient use of the online version, the SafeMed II Project is supplying each PSC officer of the Med MoU a state-of-the-art laptop with top of the range processors and storage solutions to be able to retrieve relevant information in the fastest possible way. More than 300 laptops are being provided. The contract for the laptops has been awarded to Dell.

Albert Bergonzo, SafeMed Project Officer in charge of PSC activities, declared: "The EU-financed SafeMed Project has successfully delivered this sophisticated and essential, yet easy to use tool. MedRules will be instrumental in helping the Med MoU to reach best-in-class standards in its operations."

The Mediterranean MoU on Port State Control is a regional agreement for the inspection of foreign ships in other national ports by PSC officers (inspectors) for the purpose of verifying that the competency of the master and officers on board, and the condition of the ship and its equipment comply with the requirements of international conventions (e.g. SOLAS, MARPOL, STCW, etc.) and that the vessel is manned and operated in compliance with applicable international law. It is one of nine such regional agreements around the world. Members of the Med MoU are Algeria, Cyprus, Egypt, Israel, Jordan, Lebanon, Malta, Morocco, Tunisia and Turkey. Cyprus and Malta, both EU Member States, are not beneficiaries of the SafeMed Project.

The SafeMed II Project is a €5.5 million EU-financed regional effort to enhance Euro-Mediterranean co-operation in the field of maritime safety and security, prevention of pollution from ships and marine environmental issues. More information about the SafeMed II Project is available on the Project's website at www.safemedproject.org [Thanks to Benjamin Frendo]

Training

USA: NASBLA OFFERS AIRBOAT TRAINING FOR LAW ENFORCEMENT, EMERGENCY RESPONDERS

October 29 - The National Association of State Boating Law Administrators (NASBLA) is holding its new Airboat Operators Course February 25-March 1, 2013, in Delacroix, Louisiana.

This airboat training falls under NASBLA's Boat Operations and Training (BOAT) program. Launched in 2010, the BOAT program provides the nation's maritime law enforcement and first responders with a standard of qualification and training as well as a roadmap for maintaining currency of skills and internal program management for their agency regardless of size or discipline. *The Maritime Executive* More info

Events

CHINA: THE 2ND OIL SPILL RESPONSE WORKSHOP – BEIJING, 12 DECEMBER 2012

Oil spill accidents have led to great environment destruction and loss for life. According to statistics, there is one spill calamity every four days in China. The government has been improving and implementing regulations and legislations in order to prevent, respond to oil spills and restore environment impacts. It is also investing to build dozens of oil spill response centers before 2015. Chinese businesses are also required to establish spill response mechanism. Take CNOOC for an example, it will expand and build seven spill response bases in coming years, which will acquire five to 10 support vessels and other spill response equipments.

OSRW 2012 will provide venues for experts from around the world to share their latest researches, technologies and concepts in spill prevention, preparedness, response, and restoration. It is an opportunity for the industry to come forward and discuss oil spill - how it can be prevented, what can be done to clean up the menace and how we can utilize the best technology. More info

UK: OFFSHORE EUROPE 2013 – SPE CALL FOR PAPERS

This is a reminder that the Society of Petroleum Engineers is now inviting you to submit your paper proposals for technical papers to be presented at the SPE Offshore Europe Conference and Exhibition 2013. The event will take place **3rd to 6th September 2013 at the AECC, Aberdeen**.

The deadline for receiving paper proposals is **14 January 2013**. More info

Publications

CLICK ON THE LINKS BELOW TO DOWNLOAD THESE NEW PUBLICATIONS

US EPA – Technology News and Trends (October 2012) and TechDirect (1 November 2012)

IMO - IMO Publishing Newsletter (October 2012)

CROIERG (Australia) – Croierg Web News (October 2012) – Training course updates. Committee members, and lots of other news from Canberra and Regions Oil Industry Emergency Response Group in Australia.

Company news

A NEW POLLUTION CONTROL KIT FOR THE MULTIROLE C295

Airbus Military has signed a contract with Ayles Fernie International for 3 aerial dispersant spray systems that will be installed in the C295 contracted by the Royal Air Force of Oman (RAFO).

The system is equipped with a palletised pollution control system which will be used to deploy dispersants in response to oil spills. The equipment can be carried by a C295 transport without the need to perform any structural modifications.

The dispersant spray system is designated as NIMBUS C295, it comprises a palletised tank and a pump module arrangement that is secured to the aircraft cargo ramp. Rapid installation, loading, draining-down and removal are key features of the NIMBUS design. The system can be quickly installed for oil dispersant spray operations and easily removed to return the aircraft to its primary role when required. For organisations with ecological World-Wide commitments, the flexibility of the modular design enables even when the system is required in more distant and remote regions of the world. The result is a much faster response to remote oil spills which is a critical factor in the successful use of dispersants. More info
[Ayles Fernie International is a Corporate Member of ISCO]