ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 424 2 March 2014

info@spillcontrol.org http://www.spillcontrol.org

ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and is dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisations.

ISCO COMMITTEE & COUNCIL

ISCO is managed by an elected executive committee members of which are **Mr David Usher** (President, USA), **Mr John McMurtrie** (Secretary, UK), **Mr Marc Shaye** (USA), **Mr Dan Sheehan** (USA), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Mr Paul Pisani** (Malta), **Mr Simon Rickaby** (UK), **Mr Li Guobin** (China), **Captain Bill Boyle** (UK) and **Mr Dennis van der Veem** (Co-opted Member, The Netherlands)

The Register of ISCO Members is maintained by **Ms Mary Ann Dalgleish (**Membership Director) and the list of members is on the website at http://www.spillcontrol.org

The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Namig Gandilov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psaraftis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

For more info on Executive Committee and Council Members go to www.spillcontrol.org

FIND THE HELP YOU NEED

Click on these links to view websites

CONSULTANTS

EQUIPMENT & MATERIALS

RESPONSE ORGANISATIONS

TRAINING PROVIDERS

International news

DEEPWATER HORIZON INFORMS ARCTIC OIL SPILL DEBATE

February 23 - A report released this month by the Arctic Oil Spill Technology-Joint Industry Program discusses the in-situ burning of spilt oil in detail. Research has been conducted on this method since the 70s and has demonstrated on-ice burning of spilled oil could remove almost all of the oil present on an ice surface with only minimal residue.

Each season presents different drawbacks and opportunities for in-situ burning, states the report. Mid-winter, although associated with long periods of darkness and cold temperatures, provides a stable ice cover that not only naturally contains oil within a relatively small area but also provides a safer working platform for surface oil removal. For spills under or on fast ice, there are a range of effective burning options which can result in very high removal effectiveness. Options to deal with spills in moving pack ice are more limited and likely to result in highly variable removal values depending on a variety of natural conditions and logistics constraints. In these conditions it is often only possible to track the oil until it is released from the ice the following spring and ignite and burn it then.

Environmentalists remain concerned about the oil spill management measures that have been proposed to date. Environmental organization Oceans North says spill response could be delayed for weeks at a time due to the often hazardous conditions, especially during the winter. Oil persists in Arctic environments longer than anywhere else. It can become trapped under sea ice. It also evaporates at a slower rate in cold temperatures. The environmental conditions that characterize the Arctic – sea ice, subzero temperatures, high winds and seas and poor visibility – influence the effectiveness of clean up strategies and how much oil is recovered. Download the Report

Read the complete text of this article in *The Marine Executive*

THREE LITTORAL STATES ADOPT ENVIRONMENTAL SENSITIVITY INDEX ATLAS FOR GULF OF THAILAND

February 19 - Cambodia, Thailand and Vietnam officially adopted the Environmental Sensitivity Index (ESI) Atlas for the Gulf of Thailand, which was developed to guide effective planning and oil spill response in the region.

At the Final Workshop on Strengthening Oil Spill Preparedness and Response in a Subregional Sea Area: Environmental Sensitivity Mapping in the Gulf of Thailand held last 5–6 December 2013, representatives from the subregional project steering committee, national ESI technical teams, the International

BECOME A MEMBER OF ISCO

Enjoy all the benefits of membership of this worldwide organization and support the continuing publication of the ISCO Newsletter Application Form

PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

Professional recognition is a visible mark of quality, competence and commitment, and can give you a significant advantage in today's competitive environment.

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.

You can apply for Student Membership, Associate Membership (AMISCO), Membership (MISCO) or Fellowship (FISCO).

All about Professional Membership

Application Form

To receive the ISCO Newsletter

Go to http://www.spillcontrol.org and enter your name and email address in the Registration Form (located on the bottom left hand side of the page) then click on "SUBSCRIBE

International news (continued)

Maritime Organization (IMO) and PEMSEA reviewed the drafted Gulf of Thailand ESI Atlas and shared experiences and lessons learned in implementing the project.

Funded by the Korea International Cooperation Agency (KOICA) under the Yeosu Project Fund, the project aimed to build the capacity of the region's national and local governments in oil spill preparedness and response. One of the project's outputs is the Gulf of Thailand ESI Atlas, which features maps summarizing the Gulf of Thailand's coastal resources that are at risk if an oil spill occurs.

After reviewing the drafted Gulf of Thailand ESI Atlas, the subregional project steering committee and national project technical teams agreed to further refine the ESI maps — which were produced by the respective teams — in terms of accuracy and consistency in map symbols and layout. PEMSEA Read more

Incident reports

UAE: OIL SPILL NEAR SAADIYAT ISLAND FORCES SWIMMERS OFF BEACH

February 18 - Abu Dhabi is investigating the cause of an oil spill that forced swimmers off Saadiyat beach at the weekend.

The agency was notified on February 14 through the Abu Dhabi Government Contact Centre that an oil spill had occurred along St Regis Saadiyat Island Resort beach and the Park Hyatt Hotel beach on Saadiyat Island.

"Members of EAD's environmental emergency team immediately visited the site and conducted an initial environmental assessment confirming the occurrence of a minor oil spill," Dr Humaid Al Kindi, section manager of emergency management environment quality at EAD, said on Tuesday.

"EAD collected water samples for analysis and a full investigation into the cause is under way." *The National* Read more [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Incident reports (continued)

JAPAN: WORST SPILL IN 6 MONTHS IS REPORTED AT FUKUSHIMA

February 20 - About 100 tons of highly radioactive water leaked from one of the hundreds of storage tanks at the devastated Fukushima nuclear plant, its operator said Thursday, calling the leak the worst spill at the plant in six months.

The operator, the Tokyo Electric Power Company, said the leak, discovered on Wednesday and stopped on Thursday, happened far enough from the plant's waterfront that none of the radioactive water was likely to reach the Pacific Ocean, as has happened during some previous spills. Still, the leak was an uncomfortable reminder of the many mishaps that have plagued the containment and cleanup efforts at the plant, as well as the hundreds of tons of contaminated groundwater that still flow unchecked into the Pacific every day.

The company, known as Tepco, said it had traced the latest leak to a pair of valves that were left open by mistake.

The leaked water was among the most severely contaminated that Tepco has reported in the aftermath of the March 2011 disaster at the Fukushima Daiichi plant, when damage caused by an earthquake and a tsunami led to meltdowns in three of the plant's reactors. Each liter of the water contained, on average, 230 million becquerels of particles giving off beta radiation, the company said. About half of the particles were likely to be strontium 90, which is readily taken up by the human body in the same way that calcium is, and can cause bone cancer and leukemia. *International New York Times* Read more

Incident reports (continued)

USA: MISSISSIPPI RIVER CLOSED FOR 65 MILES AFTER OIL SPILL

In this aerial photo, river traffic is halted along the Mississippi River between New Orleans and Vacherie, La., because of an oil spill that resulted from a barge accident the day before. (Gerald Herbert / Associated Press / February 23, 2014)

February 23 - A 65-mile stretch of the Mississippi River, including the Port of New Orleans, was closed to all water traffic Sunday as crews cleaned up oil that spilled from a barge after it ran into a towboat between Baton Rouge and New Orleans, the Coast Guard said.

Officials don't know how much oil spilled, but only a sheen was reported on the river after the collision, which happened Saturday afternoon near Vacherie, 47 miles west of New Orleans by land, Coast Guard Petty Officer Bill Colclough said.

No one was hurt and all barges were secured, Colclough said.

By late Sunday afternoon, 16 vessels were waiting to go downriver and 10 vessels were waiting in an upriver queue, he said. He could not estimate when the river would reopen. The cause of the collision was under investigation. *Los Angeles Times* Read more

February 23 - The US Coast Guard has responding to a collision between two vessels near mile marker 154 on the lower Mississippi River, which took place on Saturday.

Coast Guard Sector New Orleans watchstanders received a report from the National Response Center at approximately 3:30 p.m. that a vessel collided with a tank barge as it transited along the river near Bacherie. The collision damaged the barge which caused a release of light crude oil into the Mississippi River. There are no injuries as a result of the collision. A Unified Command has been established with the U.S. Coast Guard, Louisiana Oil Spill Coordinator's Office and the responsible party. *The Maritime Executive* Read more

February 23 - Update: An update from the Coast Guard said that lightering operations on the damaged barge concluded early Sunday morning and the source of the spill was secured. Oil spill response vessels and recovery equipment remain deployed on the river. *gCaptain* Read more

February 24 - An update Monday from the Unified Command set up in response incident now calculates that approximately 31,500 gallons of light crude oil was discharged into the river from the E2MS 303 tank barge after it collided with the MV Lindsay Ann Erickson, a 168-foot towing vessel belonging to Marquette Transportation, which was pushing grain barges at the time. The E2MS 303 is a 30,000 barrel, double-hulled transport barge owned by Settoon Towing and was reportedly being pushed by the Hannah C. Settoon. *gCaptain* Read more Another report in *The Maritime Executive*

February 25 - Most of a busy 65-mile stretch of the Mississippi River has been reopened after an oil spill, the result of a collision between a barge and a smaller vessel, forced its closure over the weekend to all water traffic. *The Nation* Read more

---

UK: 11 MILLION CIGARETTES WASH ASHORE IN MAERSK CONTAINER ON UK BEACH

February 24 - A Maersk shipping container has washed ashore near Axmouth, containing 11 million cigarettes.

The Maritime and Coastguard Agency (MCA) was informed that a number of containers were lost from a Maersk cargo ship as it crossed the northern stretches of the Bay of Biscay in stormy conditions on Friday, February 14. Most of the containers were empty and are believed to have sunk approximately 75 nautical miles south west of Lands End in French waters. The MCA's aerial surveillance aircraft has been searching UK waters, and ships passing through the English Channel have been warned and asked to report any sightings. *The Maritime Executive* *Read more*

SOUTH AFRICA: DIESEL SPILL THREATENS PROTECTED AREA

Cape Town - A 10 000-litre diesel spill was threatening about 4 000 penguins near the Betty's Bay Marine Protected Area after a Hout Bay-based crayfish boat ran aground early on Thursday. The vessel Connect, also believed to be carrying 80 litres of engine oil, ran aground 5km from the Stony Point penguin colony. *IOL SciTech* Read more

---

Other news reports from around the world

NEWS REPORTS FROM USA

January 31 - As New Risks Emerge in Producing and Transporting Oil, University of Washington Helps NOAA Plan for Spills

From fracking to oil trains, the landscape of oil production and transportation in North America has been undergoing a major transformation in recent years.

This transformation has implications for how NOAA's Office of Response and Restoration prepares its scientific toolbox for dealing with oil spills. A group of graduate students from the University of Washington is trying to provide NOAA with a picture of new or emerging risks that oil spill response plans need to adapt to. *NOAA* Read more

February 24 - First Hearing in Mayflower Oil Spill Lawsuit Set for Monday

Lawyers for Exxon Mobil and a landowner in Mayflower are expected in a courtroom Monday morning. It's the first hearing in Faulkner County for a lawsuit stemming from last year's oil spill.

It's been nearly 11 months since 3,500 barrels of oil poured out of that ruptured pipeline in Mayflower. *ArkansasMatters.com* Read more [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

February 25 - Regulators hike restrictions for oil trains

Regulators ratcheted up restrictions for oil trains in an emergency order on Tuesday, requiring crude from North Dakota and elsewhere to be tested before it is shipped by rail.

The Department of Transportation's emergency order was the fourth issued in the last year because of derailments of trains carrying crude. It will require oil shippers to test crude oil in order to categorize it in one of the two highest risk groups of hazardous materials. *Fuel Fix* Read more

February 27 - State Oil Pollution Claims Pre-empted by Federal Law

In a decision issued earlier this week, the Fifth Circuit Court of Appeals ruled that the claims filed by eleven (11) Louisiana coastal parishes (the "Parishes") against BP and various other defendants (the "Appellees") under the Louisiana Wildlife Protection Statute (the "Wildlife Statute") are preempted by the Clean Water Act. In re: Deepwater Horizon, No. 12-30012 (5th Cir. Feb. 24, 2014). *The Maritime Executive* Read more

February 28 - DEQ issues 2014 report on pollution in state's rivers, lakes

The Department of Environmental Quality released its 2014 Draft Water Quality Integrated Report identifying 856 waters impaired by pollution statewide.

DEQ releases the report every two years. Although the report does not detail remediation by DEQ or the Environmental Protection Agency, its database gives the public a tool to see which waters are polluted in their areas. The database also shows where DEQ prioritizes waters, meaning the public can see the movement of projects from analysis to remediation phases. *Independent Record* Read more

March 2 - Four years after oil spill, 1,250-pound tar mat washes ashore in Florida

Nearly four years after the Deepwater Horizon disaster, oil continues washing ashore in Florida. On Thursday, a crew from the state Department of Environmental Protection found a 1,250-pound tar mat in the surf off Pensacola Beach.

The mat measured about 9 feet long and 9 feet wide, the DEP crew noted in a report. They dug up as much of the gooey mess as they could and contractors hauled it away. On Friday they excavated another 100 pounds. *Tampa Bay Times* Read more

NEWS REPORTS FROM CANADA

February 21 - Large dams of mining waste leaking into Athabasca River: study

Polluted water from large man-made lakes of oilsands mining waste is fouling the Athabasca River, says a new federal study.

The new report by the Joint Oil Sands Monitoring Program shows that waste from dams covering 176 square-kilometres of land (an area 1.5 times bigger than Vancouver) is leaking into groundwater. The study, which found a better way to track and separate oilsands pollution from natural bitumen sources in the region, describes one dam seeping mining wastewater at a rate of 75 litres a second or 6.5 million litres of waste a day into groundwater feeding the Athabasca River. *The Tyee* Read more

Other news reports from around the world (continued)

JAPAN: FUKUSHIMA VILLAGES FACE 1-YEAR DELAY IN LIFTING OF EVACUATION ORDERS

February 28 - Citing delays in decontamination work, the government has decided to extend evacuation orders by one year for two villages near the crippled Fukushima No. 1 nuclear plant, sources said.

The government initially planned to lift the orders in "zones being prepared for the lifting of the evacuation order" in Katsurao and Iitate in March, three years after the Great East Japan Earthquake and tsunami triggered the Fukushima nuclear accident.

But the government's local nuclear emergency response headquarters will set March 2015 as the new target date, the sources said. *The Asahi Shimbun* Read more

ISCO News

IS NEWS OF INTEREST TO THE INTERNATIONAL COMMUNITY NOT BEING PICKED UP BY YOUR EDITOR?

The help of readers who send in interesting articles and news is always very much appreciated and will be acknowledged. Because of language barriers, it is more difficult to pick up news from non-English-speaking countries and help in this regard is particularly welcome.

Technical and scientific articles are also welcomed. Longer articles can be serialised over several issues.

One of ISCO's objectives is to promote exchange of information for the mutual benefit of all our readers and a priority is to pass on experience and knowledge that may be lost as people retire. We are also interested in hearing of new techniques that will be of practical value to our readers.

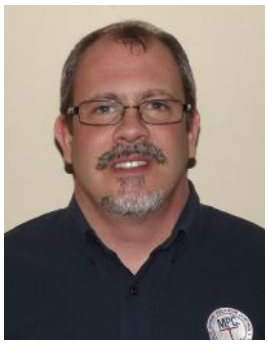
If you need any help or advice on sending in submissions for publication, send an email to john.mcmurtrie@spillcontrol.org

People in the news

ISCO CORPORATE MEMBER, MARINE POLLUTION CONTROL, ANNOUNCES PROMOTIONS

David Usher and Charlie Usher, Chairman and President of Marine Pollution Control Corporation (MPC), are pleased to announce the following staff promotions:

Dr. Manik S. Sardessai (upper left) has been promoted to Senior Vice President. Dr. Sardessai, who earned his Ph.D. in Chemistry from Wayne State University, has worked for MPC since 1995 in a variety of positions and will continue in his leadership role for technical and regulatory matters. He has distinguished himself internationally as an authority on the handling of hazardous materials.



Walter J. Putman, Jr., (upper right) has been promoted to Vice President and General Manager. Putman, who has a Master's degree in Business Administration from the University of Phoenix, will continue to administer numerous areas, including pricing, contracts, and information technology. He has been with the company for 16 years, including an assignment as manager of MPC's former Flint, MI, branch.

Catherine Gibbons (lower left) has been promoted to Director of Environmental Affairs. Gibbons has a Bachelor of Science degree in Chemical Engineering from Wayne State University and is a Certified Hazardous Materials Manager. She has been with MPC since 2008 and will expand her leadership role within MPC's Compliance group as well as continue oversight of one of MPC's largest accounts.

Timothy P. Schallhorn (lower right) has been promoted to Senior Project Manager. Schallhorn holds a Bachelor of Science degree in Earth Science and Oceanography from Central Michigan University. Schallhorn joined MPC in 2007 and has played a key role in managing projects for MPC clients in Western and Northern Michigan. In his new position he will assume increasing responsibility for developing an MPC presence in the region.

Cormack's Column

In this issue of the ISCO Newsletter we are printing No. 165 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Fellow 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 165: THE NEW RESPONSE PLANS AND THEIR USES

As to prediction of the fates and effects of released oils/HNS in general, the new knowledge-only contingency plan relies on articles 16-46 in identifying the physicochemical properties of oils/HNS which determine whether they float, sink, evaporate, dissolve or disperse as immiscible droplets whether emulsified or not, while articles 16-30 describe the nature of emulsions, the relationship of their water-content to their viscosity, their viscosity-dependent amenity to dispersants and mechanical recovery, and their two-phase break-down by heat or demulsifying agents.

Thus, the new contingency plan records for general reference that whether a substance floats or sinks depends on whether its density is less or more than that of local seawater; that whether or not it evaporates depends on the distillation profiles of specific oils or on the boiling point of individual HNS; that specific values are readily available; that all oil components and individual HNS with boiling points < 250°C evaporate totally to the atmosphere in < 5 hours unless in confined-spaces such as onboard ship where evaporation ceases on attainment of the saturated vapour pressure of oil components or individual HNS; that solution depends on individual solubility; that dispersion depends on viscosity; that specific values are readily available; that the overall rate of solution or of dispersion depends on the ratio of interface area to layer thickness; that rates for sunken layers in hollows on the seabed may be localised in thicker layers than for floating layers, spreading of the latter being unrestricted; that the half-lives for dispersion of floating layers depend on viscosity; that HNS solution rates from floating layers are comparable to dispersion from floating oil layers with viscosities < 5cSt; that this range accounts for almost all floating HNS layers; that dispersion half-lives have been tabulated in four viscosity bands for crude oils together with their densities, distillation profiles and whether solid or liquid at ambient temperatures, and in three viscosity bands for heavy fuel oils; and that the half-life for viscosities < 5cSt is four hours or less, while almost all other HNS evaporate with only a very few being readily identifiable as solid at ambient temperatures (c.f. articles 31-46).

Further to this general prediction of the fates and effects of releases of oils/HNS as determined by their physicochemical properties, the new contingency plan records for general reference that the thickness of spreading layers is determined by gravity constrained first by viscosity and subsequently by the surface tension of the spreading substance as expressed in the Fay equation. However, while Phase I gravity spreading is over in minutes, the predominant Phase II ensures a layer thickness of only about 0.1mm which corresponds to a coverage of 100 m^3 per km^2, beyond which the periphery spreads in Phase III through the micron range to zero. Meanwhile Phases II and III can form water-in-oil emulsions of up to 80% water-content before thinning to zero by natural half-life dispersion as diluting and biodegrading droplets within the entire water column (c.f. articles 31-46).

Given the above dependence of the general fates and effects of released oils/HNS on their physicochemical properties, the new knowledge-only contingency plan assesses the appropriateness and capacity of responses to them by recording for general reference that response-unit encounter-rate for a 1m swath-width travelling at 1 knot in 0.1mm layer thicknesses is only 0.18 $m^3 h^{-1}$; that while this quantity increases by a up to a factor of four by formation of emulsions of up to 80% water-content, the quantity of oil recovered or actively dispersed per hour remains the same per unit area, that while encounter rate can be increased by towing booms to increase swath width while speed remains limited to 1 knot, the encounter rate for oil with a 15m boom mouth is only $3m^3h^{-1}$, while for an 80% emulsion it would be $12m^3h^{-1}$ of which $9m^3$ would be emulsified water to which must be added the unavoidable co-collected free water. However, a dispersant-ship at 5-10 knots and an effective swath width of 15m would treat 15-$30m^3h^{-1}$ of oil or 60-$120m^3h^{-1}$ of emulsion per hour while an aircraft can treat $1200m^3$ per operational hour, subject to transit times for reloading (c.f. articles 47-61 and 70-91).

Thus, the new knowledge-only contingency plan recognises that the provision of equipment for dispersant spraying and mechanical recovery should be scaled to the 3,000-5,000 m^3 (tonnes) expected from damage to a single cargo tank; that cargo/bunker transfer in safe havens to avoid subsequent weather-damage releases is thus essential; that seawater concentrations arising from natural or dispersant-induced dispersion are too low to be toxic, that the entire slick produces these non-toxic concentrations; and that those produced by localised dispersant-spraying or terminated by localised mechanical recovery are insignificant in comparison with the half-life dispersion under all of it, the latter sometimes being significant enough to prevent any of it from coming onshore if released far enough from shore in the first place (c.f. articles 103-106, 107-115 and 137-139).

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.

Publications

FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	January 2014
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	February 24 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	March 1 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	May 2013 issue
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	Jan 1-15 2014 issue
Intertanko Weekly News	International news for the oil tanker community	No 9 2014
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	February 2014 issue
IMO Publlshing News	New and forthcoming IMO publications	February 2014
IMO News Magazine	News from the International Maritime Organization	No 4, 2013
Pollution Online Newsletter	News for prevention & control professionals	February 26 issue
EMSA Newsletter	News from the European Maritime Safety Agency	February 2014 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2014 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	February 2014 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	January 2014 issue
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 2014 issue
WMU Newsletter	From the World Maritime University in Malmo, Sweden	February 2014 issue

Events

UK: SPILLEX AT OCEANOLOGY INTERNATIONAL 2014 - 11-13 MARCH, AT LONDON EXCEL

Spillex at Oceanology International 2014, now only two weeks away, is a new area dedicated to the latest offshore oil spill solutions.

There is a clear synergy between the prevention and response to environmental incidents in marine environments, and the ocean technologies on display at Oceanology International 2014. Register for Spillex to access both events for free. More info

USA: IOSC 2014 – PRELIMINARY PROGRAMME NOW AVAILABLE – MAY 5-8, SAVANNAH, GEORGIA

Over 150 authors from around the world will be presenting on topics such as: Arctic Research; Subsea Applications for Dispersants; Underwater Response for Bethnic Spills or Shipwrecks, and more. View the full program here.

CANADA: ARCTIC OIL & GAS NORTH AMERICA CONFERENCE

26 - 27 March 2014, Sheraton Hotel Newfoundland, St John's, Canada - Arctic Oil and Gas North America conference: Innovative and cost-efficient technologies and strategies driving oil & gas development in the final frontier. More info

RUSSIA & CIS: HSE IN OIL AND GAS

Hear the latest updates in regulation on industrial and ecological safety from top representatives of the key government authorities. Main Conference: 19 – 20 March 2014 Focus Day: "Emergency Prevention & Response": 18 March 2014, Marriott Grand Hotel, Moscow. More info

NETHERLANDS: INTERSPILL 2015 PRELIMINARY PROGRAMME & CALL FOR PAPERS

Amsterdam, 24-26 March 2015. The Interspill Organising Committee announces the Preliminary Programme together with the Call for Papers, for Interspill 2015 and invites Authors to submit Abstracts.

PRELIMINARY PROGRAMME - Topics & Themes - Interspill 2015 is focussed on the changing landscape of Spill Preparedness and Response as E&P, and shipping activities continue to move into more challenging environments, and public sensitivities to perceived spill risks has increased. These challenges have generate a range of Conference streams, on which Authors are requested to submit related papers. More info

UK: 5TH MARITIME SALVAGE & CASUALTY RESPONSE

ACI's 5th Maritime Salvage & Casualty Response will take place on 3rd & 4th September 2014 in London, UK, and provide an in-depth look into salvage, towage and casualty response. The event will focus on the most current developments in operational response to a salvage situation and what impact these have had on the industry.
Effective casualty response, as well as the latest legal and contractual issues will also be reflected in the agenda. More info

Training

CERTIFICATE IN MARINE POLLUTION, PREVENTION & MANAGEMENT

Distance Learning - Pollution issues, regulations, management strategies and contingency planning to minimise the environmental impact of shipping and offshore activities

Certificate in Marine Pollution, Prevention & Management, which it studied by part-time distance learning over 12 weeks. The course is offered in partnership between Lloyd's Maritime Academy, which specialises in courses for the maritime sector, and IBC Academy with their offshore energy focus.

Course Commences 30th April 2014 – Apply by 14th March to save £150 or US$240! More info
Registration: *www.lloydsmaritimeacademy.com/FLR2456TT81*

Job vacancies

IMO: VACANCY FOR OPRC-HNS TECHNICAL OFFICER

This OPRC-HNS post has recently been posted to the IMO web site. The general recruitment portal, with all information that may be of interest can be found here: http://www.imo.org/About/Careers/Pages/Home.aspx

Follow the vacancies box for recruitment forms and information and the full vacancy announcement for the post.

Correspondence

LETTER FROM WILLIAM E. BAIRD, PE, LSP, MISCO – USE OF MICROBES TO FACILITATE THE DESTRUCTION OF OIL AND DISPERSANTS THAT COULD BE USED IN AN ARCTIC SPILL SITUATION.

Sir - Page 2 of the ISCO publication #423, 24 February 2014 discusses "Oil Spill Technology Research Continues for Arctic Exploration"

The article indicates that none of the six technical groups of the Arctic Oil Spill Response Joint Industry Programme (JIP) are studying the possibility of using microbes to facilitate the destruction of oil and dispersants that could be used in an Arctic spill situation.

During the Deep Water Horizon Spill, the BP Biochem Strike Team contracted with Dr. Portier of Louisiana State University to test microbes listed on the USEPA National Contingency Plan Product Schedule (NCPPS).

Dr. Portier's experiment found that microbes supplied by certain companies were capable of destroying crude oil, particularly PAHs and also that indigenous microbes in the test did not destroy PAHs.

Although Dr. Portier did not report that dispersant was in the crude oil and Gulf water samples, dispersant was most likely present. (Laboratory Screening of Commercial Bioremediation Agents for the Deepwater Horizon Spill Response, Final Report, Ralp J. Portier, Ph.D., Laura M. Basirico, MS. August 2011)

Recently, "Lyle Whyte, a McGill University microbiologist who co-led the study with post-doctoral researcher Nadia Mykytczuk" discovered microbes "reproducing at -15C." (The Huffington Post 2/24/14).

There is evidence that commercially available bioremediation products will work in Arctic waters. When the Russian tanker Nakhodka broke up in the Sea of Japan in 1997, a group of scientists from the Prefectural University of Kumamoto, Japan, studied the efficacy of using exogenous microbes on a heavy black oil spill. The ocean temperature was 5 degrees C. (Marine Pollution Bulletin Vol. 40, No.4, pp. 308-314, 2000)

Arctic ocean temperatures range from 3 degrees C to -.07 degrees C. (Internet - Encyclopedia Britannica, Author - Ned Allen Ostenso, 6/11/2013

It would seem that the JIP should conduct experiments with microbes capable of destroying crude oil and dispersants in order to determine if microbes would be effective in an Arctic spill event.

William E. Baird, PE, LSP, MISCO WBaird65@aol.com

Company news

INDIA AND DUBAI, UAE: ISCO CORPORATE MEMBERS SIGN AN MOU TO JOINTLY SET UP A TIER 2 OIL SPILL RESPONSE EQUIPMENT STOCKPILE IN INDIA

News just received from Capt. D. C Sekhar, Member of ISCO Council for India (Photo, left) and Simon Valentine os Swire Emergency Services MISCO (Photo, right)

AlphaMERS of India and Dubai based SWIRE Emergency Response Services have announced plans to jointly set up an OSR equipment stockpile in India. The industry in India has for long been demanding Tier 2 and Tier 3 equipment stockpile to be available within the country. Partially meeting this demand, AlphaMERS and SWIRE ERS plan to initially set up a stockpile in India to meet Tier 2 class of spills.

Capt.Sekhar, MD of AlphaMERS and India representative at ISCO said, this stockpile can be quickly scaled up, subject to the pace of industry signing up MOUs for the service. Simon Valentine, the General Manager of SWIRE ERS stated that the company has a large equipment inventory in Dubai, Singapore and Africa, and plans to move some of its equipment to India for this service. AlphaMERS is currently operating two OSR bases in India and will operate the new bases, with response training and expertise coming from SWIRE ERS.

The two companies will jointly conduct workshops at Kakinada, Delhi, Mumbai and Jamnagar in the last week of March, to engage with the stakeholders.

TITAN SALVAGE RECOGNIZED WITH LLOYD'S LIST MARITIME CASUALTY RESPONSE AWARD FOR COSTA CONCORDIA WRECK REMOVAL EFFORTS

TITAN Salvage, Crowley Maritime Corp.'s Houston-based marine salvage, emergency response and wreck removal company, was presented with the prestigious Maritime Casualty Response award during the Lloyd's List North American Maritime Awards ceremony and dinner, held in Houston last week. Accepting the honor before more than 300 people from Canada, the U.S., Mexico, and the Caribbean was TITAN's Chris Peterson, vice president.

The Marine Casualty Response award recognized TITAN's efforts in the *Costa Concordia* wreck removal project, which met the award criteria of representing an incident that threatened life, the environment and property. When selecting TITAN for the honor, the judges considered the team's actions that directly attributed to protecting the marine environment during the project, including the team's success in avoiding any additional damage to the wreck site during the parbuckling; the proactive steps taken to restore local flora and fauna; the partnership with the University of Rome to document the environmental, technical and engineering efforts, and more. [Titan Salvage is part of the Marine Response Alliance, A Corporate Member of ISCO] More info

IRELAND & CANADA: SSI ENVIRONMENTAL LTD. AND ZENGO INC. TIE UP DISTRIBUTORSHIP DEAL

Dublin-based SSI Environmental Ltd. and Zengo Inc. of Charlottetown, Canada have tied up an agency agreement to market Rupture Seal, a unique leak stopping device for use where the rapid containment of leaks and spillages is required to prevent environmental damage OR potential injury to personnel. This product can be deployed in seconds with minimum effort and for any emergency response people or simply people who are concerned with small leaks, Rupture Seal is a huge asset in dealing with these issues. It has also been tested on various chemicals.

Martin Sheridan, Sales Director of SSI Environmental, writes "It is probably the best concept I have seen. There are various putties and systems out there to deal with similar applications but this one actually works" http://ruptureseal.com/ http://www.ssienvironmental.ie/
View the demo at: **https://www.youtube-nocookie.com/embed/BDR2wu7tZhY?rel=0**