



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 431 21 April 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 Psarafitis** (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](#)

For more information on the events featured below, click on the banners

REGISTER NOW FOR IOISC 2014!
International Oil Spill Conference
Savannah, Georgia | May 5-8 | www.ioisc.org

ISAA
Oil Spill Training Days
Castle Archdale, 28-29 April 2014

Premium Conference : June 4th. Book Now

Forum on Group V (Non-buoyant) Oils
9-10 September 2014
Detroit, USA

International news

WRECK-REMOVAL CONVENTION TO ENTER INTO FORCE

Shipowner liability on the horizon as Denmark ratifies international instrument

The Nairobi International Convention on the Removal Wrecks will enter into force on 14 April 2015 following the deposit, on 14 April 2014, of an instrument of ratification by Denmark, with the International Maritime Organization (IMO).

Among several provisions, the Convention will place financial responsibility for the removal of certain hazardous wrecks on shipowners, making insurance, or some other form of financial security, compulsory.

Denmark became the 10th country to ratify the convention, thereby triggering its entry into force exactly 12 months later.

The Convention will fill a gap in the existing international legal framework by providing the first set of uniform international rules aimed at ensuring the prompt and effective removal of wrecks located beyond a country's territorial sea. The Convention also contains a clause that enables States Parties to 'opt in' to apply certain provisions to their territory, including their territorial sea.

The Convention will provide a sound legal basis for States to remove, or have removed, shipwrecks that may have the potential to affect adversely the safety of lives, goods and property at sea, as well as the marine and coastal environment. It will make shipowners financially liable and require them to take out insurance

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 top right hand side of the home page) then click on "SUBSCRIBE"

shallow coastal waters, within the territorial sea, where coastal States have unrestricted rights to remove them, without engagement of the shipowner. The convention attempts to resolve all of these and other, related, issues.

The Convention was adopted by a five-day International Conference at the United Nations Office at Nairobi (UNON), Kenya, in 2007. Source: IMO Press Release www.imo.org

EUROPE: COMMISSION WELCOMES EUROPEAN PARLIAMENT'S VOTE FOR RENEWED RESOURCES FOR COMBATING POLLUTION AT SEA

April 15 - The European Parliament adopted today a financial package of €160.5 million for a period of over seven years (2014-2020) for the European Maritime Safety Agency (EMSA) to allow continued action to combat marine pollution. This vote follows an informal agreement reached with the Council in March and shows the support and confidence in the European system to combat pollution at sea established in EMSA. This system which has proven its added-value and cost-efficiency relies on satellite services to detect pollution and a network of specialised anti-pollution vessels available to Member States to recover pollutants

Siim Kallas, Vice-President responsible for Transport said: "The European system to combat pollution at sea has proven its added-value and cost-efficiency. I welcome the European Parliament's continued support for the effective work carried out by the European Maritime Safety Agency".

The funds from the Union's transport budget will allow continued detection, monitoring and cleaning up of spills from ships and for phase-in activities to fight spills from oil and gas installations given the extended mandate of the Agency¹ following the Deepwater Horizon oil spill. EMSA's assistance may also be granted to third countries sharing a regional sea basin with the Union. For the first time, Member States are responsible for notifying the Commission on the equipment they maintain and to which the Union's equipment comes as an additional top up. In 2017, the Commission will present a mid-term evaluation of the Agency's ability to fulfil its extended mandate to combat pollution in an effective and cost-efficient manner and will propose, if necessary, an adjustment to a maximum of 8% of the multiannual financial envelope.

Background

The funds are intended to maintain an EU wide network of specialised anti-pollution vessels which strengthen the capability of vessels operated by the Member States to respond to oil pollution. This system of "EU reserve for disasters" which the Agency

International news (continued)

or provide other financial security to cover the costs of wreck removal. It will also provide States with a right of direct action against insurers.

Articles in the Convention cover:

- reporting and locating ships and wrecks - covering the reporting of casualties to the nearest coastal State; warnings to mariners and coastal States about the wreck; and action by the coastal State to locate the ship or wreck;
- criteria for determining the hazard posed by wrecks, including depth of water above the wreck, proximity of shipping routes, traffic density and frequency, type of traffic and vulnerability of port facilities. Environmental criteria such as damage likely to result from the release into the marine environment of cargo or oil are also included;
- measures to facilitate the removal of wrecks, including rights and obligations to remove hazardous ships and wrecks - which sets out when the shipowner is responsible for removing the wreck and when a State may intervene;
- liability of the owner for the costs of locating, marking and removing ships and wrecks - the registered shipowner is required to maintain compulsory insurance or other financial security to cover liability under the convention; and settlement of disputes.

Although the incidence of marine casualties has decreased in recent years, mainly thanks to the work of IMO and the persistent efforts of Governments and industry to enhance safety in shipping operations, the number of abandoned wrecks has reportedly increased and, as a result, the problems they cause to coastal States and shipping in general have become more acute.

There are a number of problems: first, and depending on its location, a wreck may constitute a hazard to navigation, potentially endangering other vessels and their crews; second, and of equal concern, depending on the nature of the cargo, is the potential for a wreck to cause substantial damage to the marine and coastal environments; third, in an age where goods and services are becoming increasingly expensive, is the issue of the costs involved in the marking and removal of hazardous wrecks; and fourth, most of the dangerous wrecks lie in

International news (continued)

places at the disposal of Member States affected by a major spill comprises equipment for recovering pollutants from the sea (e.g. sweeping arms). In parallel, the EU funds will continue supporting the system of satellite imaging that has been developed to detect ship source pollution in close to real time (CleanSeaNet) and which underpins efforts by the Member States to prevent illegal discharges and accidental spillages of oil.

The next steps

Following the vote in the European Parliament, the Council is expected to endorse the Regulation as adopted by Parliament, in accordance with the agreement reached between the two institutions in March 2014. By having those funds for this specific activity over a seven-year period, EMSA can conclude multi-annual contracts for the required equipment and services which is kept on stand-by in order to address incidents in the waters of individual Member States or in sea basins with neighbouring countries which cannot combat large pollution on their own.

Facts and figures

Since 2007, EMSA pollution response services have been used during 25 incidents including four mobilisations of "response vessels" in Europe as well as one equipment assistance package to the USA during the Deepwater Horizon incident in the Gulf of Mexico. Emergency support to affected coastal states has included "response vessels", satellite imagery, MAR-ICE activation (Marine Intervention in Chemical Emergencies Network) in relation to chemicals, and onsite expertise.

To date, CleanSeaNet represents:

- Over 12,000 satellite images delivered since the service was launched in April 2007, an average of over 2000 images per year.
- Over 1,000 million km² monitored seas and oceans.
- Around 200 illegal discharges per year confirmed by Member States following "on the spot" surveillance² and resulting in a downward trend in deliberate discharges in some European sea basins.

To date, the Network of Stand-by Oil Spill Response Vessels comprises:

- 18 vessels, with an average recovered oil storage capacity of approximately 3,500 m³ (with a total recovery capacity of approximately 50,000 m³ and providing coverage for all the regional sea basins around the European Union, which can be mobilised simultaneously and be ready to sail within 24 hours.
- The EMSA vessels have participated in 60 international (cross-border) operational exercises since 2007 to facilitate the integration of EMSA services in the response mechanisms of Member States. Source: EMSA Press Release. For more information <http://emsa.europa.eu/>

QUANTIFYING ARCTIC SHIPPING RISK THROUGH CASE STUDIES



Shipping activities in Arctic areas are certain to increase in the years to come and, as the Arctic is a challenging and diverse environment, knowing how to manage its risks will be crucial. Through case studies, DNV GL has estimated that the risk is nearly 30 per cent higher for a cruise ship and almost 15 per cent higher for a bulk carrier compared to more conventional routes.

"We needed to gain a deeper understanding of the risk in the different parts of the Arctic in order to make better decisions about future developments," said Knut Ørbeck-Nilssen, President DNV GL Maritime. "We had to put guesswork aside and apply a scientific approach to clarify risk levels in the Arctic. In doing so, we employed typical DNV GL methods: we identified the risks and then proposed recommendations to mitigate probabilities and consequences."

To understand the shipping risks, DNV GL examined the case of a cruise ship sailing off the coast of Greenland and a bulk carrier transiting the Northern Sea Route. The study showed that, in the cruise ship scenario, the overall risk is nearly 30 per cent higher than elsewhere, largely due to the survival challenges faced by the people on board. The risk to the bulk carrier was almost 15 per cent higher because of the danger of collision with ice. *The Maritime Executive* [Read more](#)

CHINA: MILLIONS HIT BY CRUDE OIL LEAK IN CHINA



Photo: A man walks with bottled water as people line up outside a supermarket in Lanzhou, Gansu province.

April 13 - A crude oil leak from a pipeline owned by a unit of China National Petroleum Corp (CNPC) is to blame for water contamination that has affected more than 2.4 million people in the Chinese city of Lanzhou, media reported yesterday.

The official Xinhua news agency cited Yan Zijiang, Lanzhou's environmental protection chief, as saying that a leak in a pipeline owned by Lanzhou Petrochemical Co, a unit of CNPC, was to blame for the water contamination. The leak poisoned the water source for a water plant, introducing hazardous levels of benzene into the city's water, he told Xinhua.

Levels of benzene, a cancer-inducing chemical, in Lanzhou's tapwater on Friday rose 20 times above national safety levels, Lanzhou authorities said in a statement. The high benzene levels forced the city to

turn off the water supply in one district and city officials warned citizens not to drink tap water for the next 24 hours.

The city official Yan told Xinhua yesterday that the leak had been located and repairs were underway. *The Peninsula* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group] Related report in [Terra Daily](#)

USA: SECOND OIL SPILL FROM CALUMET REFINERY IN SAN ANTONIO CREATES 'TROUBLING' TRACK RECORD



Just weeks after an oil spill from Calumet Specialty Products Partners refinery seeped into a creek connected to the San Antonio River, over the weekend a second spill—from Calumet again—polluted the same river.

April 14 - While transferring jet fuel to a rail truck Friday night, roughly 1,110 gallons spilled on the Southside refinery property, with 42 gallons escaping into the river. While they were aware of the spill, Calumet believed it was contained to their property and did not alert any outside authorities.

It wasn't until 8:30 a.m. Saturday morning when a passerby, noticing a strange odor, contacted the San Antonio River Authority (SARA) and initiated the containment. The SA fire department hazmat crew, SARA and private environmental remediation companies hired by Calumet, began reversing the damage, with clean up ending noon Saturday. *San Antonio Current* [Read more](#)

TOGO: CARGO SHIP BURNS OFF TOGO

Photo: The 1992-built ConRo vessel M/V Repubblica di Roma, owned by the Grimaldi Group caught fire last week and its current status is unknown this morning. These images were sent to gCaptain from an anonymous Grimaldi employee showing smoke billowing from the ship's superstructure.

April 15 - All crew are safely ashore according to our source.

The ship is currently offshore Togo in the Gulf of Guinea and has a cargo capacity of 2,200 cars and 890 TEU.

gCaptain [Read more](#)



USA: GALVESTON OIL SPILL CLEANUP WINDING DOWN

April 18 - The cleanup from a collision that spilled nearly 168,000 gallons of oil into Galveston Bay last month is nearly complete, officials said Friday. *Houston Chronicle* [Read more](#)

NEWS REPORTS FROM USA

April 8 - Interior Dept. Preps for Arctic Oil Spills



The agency has put out a call for new devices that would clean up oil 'in an Arctic environment.'

Photo: The damaged Royal Dutch Shell drilling rig Kulluk is loaded onto a transport ship March 19, 2013, in Unalaska, Alaska.

Interior Department officials recently put out a call for "new and innovative mechanical technologies" to help clean up oil spills in the Arctic.

"Collection systems should be able to efficiently collect oil while operating in drift ice conditions that might be found in an Arctic environment," the agency's Bureau of Safety and Environmental Enforcement [said](#) in an online post soliciting design proposals, which was first reported by the oil and gas newspaper [Upstream](#). [US News](#) [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

April 11 - EPA Proposes Plan to Remove Toxic Sediment from the Passaic River; the Largest Cleanup in EPA History

In an historic action that will protect people's health and the environment, and benefit riverfront communities, the U.S. Environmental Protection Agency today proposed a plan to remove 4.3 million cubic yards of highly contaminated sediment from the lower eight miles of the Passaic River in New Jersey. The sediment in the Passaic River is severely contaminated with dioxin, polychlorinated biphenyls (PCBs), heavy metals, pesticides and other contaminants from more than a century of industrial activity. The lower eight miles of the Passaic is the most heavily contaminated section of the river. Ninety percent of the volume of contaminated sediments in the lower Passaic are in the lower eight miles of the river.

The EPA is proposing bank-to-bank dredging – one of the largest volumes ever to be dredged under the EPA's Superfund program – followed by capping of the river bottom. [Environmental Expert](#) [Read more](#)

April 15 - Is Gulf cleanup over or not? BP and Coast Guard differ.

On Tuesday night, BP said that the "active cleanup" of the Gulf of Mexico oil spill had been brought "to a close." Later Tuesday night, the Coast Guard said the response to the spill isn't over yet, "not by a long shot."

The dueling news releases came out just before the fourth anniversary of the April 20, 2010, blowout on BP's Macondo well. The Deepwater Horizon drilling rig caught fire and sank, 11 workers were killed and more than 4 million barrels of crude spilled into the gulf.

BP, which has vowed to "make things right," said it issued its press release because the Coast Guard ended "patrols and operations" along the final three miles of Louisiana shoreline, capping a four-year effort that BP said cost more than \$14 billion.



From now on, the Coast Guard and BP will not be scouring the coast for oil, but rather responding to specific reports of oil washing ashore. [The Washington Post](#) [Read more](#)

Related Report: "BP says oil spill cleanup on the Gulf shoreline is complete" [Fuel Fix](#)

Related Report: "BP oil spill cleanup will continue, Coast Guard tells state coastal authority" [The Times Picayune](#)

For a video commentary by Coast Guard Captain Thomas Sparks, Federal On-Scene Co-ordinator for the Deepwater Horizon Spill, click on [The Times Picayune Article](#)

NEWS REPORTS FROM USA (Continued)

April 17 - Breaking Down the Myths and Misconceptions About the Gulf Oil Spill

Does oil stick around in the ecosystem indefinitely? What was the deal with the deformed fish? Can anything bad that happens in the Gulf be blamed on oil?

In the months and years following the 2010 Deepwater Horizon oil spill, telling fact from fiction regarding seafood safety and ecosystem health was supremely difficult. Is Gulf seafood safe to eat or not? Are there really deformed shrimp and black lesion-covered red snapper? Will the Gulf ever be clean again?

A large part of the confusion was due to the connected, yet distinct, seafood issues surrounding the spill. Whether the seafood was safe for humans to eat was mixed with stories of the future of Gulf fisheries; harm done to wild fish was conflated with health of the seafood supply.

To clear up some of the confusion, here are seven topics of concern, some still unresolved, about the Gulf Oil Spill, brought to you by the Smithsonian Ocean Portal and the Gulf of Mexico Research Initiative (GoMRI). These should help you better understand the spill's effects on seafood and wildlife.

Read the complete text of this article in [The Smithsonian Magazine](#)

April 18 - Statement by CSB Chairperson Rafael Moure-Eraso on Fourth Anniversary of Deepwater Horizon Tragedy in Gulf of Mexico; CSB Investigation Reports to be Released at June 5th Public Meeting in Houston, Texas

As we approach the fourth anniversary of the April 20, 2010, Deepwater Horizon tragedy and environmental disaster in the Gulf of Mexico, I would like to announce that the comprehensive Chemical Safety Board investigation of the Macondo well blowout is in the final stages of completion and the first two volumes are planned to be released at a public meeting in Houston on June 5.

The death and destruction of that day are seared in our consciousness. The forthcoming CSB investigation report has a singular focus: preventing such an accident from happening again.

Eleven workers lost their lives, many others were injured, and oil and other hydrocarbons flowed uncontrolled out of the well for months after the explosion on the rig, owned and operated by Transocean under contract with BP. The CSB, at the request of Congress, launched an independent investigation with a broad mandate to examine not only the technical reasons that the incident occurred, but also any possible organizational and cultural causal factors, and opportunities for improving regulatory standards and industry practices to promote safe and reliable offshore energy supplies.

While a number of reports have been published on the incident, and changes made within the U.S. offshore regulatory regime, more can be done. On June 5, the CSB will release the first two volumes of our four-volume investigation report, covering technical, regulatory, and organizational issues.

The CSB examines this event from a process safety perspective, integrating fundamental safety concepts, such as the hierarchy of controls, human factors, and inherent safety into the U.S. offshore vernacular. While these concepts are not new in the petrochemical world or in other offshore regions around the globe, they are not as commonplace in the U.S. outer continental shelf.

At the public meeting, investigators will present for board consideration what I believe is a very comprehensive examination of various aspects of the incident.

Going beyond other previously released reports on the accident, the CSB explores issues not fully covered elsewhere, including:

--The publication of new findings concerning the failures of a key piece of safety equipment—the blowout preventer—that was, and continues to be, relied upon as a final barrier to loss of well control.

--A comprehensive examination and comparison of the attributes of regulatory regimes in other parts of the world to that of the existing framework and the safety regulations established in the US offshore since Macondo.

--In-depth analysis and discussion of needed safety improvements on a number of organizational factors, such as the industry's approach to risk management and corporate governance of safety management for major accident prevention, and workforce involvement through the lifecycle of hazardous operations.

Recommendations will be included in the various volumes of the CSB's Macondo investigation report.

Volume 1 will recount a summary of events leading up to the Macondo explosions and fire on the rig, providing descriptive information on drilling and well completion activities.

Volume 2 will present several new critical technical findings, with an emphasis on the functioning of the blowout preventer (BOP), a complex subsea system that was intended to help mitigate and prevent a loss of well control. This volume examines the failures of

NEWS REPORTS FROM USA (Continued)

the BOP as a safety-critical piece of equipment and explores deficiencies in the management systems meant to ensure that the BOP was reliable and available as a barrier on April 20, 2010.

Later in the year, the board will consider report Volume 3 which will delve into the role of the regulator in the oversight of the offshore industry. Finally, Volume 4 will explore several organizational and cultural factors that contributed to the incident.

We look forward to presenting this vital information to the public, industry, Congress, and all others interested in fostering safety in the offshore drilling and production industry.

For more information, contact Communications Manager Hillary Cohen, cell 202-446-8094 or Sandy Gilmour, Public Affairs, cell 202-251-5496. Access the [Source Document](#)

April 18 - Keystone XL pipeline decision postponed by Obama administration

The Obama administration has — again — postponed a decision on the proposed Keystone XL pipeline by giving eight different agencies more time to submit their views on whether the pipeline from Canada's oil sands to the Texas Gulf Coast would serve the national interest.

The 90-day period for interagency comments was supposed to end May 7, but the State Department extended that deadline, citing "uncertainty" created by a Nebraska Supreme Court ruling that could lead to changes in the pipeline route.

The State Department, which must make the final decision on the permit because the pipeline crosses an international boundary, said it would use the additional time to consider the "unprecedented number" — 2.5 million — of public comments that were submitted by March 7.

"The agency consultation process is not starting over," the State Department said in a statement. "The process is ongoing, and the Department and relevant agencies are actively continuing their work in assessing the Permit application." *The Washington Post* [Read more](#)

April 18 - A Grim Photographic Tribute to the BP Oil Disaster

One of the first photographers on the scene of the BP Deepwater Horizon oil disaster was a Spanish-born man, now living in Seattle, named Daniel Beltrá. Greenpeace had sent him there on a four-day mission to document the environmental catastrophe. As the stricken rig continued to hemorrhage oil, those four days became two months, a time that Beltrá filled making gorgeous yet monumentally depressing photos of black-stained seas and gloop-covered animals.

Beltrá would eventually go on to win several awards for his work in the Gulf. London's Natural History Museum dubbed him "Wildlife Photographer of the Year" for the above image of pelicans awaiting cleaning at a volunteer clinic, for instance. It's one more honor in his decades-long career of exposing humanity's junking of the planet, from rampant logging in Indonesia and the Amazon to ice breaking up in the ever-warming waters of the Arctic. Not that he's doing this for awards: Beltrá travels to these ravished places out of a sense of environmental justice, or anger. As he once said: "I get more pissed than depressed."

To mark the fourth anniversary of the April 20th oil spill – the deadly effects of which are still being felt – Beltrá's given his blessing to run some of his Gulf photos. For people who want to see more and larger images, check out his book covering the disaster, *Spill*. *The Atlantic Cities* [Read more and view images](#)

NEWS REPORTS FROM CANADA

April 10 - Contaminated sites clean-up to cost billions: PBO

Cleaning up nearly 25,000 sites across the country contaminated by hazardous waste and pollution will cost billions of dollars more than the federal government has anticipated, says a new analysis by Canada's budget watchdog.

And the cost could run even higher now that a new chemical used in fire-retardant foam has been found in the groundwater at some airports, says the report by the Parliamentary Budget Office released Thursday.

"The likely financial costs associated with contaminated sites are significant and are not reflected in the figures reported to Parliament in the public accounts," says the report.

To do the analysis, Treasury Board provided the office with access to its internal database of contaminated sites, which contains about 1,000 locations not included in the public version for security reasons.

The PBO then looked at the total cost to remediate the known, suspected and future sites in the general inventory. There are 24,990 open, closed and deleted sites listed in the government's inventory. *InsideToronto.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NEWS REPORTS FROM CANADA (Continued)

April 13 - Planned nuclear waste facility raises fears for Great Lakes



Photo: Workers from Ontario Power Generation's waste management division test equipment while disposing of radioactive material at the Bruce nuclear facility in Kincardine. / Andre J. Jackson/Detroit Free Press

Some materials that would be stored in a proposed underground nuclear waste facility less than a mile from Lake Huron are hundreds of times more radioactive than was told to Canadian government officials considering the site.

That revelation was brought to light by Frank Greening, a nuclear scientist who once worked for Ontario Power Generation, the utility seeking the deep geologic repository to store low- to intermediate-radioactive waste in Kincardine, Ontario, about 111 miles northeast of Port Huron on the Canadian side of Lake Huron. *Detroit Free Press* [Read more](#)

NIGERIA: BONGA OIL SPILLAGE: FG ASSURES SHORELINE COMMUNITIES OF GOVT INTERVENTION

April 14 - Following the continued hardship being experienced by communities affected by the Bonga oil spill, the federal government at the weekend assured the shoreline communities of its readiness to intervene and assist them with relief programmes.

The Minister of Environment, Mrs. Laurentia Mallam, gave the assurance in Abuja when leaders of the community visited her.

She explained that though government intended to tackle oil spillage in the Niger Delta, special attention was being paid to shoreline communities of Rivers, Delta and Bayelsa States affected by the Bonga oil spillage.

The minister assured them that relief would soon come their way, even as she sympathised with them on the devastating impact of the spillage on farm lands, marine and aquatic life.

Mallam told the delegation that she appreciated the enormity of the multiple impact of the spillage on the affected communities and promised to organise a stakeholders' meeting involving Shell Petroleum Development Corporation (SPDC) in the coming weeks to find an amicable solution to the challenge posed by the spillage. *This Day Live* [Read more](#)

JAPAN: MINISTER SORRY FOR DELAY IN RELEASING SURVEY RESULTS ON RADIATION EXPOSURE

Industry minister Toshimitsu Motegi apologized April 18 for a six-month delay in releasing the results of a survey in Fukushima Prefecture about the amount of radiation each resident will likely be exposed to per year.

"I am sorry for any anxiety I might have caused," Motegi said at a news conference held after a Cabinet meeting.

In a separate news conference, Atsuo Tamura, counselor of the Cabinet Office, which commissioned two organizations to conduct the survey, explained that bureaucrats shared the results of the survey but decided to refrain from releasing them publicly without consulting Motegi or other politicians in high-ranking positions.

In July 2013, the Cabinet Office's team in charge of assisting the lives of nuclear disaster victims asked the National Institute of Radiological Sciences and the Japan Atomic Energy Agency to look at the situation in the municipalities of Kawauchi, Iitate and Tamura, which included zones being prepared for the lifting of evacuation orders. *The Asahi Shimbun* [Read more](#)

No news from your part of the world ?

You can help your Editor by sending News Reports and Articles (in English language) to info@spillcontrol.org

ISCO AT THE INTERNATIONAL OIL SPILL CONFERENCE IN SAVANNAH – BOOTH 151

Please make a note to visit ISCO at Booth 151 at IOSC.

ISCO President, David Usher, Secretary, John McMurtrie and Membership Director, Mary Ann Dalgleish will be in attendance and we very much look forward to meeting up with Members and to welcoming other visitors at Savannah.

ISCO AGM AT IOSC IN SAVANNAH – TUESDAY 6 MAY IN SHOW OFFICE “A” AT 4.30 P.M.

Members are requested to attend the meeting. Non-members who are interested in the activities of the organization will also be made welcome. Refreshments will be served and we are looking for a good turn-out.

The meeting is expected to conclude at 6 p.m. giving you plenty time to join evening events.

MORE RESPONSES TO REQUEST FOR FEEDBACK ON THE ISCO NEWSLETTER

Andy Rae, MISCO, Senior Incident Response Co-ordinator with the Qatar Petroleum Oil Spill and Emergency Response Dept. writes –

“In response to your request for feedback I have several suggestions. The information provided is first class and just what is needed, but the organisation of it needs a shift round to my thinking. Keeping the focus on it being an international newsletter is vital, and for me, ensuring the news is brief with links to the larger article is best.

1. Move ‘Incident reports’ to the beginning and title ‘International Incident Reports’. They are all international depending on where you are standing. Sort these reports by regions or continents and rotate the regions position so that the newsletter does not seem EU/US biased. If possible link updates to earlier articles.

2. Remove the old ‘International news’. Replace with more concise headings; ‘Corporate News’, ‘People in the news’, ‘Event News’ and ‘Science and technology News’. ‘Products and development news’, remove all the sales pitches that come in the newsletter and put them in the last one.

3. Put training and publications under one banner. Include here all the references to good information. Consider putting Douglas Cormacks, Merv Fingas and Mark Francis work as a monthly linked article of a larger size. There is a lot of good but technical information in their work, but I don’t feel it fits the need as ‘news’, but would hate to lose access to such information.

4. IOSC membership news is important to me.

5. Think of adding a jobs section where companies can advertise”.

Captain D. C. Sekhar, ISCO Member of Council for India and Managing Director of AlphaMERS writes –

“You are doing an excellent job with the newsletter. I realize from the exchanges, that the resource crunch is beginning to bite. Few suggestions :

I suggest you appraise the disaster management and pollution control institutions in many countries about ISCO. They will have a lot of interest in this information exchange. Expanding to cover HNS incidents will give a wider canvas and audience.

In case you need any clerical assistance I can have my office to assist. Meanwhile our sincere appreciation for bringing out this excellent quality of newsletter week after week.

A comment from your Editor –

One of the serious downsides of sending the Newsletter out as a PDF File is that the Newsletter Archive is not searchable. For example, if you want to access an historic article or report you cannot simply type in keywords to find the item you are looking for. The only option is to trawl through old issues, something that is extremely arduous and time consuming.

Currently we are investigating possible options for resolving this problem and suggestions would be welcomed.

One idea that has been suggested is to publish newsletter reports and articles directly on the website. This would also facilitate sharing of newsletter items through social media, something that could be very positive in raising the profile of the organization.

Another option may be to continue publication of the newsletter in its traditional format and look at parallel internet publication of newsletter content as discrete items that would be amenable to being picked up by internet search engines and can also be circulated via social media sites. I’m not sure how much extra work would be involved and your ideas would be welcomed.

NEW MICRO-ALGAE CLEAN HIGHLY RADIOACTIVE WASTE

April 16 - A single-celled green alga that can tolerate extreme conditions may soon be widely used to clean up radioactive effluents and wastewater from nuclear facilities in an inexpensive and environmentally-safe manner.

Most organisms are killed by the radioactivity, but the micro-alga *Coccomyxa actinabiotis* is extremely radioresistant and strongly accumulates radionuclides.

Coccomyxa actinabiotis can resist a radiation dose of 20,000 grays (Gy), about 2,000 times the lethal human dose. The gray is a unit of ionizing radiation dose defined as the absorption of one joule of radiation energy by one kilogram of matter.

By comparison, humans exposed to a fraction of this level of radiation, five or more gray (gy), usually die within 14 days.

In 1986, the Chernobyl nuclear accident resulted in human exposures up to 16 gy, causing 28 deaths in the first three months.

Microorganisms, including algae, already are used widely by the nuclear industry to help manage waste by-products. But they have high operating and equipment costs, require heavy maintenance and generate large volumes of radioactive waste.

The discovery of the new alga, *Coccomyxa actinabiotis* nov. sp., which uses photosynthesis and metabolic processes to take up contaminants, creates the potential to develop cheaper and more environmentally-friendly solutions for decontaminating radioactive effluents and wastewater.

Scientists in France discovered *Coccomyxa actinabiotis* in a cooling pool for spent fuel at a French nuclear facility. After analyzing the properties of this unique species, researchers now foresee new strategies for the bioremediation of radioactive contamination.

Environmental News Service [Read the complete text of this article](#)

PLANTS USED TO WEED OUT SOIL POLLUTION

April 18 - Chinese scientists have developed soil remediation technologies to prepare for large-scale applications.

The technologies focus on using plants to absorb heavy metal contaminants in soil.

The technologies were developed by the Center for Environmental Remediation of the Institute of Geographic Sciences and Resources Research under the Chinese Academy of Sciences, which began research 10 years ago.

Soil contamination is serious in China, with large areas of cropland polluted, said Lei Mei, a professor at the center.

Soil remediation technologies have been applied on 133 hectares of land in the Guangxi Zhuang autonomous region, Henan, Yunnan and Hunan provinces and Beijing on a trial basis, and Lei said she believes the technologies will have "good application prospects".

A report from the Ministry of Environmental Protection on Thursday showed that about 19.4 percent of farmland in China was polluted, according to Xinhua News Agency.

"The publication of the survey result is a milestone for soil remediation in China," Lei said. *Ecns.cn* [Read the complete text](#)

Products & Services

Editor: The primary purpose of this Section in the ISCO Newsletter is to help Corporate Members of ISCO to share news about new products and services that they have recently developed. In the absence of such news, your editor may, from time to time, report on other products and services that he comes across and thinks may be of interest to our readers.

INTERESTING VIDEO: WATER SEPARATOR & TREATMENT SYSTEM

Regulations concerning what is going down the drain are getting tougher and stricter. Recover-All™ has all the means to help you maintain and stay ahead of any criteria* by treating wastewater and/or process water into a clean reusable or drainable effluent. Recover-All™ is a compact treatment system used in many industries for filtering and removing sediments, separating oil from water and treating the water to regulated discharge levels before sending it to the drain.

Recover-All™ is a standardized system designed as the perfect solution that will bring you peace of mind and make scheduled heavy maintenance a thing of the past. Recover-All™ is your solution with its award winning and ergonomic design. Fully automated features make the Recover-All™ your forefront environmental solution provider.

ERE Inc. Email: sales@ereinc.com Website: www.ereinc.com [This product has not been endorsed or tested by ISCO and claims made for it are solely made by the manufacturer]



In this issue of the ISCO Newsletter we are printing No. 172 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 172: CONCLUDING REMARKS

I saw my first book, written at the invitation of Elsevier, as an opportunity to preserve and promulgate, the knowledge acquired by the Oil/HNS Pollution Division of Warren Spring Laboratory (WSL). Again, I saw my second book, written at the invitation of Kluwer, as an opportunity to update this knowledge with reference to its use by the UK's then new Marine Pollution Control Unit (MPCU) in establishing its stockpiles of equipment for emergency oil/HNS cargo/bunker transfer to minimise releases from impact-damaged casualties and for dispersion and/or recovery of these minimised releases at sea, in inshore waters, and on shorelines of all types when and where needed. Yet again, I saw this second invitation as an opportunity to record the extent to which the belief-only regulations of the UK Environment Agency had made response, as exemplified by the Sea Empress Incident, vastly less cost-effective than the knowledge previously acquired by WSL would have made it.

Nonetheless, while referral of my first book's case for safe haven use in emergency cargo/bunker transfer to the Donaldson Enquiry, resulted in a more positive attitude to safe havens, the Enquiry made no recommendations towards dispelling belief-only regulation with the knowledge already available from the WSL R&D programme. Thus, when invited to be Chairman of the British Oil Spill Control Association (BOSCA), I and fellow member John Dawes introduced an accreditation scheme to ensure effective use by contractors of the response knowledge already available for inland, shoreline and sea-going response to increase the confidence of governmental and private customers. However, with BOSCA having become UK Spill Response, and with John Dawes and I having morphed into the International Spill Accreditation Association (ISAA) now in alliance with ISCO, all customers and all contractors are still subject to knowledge-rejecting/belief-accepting regulations.

As to dispelling belief with knowledge, however, I was becoming gradually aware that I was mistaken in assuming that my first two knowledge-only books could of themselves dispel all counter-belief; that I had to accept that counter-believers would always suppress knowledge if they were numerous enough; and that this would continue so long as belief remained undifferentiated from knowledge. Thus, having been made an Honorary Fellow of ISCO, a member of the ISCO delegation to IMO, and the writer of this Column at the invitation of David Usher, I decided to apply the definitive differentiation of the knowledge/belief dichotomy and those of truth/falsehood, wisdom/folly, right/wrong and good/bad which I had developed in writing my third book, which, though initially intended to be a history of science, became a history of how the species Homo Sapiens progressed through knowledge-acquisition from time immemorial to the present day, despite serial interruptions by political belief/counter-belief conflicts manifested as social disharmony, violence, revolution or war over this same time-span.

Thus, in my articles to this column and in my contemporaneous papers to IMO, I have been applying my newly defined differentiation of the knowledge/belief dichotomy by noting the presence of my co-defined reality-evaluation which converts belief to positive or negative knowledge, or by noting the absence of reality-evaluation which leaves belief unconverted either way. Thus on the basis of my third book, my articles to this column and my contemporaneous papers to IMO have been differentiating the content of my previous two books as definitive knowledge where beliefs as hypotheses have been reality-validated or as definitive belief where beliefs have already been reality-refuted or have not as yet been subjected to reality-evaluation.

Accordingly, ISCO can now offer to the member states of IMO, articles 1 - 102 of this Column as a repository of the knowledge to be accepted as security against all staff changes in member states and which will restore environments to their pre-incident states more quickly and cost-effectively than ever before; articles 103 - 130 as a repository of the beliefs to be rejected as security against their resurrection by new staff in member states; articles 131 - 162 as identifying the definitive knowledge which has created the first-ever knowledge-only contingency plan from which even fresh staff can construct incident-specific plans for any and every future incident and from which they will be able to report assessments made, actions taken, accredited contractors used, results obtained and costs incurred to the IOPC Funds and P&I Club secretariats for expeditious settlement of claims and to IMO for continual enhancement of the collective knowledge repository. In these connections, it may be noted that after being invited to apply to attend IOPCF meetings, ISCO attended its first in 2013; and that within IMO, it attends the MEPC and its new Pollution Prevention and Response Sub-Committee (PPR) within which the former OPRC-HNS Technical Group has now been subsumed.

References

- 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.

Events

USA: NOAA SCIENTISTS OFFER IN-DEPTH WORKSHOPS AT 2014 INTERNATIONAL OIL SPILL CONFERENCE

Every three years, experts representing organizations ranging from government and industry to academic research and spill response gather at the [International Oil Spill Conference](#). This event serves as a forum for sharing knowledge and addressing challenges in planning for and responding to oil spills. NOAA plays a key role in planning and participating in this conference and is one of the seven permanent sponsors of the event.

This year is no different. [In addition to presenting on topics](#) such as subsea applications of dispersants and long-term ecological evaluations, Office of Response and Restoration staff are teaching several half-day workshops giving deeper perspectives, offering practical applications, and even providing hands-on experience.

If you'll be heading to the conference in Savannah, Ga., from May 5–8, 2014, take advantage of the following short courses to pick our brains and expand yours. Or, if you can't make it, consider [applying for our next Science of Oil Spills training](#) this August in Seattle, Wash.

Environmental Trade-offs Focusing on Protected Species

When: Monday, May 5, 2014, 8:00 a.m. to 12:00 p.m. Eastern *Who:* Ed Levine (Scientific Support Coordinator), Jim Jeansonne (Scientific Support Coordinator), Gary Shigenaka (Marine Biologist), Paige Doelling (Scientific Support Coordinator)

Level: Introductory

What: Learn the basics about a variety of marine protected species, including whales, dolphins, sea turtles, birds, fish, corals, invertebrates, and plants. This course will cover where they are found, the laws that protect them, and other information necessary to understand how they may be affected by an oil spill. The course will discuss the impacts of specific response operations on marine protected species, and the decision making process for cleaning up the oil while also working in the best interest of the protected species. We will also discuss knowledge gaps and research needs and considerations when information is not available.

Advanced Oil Spill Modeling and Data Sources



When: Monday, May 5, 2014, 1:00 p.m. to 5:00 p.m. Eastern *Who:* Glen Watabayashi (Oceanographer), Amy MacFadyen (Oceanographer), Chris Barker (Oceanographer)

Level: Intermediate

What: This is a rare opportunity to get hands-on experience with NOAA's oil spill modeling tools for use in response planning and trajectory forecasting. We will lead participants as they use our [General NOAA Operational Modeling Environment \(GNOME\) model](#) for predicting oil trajectories and the [Automated Data Inquiry for Oil Spills \(ADIOS\) model](#) for predicting oil weathering.

Arctic Drilling Environmental Considerations

When: Monday, May 5, 2014, 1:00 p.m. to 5:00 p.m. Eastern *Who:* Kate Clark (Acting Chief of Staff), Mary Campbell Baker (Northwest/Great Lakes Damage Assessment Supervisor)

Level: Introductory

What: How are Arctic development decisions being made given environmental, political, and societal uncertainty? How should they be made? Examine how [a changing Arctic](#) is intersecting with increased shipping and oil development to alter the profile of human and environmental risks.

Worldwide Practice Approaches to Environmental Liability Assessment

When: Monday, May 5, 2014, 1:00 p.m. to 5:00 p.m. Eastern *Who:* Ian Zelo (Oil Spill Coordinator)

Level: Intermediate

What: In the United States, [Natural Resource Damage Assessment \(NRDA\)](#) regulations [promulgated pursuant to the Oil Pollution Act of 1990](#) institutionalized the concept of NRDA and the cooperative NRDA. Learn some of the key principles related the NRDA and restoration process in the context of oil spills, as well as suggested best practices and how they may be implemented at various sites in the U.S. and worldwide.

NOAA Office of Response & Restoration [Source document](#)

Events (continued)

NORWAY: NOSCA SEMINAR 2014

Bergen, 16-20 June, 2014. More info will be given in a later issue of the ISCO Newsletter. [NOSCA Seminar Website](#)

USA: 2014 OFFSHORE TECHNOLOGY CONFERENCE – HOUSTON 5-8 MAY 2014

Join us at Reliant Park in Houston for the Offshore Technology Conference. [Discover](#) why OTC is the best event to gain technical knowledge and make valuable contacts.

OTC is brought to you by [technical societies](#) that cover all aspects of the energy industry. [OTC Website](#)

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	March 2014
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	March 18 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	April 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	March 1-15 2014
Intertanko Weekly News	International news for the oil tanker community	No 16 2014
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	April 2014 issue
IMO Publishing News	New and forthcoming IMO publications	March 2014
IMO News Magazine	News from the International Maritime Organization	No 4, 2013
Pollution Online Newsletter	News for prevention & control professionals	April 16 issue
EMSA Newsletter	News from the European Maritime Safety Agency	April 2014 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2014 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	April 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

NEW ISSUE OF UK SPILL'S SPILLALERT MAGAZINE PUBLISHED

"The Events Issue" 2014-2015 – 20 pages of Industry News [Download the new issue of SpillAlert](#)

Contracts & Tenders

USA: ENVIRONMENTAL SERVICES: PRESOLICITATION NOTICE

Other Defense Agencies, Washington Headquarters Services, Arlington, VA.
Federal Business Opportunities, FBO-4505, Solicitation WR0718131006, 2014

Washington Headquarters Services Acquisition Directorate will issue a solicitation to obtain environmental services for the National Capital Region, mainly at the Pentagon Reservation, Arlington, Virginia.

Services include environmental assessments and analysis; spill reporting, investigation, and cleanup; environmental sampling; hazardous site evaluation; and other tasks under NAICS code 541620. This requirement will be 100% set-aside for small business with a size standard of \$14 million. A single firm-fixed-price, indefinite-delivery, indefinite-quantity contract is anticipated for a 12-month base period with four 12-month options. RFP release is expected on or about April 21, 2014, with proposals due 30 days later. <https://www.fbo.gov/spg/ODA/WHS/REF/WR0718131006/listing.html>

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website www.spillcontrol.org
