

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.

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International news

NEW VERSION OF ISO 9001:2015 AVAILABLE FOR PUBLIC REVIEW

May 17 - The new version of the world's most popular ISO standard, ISO 9001 Quality Management, is now published as a Draft International Standard (DIS), for public review. The final standard is expected to be officially published in September 2015.

"The new ISO 9001:2015 is an important step forward, making the standard up to date with current business practices and needs," says Global Service Responsible for ISO 9001 in DNV GL, Bastiaan Poldermans.

DNV GL has been actively involved in the ISO committee creating the standard (ISO/TC 176/2). The new version has noteworthy changes.

"Like all new ISO management system standards, the ISO 9001 is now aligned with the so called high level structure. This means that all the new ISO management system standards will be aligned on the common requirements, which will make it easier for organizations to implement them going forward," says Bastiaan Poldermans.

The Environmental Management system standard ISO 14001:2015 (which is replacing ISO 14001:2004) is expected to be published in June/July 2015. The Occupational Health & Safety standard ISO 45001:2016 (replacing OHSAS 18001) is expected in September 2016. Thus, by the end of 2016, all of the most used standards are harmonized through the same high level structure and a set of common requirements. *The Maritime Executive* [Read more](#)

IOPC FUNDS - REPORT ON MAY 2014 MEETINGS

The governing bodies of the International Oil Pollution Compensation Funds (IOPC Funds) held meetings from Tuesday 6 to Friday 9 May 2014 at the headquarters of the International Maritime Organization (IMO) in London.

Sixty-three States, representing 56 Member States of the 1992 Fund, 47 former 1971 Fund Member States and five observer States, as well as ten observer organisations, attended sessions of the 1992 Fund Administrative Council, the 1992 Fund Executive Committee and the 1971 Fund Administrative Council. The seventh intersessional Working Group also held its third meeting.

High on the week's agenda were the discussions of the winding up of the 1971

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International news (continued)

Fund and the developments in the remaining five incidents involving the 1971 Fund.

Other matters addressed included draft guidelines for presenting claims for clean-up and preventive measures, and the latest developments in the 1992 Fund's preparations for the entry into force of the HNS Convention.

[Read the full IOPC Funds News Briefing on the May 2014 Meetings](#)

Addressing problems posed by staff changes – Dr Douglas Cormack, ISCO

Under agenda item 4, on the development of guidelines for presenting claims for clearance and prevention, Doug Cormack responded to the difficulties cited by member states as arising from internal staff changes and from the imprecision of the terms 'reasonable' and 'proportionate' as used in the Convention itself; and to the absence of any citation of knowledge or lack of it; with the intervention now entered in the meeting-report as follows.

Staff changes have been mentioned in relation to the difficulty in presenting claims. There is also the question of reasonableness/proportionality. In this connection, ISCO is now offering a new approach to incident response.

This new approach comprises a repository of knowledge supportive of a knowledge-only contingency plan based on the physicochemical parameters which control the fate and effects of releases, which determine prevention and response, and which by their incident-specific values predict incident-specific fates and effects, thus enabling incident-specific prevention and response to be cost-effective.

Thus, on completion of this approach, coastal states will have access to a repository of knowledge secure against staff-changes and a contingency plan from which even fresh staff will be able to prepare and execute incident-specific plans which will enable predictions made, decisions taken, accredited contractors employed, results obtained, and costs incurred to be reported to IOPC in fully documented form, and to IMO for enhancement of the shared repository of knowledge.

A paper justifying this approach will be available for MEPC 67 and a shorter version in relation to claims settlement for the October 2014 meeting of the IOPC Funds.

INCOMING PRESIDENT CELEBRATES IMarEST's 125TH ANNIVERSARY

Protecting the world and its oceans remains the focus of the Institute of Marine Engineering, Science and Technology (IMarEST) as it celebrates its 125th anniversary, says its new president, Richard Vie, VP Technical Development and Quality Assurance, Corporate Shipbuilding, Carnival Corporation.

Addressing more than 400 leading marine professionals from around the world at the IMarEST's Annual Dinner at London's Guildhall on Friday 28th March, Mr Vie also called on members to inspire the next generation of marine engineers.

In his first official speech as the Institute's 112th president, Mr Vie said: "The protection of the world and its oceans is even more important than ever as we face the challenges of global warming and other strains on the environment.

[Read the complete text of this news item from IMarEST](#)

INTERNATIONAL SPILL ACCREDITATION ASSOCIATION (ISAA) MAKES FIRST AWARD OF INLAND OIL SPILL RESPONSE TRAINING ACCREDITATION

Last week ISAA launched the accreditation of companies providing inland oil spill response training courses by completing the assessment of a course being provided by Petrofac Training Services. The company has been awarded Accredited Inland Oil Spill Response Training Provider Status – Level 1 (Industrial). The assessment process evaluated both the course content and the standard of presentation.

Petrofac course presenter, Simon Purill, has 25 years of experience in responding to inland oil spills and the design of the course represented many months of work, drawing on his accumulated knowledge and experience. Petrofac will now add the newly accredited inland oil spill response course to the wide range of training courses it provides for oil industry clients.

International news (continued)

Petrofac is a leading international provider of facilities solutions to the oil & gas production and processing industry, with a diverse customer portfolio including many of the world's leading integrated, independent and national oil & gas companies. The group delivers services through seven business units: Engineering & Construction, Engineering & Construction Ventures, Engineering Services, Offshore Engineering & Operations, Training Services, Production Solutions and Energy Developments. With more than 18,000 employees, Petrofac operates out of five strategically located operational centres, in Aberdeen, Sharjah, Woking, Chennai and Mumbai and a further 19 offices worldwide.

For a number of years The International Spill Accreditation Association (ISAA) has been asked by training organisations to approve and accredit inland spill training courses.

The ISAA Board has now approved a syllabus and training requirements for an inland surface waters spill training course. In a similar way to the accreditation by the Nautical Institute of marine response training organisations offering IMO, MCA and DEC courses, the accreditation process not only verifies course content but also assesses the competence of trainers' personnel on course delivery.

ISAA was formed in 2003 as a not-for-profit international association dedicated to improving standards of spill response by awarding accredited status to oil spill response organisations that meet required standards. ISAA auditors examine every aspect of each candidate's operations in accordance with a comprehensive accreditation matrix. The objective is not only to determine appropriate levels for award (or otherwise) of accreditation, but to help accredited spill response organisations, over time, to progress towards higher levels of accreditation. ISAA also organises training events and seminars, designed to help responders to maintain and enhance response capacity.

The launch of accreditation for providers of inland spill response training is a logical development and wholly aligned with ISAA's mission to improve standards of spill response. For further details please contact the ISAA Administrator at john.mcmurtrie@spillcontrol.org

Incident reports from around the world

USA: TUG VESSEL HITS OBJECT, SPILLS DIESEL FUEL INTO NUSHAGAK RIVER

May 14 - A tug vessel hit a submerged object just east of Dillingham early Wednesday and leaked at least 5,000 gallons of diesel fuel into the Nushagak River, said a report from the Alaska Department of Environmental Conservation.

The captain of the 100-foot Devon reported around 1 a.m. that the vessel collided with a rock and damaged its fuel tank, said Coast Guard Petty Officer Shawn Eggert. *Anchorage Daily News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CHINA: TONNES OF TOXIC CHEMICAL SPILL INTO HANGZHOU RIVER AFTER TANKER OVERTURNS

May 19 - About eight tonnes of a toxic chemical spilled into a river near Hangzhou yesterday after a tanker overturned, prompting the authorities to cut off water supplies to people in the area for several hours.

The tanker was carrying the chemical tetrachloroethane when the accident happened in Fuyang in Zhejiang province in the early hours, Xinhua reported.

The chemical is often used to make industrial cleaners and solvents and can damage internal organs and the nervous system if its vapour is inhaled. *South China Morning Post* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CHINA: BUNKERING CAUSES OIL SPILL IN EAST CHINA

May 20 - Bunkering caused an oil pipeline spill in east China's Zhejiang Province on Tuesday and polluted an area of 1,500 square meters, a company source said.

A 2-cubic-meter spill occurred on Tuesday morning after bunkering suspects drilled holes on a section of the Ningbo-Shanghai-Nanjing oil pipeline that belongs to Sinopec, China's largest refinery. *Xinhua News Agency* [Read more](#)

USA: CLEANUP PROCEEDING QUICKLY IN NUSHAGAK RIVER SPILL

May 22 - The tug vessel Devon, owned by Sam Barging, Inc., was hauled out onto Scandinavian Beach at the Bristol Alliance Fuels yard in Dillingham Sunday. The vessel had been transported from its grounding sight with an oil boom surrounding it, and crews were repairing Devon's breached hull by Monday.

Thousands of gallons of river water were used to "flush" Kanakanak Beach Monday, where a light sheen and smell of diesel were reported by a local fisherman over the weekend. The Coast Guard will continue shoreline assessments and another overflight of the river corridor and coastline, although no new pooling or sheen has been spotted in the river since the day after the Devon went aground. *Alaska Dispatch* [Read more](#)

Incident reports from around the world (continued)

USA: HUNDREDS OF GALLONS OF OIL SPILL INTO GRAND RIVER IN JACKSON, MICHIGAN

May 22 - Wastewater treatment superintendent for Jackson Don Tucker says the city's fire department and public works were notified of the spill around 7 p.m. (EST) Sunday. Together, they joined with the DEQ to put up booms and "contain" the spill. However, Tucker later also said that the amount of oil in the river is unknown, as is where it is coming from. That right there shows the integrity of any statement claiming to have "contained" the spill. *Take10DylanHock* [Read more](#)

USA: BLOWOUT WAS FIRM'S SECOND SPILL FROM OLD WELL NEAR GREEN RIVER, UTAH

May 25 - Cleanup crews on Friday remained at the scene of an oil well failure that sent chemical-laden fluid three miles down a Grand County wash before it was stopped a mile short of the Green River, just upstream from Labyrinth Canyon.

For more than 30 hours Wednesday and Thursday, the well operated by S.W. Energy Corp. released thousands of gallons of water mixed with hydrocarbons as the operator frantically tried to stem the flow and contain the damage with the help of contractors and state and federal agencies. *The Salt Lake Tribune* [Read more](#)

INCIDENT REPORTS: ROAD TANKER ROLLOVERS, FUEL STATIONS, STATIC TANKS, ETC.

Your Editor would like to remind readers that the ISCO Newsletter does not usually report on incidents of these kinds because there are far too many and, in any case, these are already really well covered by Don Johnston in his excellent newsletter "Newsy Stuff".

"Newsy Stuff" is circulated free of charge every few days to members of the DG & Hazmat Group and each issue contains around 20 pages of incident reports and other mainly downstream related news.

The ISCO Newspaper does not aim to compete with "Newsy Stuff" and vice versa. The Editor of the ISCO Newsletter does pick up on some news stories in "Newsy Stuff" and Don does the same with links in the ISCO Newsletter but, as far as incident reports are concerned, the two publications complement each other.

The DG & Hazmat Group is an Industry Partner of ISCO.

To find out more about joining DG & Hazmat Group and subscribing to "Newsy Stuff", visit - <http://groups.yahoo.com/neo/groups/DangerousGoods/info>

Other news reports from around the world

NEWS REPORTS FROM USA

May 16 - Railroads claim national security in keeping oil train routes secret, but feds say not so



Photo: An oil train sits parked in Vancouver, Wash., in early April. (Rob Davis/The Oregonian)

As crude oil shipments have proliferated and raised safety concerns across the country, railroads have refused to acknowledge their routes and frequencies, details that anyone patient enough to stand trackside could learn.

Railroads companies have claimed that they're prohibited by federal law from divulging those details for national security reasons.

But they're not.

Oil trains are big and obtrusive. They're a mile long or more. They haul more than 100 tank cars, labeled on all four sides with placards that identify what's inside. They're moving in the open in growing numbers through Portland, Vancouver, Wash., and other Northwest cities. *The Oregonian* [Read more](#)

May 18 - CSX brings Safety Train to Philadelphia for first responders

CSX Corp. has been bringing its Safety Train to Philadelphia for a decade to teach first responders about railroad equipment. This week's visit was anything but routine.

Amid a nationwide surge in traffic from domestic oil fields to refineries, several fiery accidents, and a January derailment of a CSX oil train in Philadelphia, rail safety has taken on a new level of urgency and public awareness.

NEWS REPORTS FROM USA (Continued)

"If a catastrophe does happen, we're all working hand in hand," said Councilman Kenyatta Johnson, who visited the Safety Train on Friday at the CSX rail yard at 36th and Moore Streets in South Philadelphia.

Over the last week, about 100 emergency responders explored four tank cars, two classrooms, and a flat car equipped with tank-car valves and fittings that CSX hauled into the yard. *Philly.com* [Read more](#)

May 18 - The Hanford radioactive waste cleanup deal 25 years later



In this March 6, 2013 file photo, workers labor at the 'C' Tank Farm at the Hanford Nuclear Reservation, near Richland, Wash. The cleanup of the nation's largest collection of radioactive waste left over from the production of nuclear weapons was supposed to be nearing an end by now, but 25 years after a landmark agreement was signed to deal with the waste, \$30 billion has been spent, and officials are still decades and tens of billions of dollars away from finishing the cleanup of the radioactive mess. (AP Photo/Ted S. Warren, File)

The cleanup of the nation's largest collection of radioactive waste left over from the production of nuclear weapons was supposed to be nearing an end by now.

Twenty five years ago, a landmark agreement was signed to deal with the millions of gallons of waste at the Hanford Nuclear Reservation in southeastern Washington. More than \$30 billion has already been spent under the so-called Tri-Party Agreement signed by the U.S. Department of Energy, the U.S. Environmental Protection Agency and the Washington state Department of Ecology.

If everything had gone according to plan, the work would be only about five years away from completion. But Hanford officials are still decades and tens of billions of dollars away from finishing the cleanup of the radioactive mess. *The Oregonian* [Read more](#)

May 19 – Court won't reconsider BP oil spill settlement ruling

A federal appeals court on Monday refused to reconsider its previous ruling that businesses don't have to prove they were directly harmed by BP's 2010 Gulf Of Mexico oil spill to collect settlement payments.

The decision by the 5th U.S. Circuit Court of Appeals in New Orleans could be a step toward resuming a claims process that was suspended after a district court ruling in December. However, BP spokesman Geoff Morrell said in an emailed statement Monday night that the company is considering its legal options. *The Washington Times* [Read more](#) [Related report in The Maritime Executive](#)

May 21 - Current Emergency Regulations a Recipe for Disaster

Recently, the U.S. Transportation Department (DOT) issued an emergency order requiring railroads to inform state emergency management officials about large crude oil shipments. Specifically, the regulations required railroads to disclose the expected routes across country, volume of oil being shipped, and a responsible party.

This latest emergency order follows a late February emergency order by DOT requiring shippers to test oil produced from the Bakken shale region for accurate hazard classification of this extremely volatile oil, while also requiring transport of crude oil in the most sturdy state-of-art tanker cars. Earlier, DOT had issued violation notices and fines against tank car loaders in North Dakota for

NEWS REPORTS FROM USA (Continued)

downgrading the hazard rating of crude oil shipments from the Bakken

The same state emergency management officials who deal with safe handling and transportation of hazardous substances also deal with emergency response to releases or spills of these materials. Spill prevention and response is required under the Superfund law for hazardous chemicals and the Clean Water Act and the Oil Pollution Act for oil. It's one thing to pass laws and entirely another to implement them, a duty which passes to the executive branch and regulatory agencies. In this case, these three pollution control laws are implemented by the Environmental Protection Agency through the National Oil and Hazardous Substances Pollution Contingency Plan.

Unfortunately, the EPA has not kept the national contingency plan current. The plan was written in 1968 after the first oil tanker wreck in England, the Torrey Canyon, proved to the world that international oil shippers had no contingency plan to respond to and cleanup oil spills. The U.S. plan was designed for tanker spills of conventional crude oil that floats and fouls surface waters and shores. It simply doesn't work for oils that explode like the Bakken shale oil -- or sink like tar sands oil (or even for deep sea oil spills like the BP Deepwater Horizon disaster). *The Huffington Post* [Read more](#)

May 22 - BP Appeal to US Supreme Court over Gulf of Mexico Disaster

BP has appealed to the US Supreme Court over compensation relating to the oil disaster in the Gulf of Mexico in 2010.

BP was ordered to compensate some businesses that may have been affected by the oil spill. On Monday, a court re-affirmed the ruling, saying BP must pay the damages regardless of whether or not financial loss can be proved by businesses.

BP agreed a settlement to compensate businesses and estimated it would have to pay \$7.8bn (£4.6bn). But BP has been trying to reduce the costs of the compensation by arguing that it could end up paying compensation to businesses that did not lose out.

BP claims that wrongful claims include a business which suffered a fire, unconnected to the oil spill, and another business that closed before the oil spill even took place. *FreshBusinessThinking.com* [Read more](#)

May 22 - Study measures oil-spill risks from projects

The potential risk of an oil spill is likely to spike if three marine terminals are completed, bringing increased oil tanker and other vessel traffic through the greater Puget Sound region, according to a new study released by the Puget Sound Partnership, a state agency.

The vessel-traffic study measures the changing levels of risk for the Salish Sea if the Trans Mountain pipeline is expanded to bring more crude oil from Alberta's oil sands to the Vancouver, B.C., area. The study also takes into account proposed coal-export terminals at Cherry Point, Washington, and Delta, British Columbia. *Seattlepi.com* [Read more](#)

NEWS REPORTS FROM CANADA

May 7 - Sponsor Content for CAPP: Spill response: an exercise in preparedness

Each year since offshore production operations began in Atlantic Canada in 1997, the oil and gas industry conducts a full-scale spill response exercise to demonstrate on-water spill countermeasures, expertise and response capability.

This year's exercise, called Synergy, will take place in Conception Bay, Nfld., in the fall. It is being led by Suncor with the participation of other oil and gas operators in the region, regulators, response organizations and local stakeholders including the fishing industry.

"The purpose of Synergy is to ensure we have the systems, processes and maintenance routines in place to help prevent a spill, and that equipment is ready and people are in place to quickly respond in the unlikely event that a spill does occur," says Greg Janes, Suncor's team lead – environment, emergency response and security. *Financial Post* [Read more](#)

May 25 - Recovering oil "almost impossible" in event of winter oil spill says ecotoxicology scientist

In the event of an oil spill in the Gulf of St. Lawrence, who are you going to call? The Environment ministry of Quebec? New Brunswick? PEI? Newfoundland? The federal government? That's just one of the problems scientists from around the world pinpointed at the [Ocean Innovation Conference](#) in Rimouski this week.

Listen to this short [CBC interview](#) with Dr. Émilien Pelletier, who holds the [Canada Research Chair in Marine Ecotoxicology](#) at the Université du Québec in Rimouski. He states that it would be "almost impossible" to recover oil, if a spill occurred in the winter in the Gulf. The ice cover would trap the oil under the surface for months, with it resurfacing in the spring, especially in the southern Gulf of St. Lawrence. Strong winds in the Gulf, plus the ice cover, would make a clean up in the winter next to impossible.

NEWS REPORTS FROM UK

May 19 - Dalgety Bay: Foreshore radiation 'poses risk to public health'

A report into Dalgety Bay has shown radiation on the foreshore poses "a potential risk to public health".

The report, carried out by the Committee on Medical Aspects of Radiation in the Environment (COMARE), was leaked last week.

Officially published on Monday, it looks into the radiation at the Fife beach and the risk posed to the public.

Around 3500 particles have been found at Dalgety Bay since 1990. They are the result of military aircraft with radium-coated instrument panels being incinerated on the beach and buried in the bay area after the Second World War. STV News

[Read more, view video and listen to news commentary](#)

May 23 - Month long survey to map Scotland's marine environment

Marine ecologists and oceanography experts from the Scottish Environment Protection Agency (SEPA) have today (19 May) embarked on a four week survey as part of ongoing work to improve scientific understanding of Scotland's natural marine environment.

Utilising SEPA's survey vessel, the Sir John Murray, data and samples will be collected from locations across Scotland's west coast, to gauge the health and ecological condition of coastal water bodies. Scanning technology aboard the Sir John Murray will also be used to create high quality 3D maps of the various habitats and physical features found on the seabed, the first work of its kind to be carried out by SEPA.

Through partnership working agreements, SEPA also has access to a newly built high definition underwater camera system for environmental monitoring. The survey will see SEPA's first use and trial of the camera system for capturing video footage of the seabed and underwater habitats. The system was custom built by Marine Science Scotland and Scottish Natural Heritage specifically for use on SEPA's survey vessel.

David Ross, Senior Scientist from SEPA, said:

"The survey is an exciting opportunity to really broaden our scientific knowledge of these coastal environments. We take what we can see in the world around us for granted, however until now, getting maps and broad-scale knowledge of what lies beneath the waves has always been difficult. Scottish Environment Protection Agency [Read more](#)

NEWS REPORTS FROM OTHER COUNTRIES

LATVIA: LATVIA: THREE MONTHS, TWO OIL SLICKS, ONE COUNTRY. CAUSE FOR CONCERN?



R zekne River. Pic: J nis Sedols (Wikimedia Commons)

May 2 - Since the start of the year there have been two inland oil spills in Latvia. The circumstances of each leak are quite different, but both resulted in oil entering the country's rivers. Thankfully, neither of the leaks resulted in severe damage to the environment, and the quick action of authorities prevented the pollution from spreading. The causes of each spillage are largely unrelated, but their chronological proximity means they shouldn't be dismissed as unfortunate coincidence.

On the 12th February an oil slick was spotted in the Rezekne River in the city's Ziemeļi suburb. The oil was found to be coming from a rainwater collector, although there was no explanation of where it had originated prior to this. One explanation was it had leaked from one of two abandoned filling stations. The other suggestion was that the oil originated from seeping tanks in a nearby oil storage facility. Frozen soil meant the oil

flowed to the river rather than being absorbed into the ground.

The second oil slick happened on Friday 25th April in Rundāle region. Oil was reported to be leaking into the Kaucka river, a tributary to one of Latvia's largest rivers, the Lielupe. After the initial investigation it was found that the entire Kaucka was polluted as well as the point where it flows into the Lielupe. The leak came from damage to the Polotsk-Ventspils pipeline, possibly caused by attempts to illegally tap the supply. Local fire services installed booms in the river, to prevent the pollution spreading further.

Latvia has a detailed system for dealing with [coastal and shoreline oil spills](#). However the system for inland leaks is much less clear, relying largely on local emergency services. [GreenFudge.org](#) [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

ECUADOR: EFFORTS UNDERWAY TO REFLOAT GROUNDING CARGO SHIP IN GALÁPAGOS ISLANDS

May 19 – Follow-up to reports in last week's ISCO Newsletter - Work to remove a grounded cargo ship from a reef in the waters in the Galápagos Islands commenced Monday almost 2 weeks after the vessel ran aground, sparking fears of an environmental catastrophe in the fragile ecosystem.

According to a statement from Ecuador's Environment Ministry, efforts are now underway to refloat the MV Galapaface I, which ran aground on the morning of May 9th off the rocky coast San Cristóbal, the easternmost island of the famed archipelago, as it was departing Puerto Baquerizo Moreno.

By May 11th, crews were successful in offloading approximately 19,000 gallons of diesel from the ship. The ship was also carrying over one thousand tons of cargo, according to the Environment Ministry, which remains onboard the vessel. *gCaptain* [Read more](#)

SOUTH KOREA: PARK SAYS SHE WILL DISBAND COAST GUARD IN FERRY-SINKING APOLOGY



Photo: A South Korean coast guard vessel carrying the body of a passenger who was on the capsized passenger ship Sewol which sank in the sea off Jindo, approaches to a pier at a port where family members of missing passengers gathered, in Jindo April 23, 2014. (c) REUTERS/Issei Kato

May 19 - South Korean President Park Geun Hye apologized to the nation over the sinking of a passenger ferry that left 300 people dead or missing and said she'll break up the coast guard for its botched rescue operation.

"The coast guard has essentially failed in its rescue operations," Park said today during a nationally televised speech. "Aggressive rescuing operations immediately following the sinking could have greatly reduced deaths."

Only 172 of the 476 passengers and crew were rescued after the Sewol began to list before capsizing and sinking off South Korea's southwestern coast on April 16. The accident was the country's worst maritime disaster in more than four decades.

The coast guard's rescue operations will be folded into a new safety agency while its investigative work will move to the police, Park said. Parliamentary approval is required to disband the coast guard. *gCaptain* [Read more](#)

JAPAN: SOURCE OF FUKUSHIMA'S NAGGING RADIOACTIVE LEAK FINALLY DISCOVERED

May 21 - The source of the radioactive leak at the earthquake-stricken Fukushima Daiichi nuclear power plant was finally identified by the facility's operator TEPCO to be in the primary containment vessel of reactor 3, authorities reported.

It was in January when the crew of the plant first noticed that water was leaking through to the drain on the first level of the building housing the reactor.

Engineers probed the space with a camera and found the water leakage to be near a pipe joint that connects directly to the containment vessel. *TerraDaily* [Read more](#)

People in the news

UNITED STATES COAST GUARD HAS NEW VICE-COMMANDANT



Photo: Vice Adm. Peter Neffenger speaks during the vice commandant change of watch ceremony at Coast Guard Headquarters in Washington, D.C., Tuesday, May 20, 2014. Neffenger became the 29th vice commandant of the Coast Guard during the event. (U.S. Coast Guard photo Petty Officer 2nd Class Patrick Kelley)

May 20 - U.S. Coast Guard Vice Adm. Peter Neffenger relieved Vice Adm. John Currier as Vice Commandant of the Coast Guard during a change of watch ceremony at U.S. Coast Guard Headquarters, Washington, D.C., Tuesday.

Coast Guard Commandant Adm. Bob Papp presided over the ceremony and U.S. Department of Homeland Security Secretary Jeh Johnson attended.

People in the news (continued)

Coast Guard Commandant Adm. Bob Papp presided over the ceremony and U.S. Department of Homeland Security Secretary Jeh Johnson attended.

"It has been my honor to serve our nation as the vice commandant," said Currier. "Thanks to all of my shipmates in this great organization and semper paratus."

The change-of-watch ceremony is a time-honored event preserved by rich heritage of naval tradition. It is a formal custom that is designed to strengthen the respect of authority, which is vital to any military organization. *The Maritime Executive* [Read more](#)

GRAHAM PEACHEY, CEO AUSTRALIAN MARITIME SAFETY AGENCY, RETIRES



In this month's AMSA Aboard newsletter, Graham Peachey writes "I will be leaving AMSA tomorrow (23 May 2014) after seven great years as AMSA's CEO.

While there are new horizons and things to do, I have some regrets leaving what has been the highlight of my working life. Never before have I worked with such a dedicated team. One that is so professional, willing to do that bit extra and always ready to respond. There is an extraordinary level of commitment and focus in AMSA, and a high level of dedication that has paid extraordinary dividends to the industry and to the community generally.

It has been a privilege to part of the team and to be so well supported by my Chairman, Board members, Ministers and the Department". [Read more in AMSA Aboard](#)

WORLD MARITIME UNIVERSITY PRESIDENT KJERFVE RESIGNS

Dr. Björn Kjerfve, President of the World Maritime University, made public his resignation on 6 May following the annual Board of Governors meeting.

He will step down as President on 31 May and leave the University in mid-June to take up a position as Chancellor of the American University of Sharjah in the UAE. In May 2009.

Dr. Kjerfve returned to his native country of Sweden to become President of WMU.

[Read more in the May 2014 WMU Newsletter](#)



KENNETH SALMON APPOINTED AS GENERAL MANAGER OILFIELD SERVICES AT MSIS GROUP



This month Ken Salmon joined the MSIS Offshore Services Division with responsibility for Project Management of all aspects of the company's offshore/onshore specialist industrial cleaning and disposal.

Until recently he was General Manager, Business Development, with Briggs Marine and for many years he was Operations Manager at SLD Pumps

ISCO news

ISCO INTERNATIONAL FORUM ON GROUP V (NON-BUOYANT) OILS – PARTIAL LISTING OF SPEAKERS ANNOUNCED

More speakers will be added soon but the initial list of confirmed speakers includes -

- **Dave Westerholm**, Director, Office of Response and Restoration at NOAA
- **Jim Elliot**, Vice President at T&T Marine Salvage, Inc.
- **Dr Jaqui Michel**, International expert in oil and hazardous materials spill planning, response, and damage assessment.
- **Ralph Dollhoph**, US EPA incident commander and on-scene coordinator
- **Dr Merv Fingus**, Former chief of oil spill research and development for Environment Canada
- **Kurt Hansen PE**, Project Manager, US Coast Guard Research and Development Center
- **Dave Usher**, President, International Spill Control Organization
- **Bill Hazel**, Vice-President, Marine Pollution Control Corp.

ISCO news (continued)

The invitation to specialists for submission of expressions of interest / abstracts is still open – please send an email to Michael.Rancilio (michael.rancilio@gmail.com)

The International Spill Control Organization (ISCO) is marking its 30th anniversary with the International Forum on Group V (Non-buoyant) Oils to be held 9-10 September, 2014 at the Detroit/Wayne County Port Authority located at 130 Atwater, Detroit, Michigan, USA. The Forum is open to all interested parties. Co-sponsored, at this point, by: USCG and NOAA and Industry Sponsors OSG, Marine Pollution Control Corporation and others to be announced.

The International Forum on Group V (Non buoyant) Oils provides an important opportunity for professionals from the international response community, private sector, government, and non-governmental organizations to come together to discuss and examine the challenges that come with increased production, storage and transportation of these types of oils.

The Response Community will present the latest in spill prevention, response and recovery techniques with the latest technologies available for sinking oils. This Forum is ideal for government agencies, contractors, researchers, industry, and other stakeholders to work together to meet the objective of insuring our respective communities that safe handling and best practices are being employed through the panel discussions, presentations, research and lessons learned from case studies from around the world.

Science and technology

NANOCELLULOSE SPONGES TO COMBAT OIL POLLUTION



A new, absorbable material from Empa wood research could be of assistance in future oil spill accidents: a chemically modified nanocellulose sponge. The light material absorbs the oil spill, remains floating on the surface and can then be recovered. The absorbent can be produced in an environmentally-friendly manner from recycled paper, wood or agricultural by-products.

Picture: Demonstration of the oleophilic and at the same time hydrophobic properties of a silylated nanocellulose sponge: A droplet of water (blue) sits on the surface, whereas a droplet of oil (red) is absorbed by the material. (Image: Empa)

All industrial nations need large volumes of oil which is normally delivered by ocean-going tankers or via inland waterways to its destination. The most environmentally-friendly way of cleaning up nature after an oil spill accident is to absorb and recover the floating film of oil.

The Empa researchers Tanja Zimmermann and Philippe Tingaut, in collaboration with Gilles Sèbe from the University of Bordeaux, have now succeeded in developing a highly absorbent material which separates the oil film from the water and can then be easily recovered, “silylated” nanocellulose sponge. In laboratory tests the sponges absorbed up to 50 times their own weight of mineral oil or engine oil. They kept their shape to such an extent that they could be removed with pincers from the water.

The next step is to fine tune the sponges so that they can be used not only on a laboratory scale but also in real disasters. To this end, a partner from industry is currently being sought..



Picture: The sponge remains afloat and can be pulled out easily. The oil phase is selectively removed from the surface of water. (Image: Empa)

One step production – from cellulose plants

Nanofibrillated Cellulose (NFC), the basic material for the sponges, is extracted from cellulose-containing materials like wood pulp, agricultural by products (such as straw) or waste materials (such as recycled paper) by adding water to them and pressing the aqueous pulp through several narrow

nozzles at high pressure. This produces a suspension with gel-like properties containing long and interconnected cellulose nanofibres .

When the water from the gel is replaced with air by freeze-drying, a nanocellulose sponge is formed which absorbs both water and oil. This pristine material sinks in water and is thus not useful for the envisaged purpose.

The Empa researchers have succeeded in modifying the chemical properties of the nanocellulose in just one process step by admixing a reactive alkoxysilane molecule in the gel before freeze-drying. The nanocellulose sponge loses its hydrophilic properties, is no longer suffused with water and only binds with oily substances.

In the laboratory the “silylated” nanocellulose sponge absorbed test substances like engine oil, silicone oil, ethanol, acetone or chloroform within seconds. Nanofibrillated cellulose sponge, therefore, reconciles several desirable properties: it is absorbent, floats reliably on water even when fully saturated and is biodegradable.

http://www.empa.ch/plugin/template/empa/3/147058/---/l=2/changeLang=true/lartid=147058/orga=/type=/theme=/bestellbar=new_abt=uacc=



In this issue of the ISCO Newsletter we are printing No. 175 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 175: CONCLUDING REMARKS

In support of the invitation and recommendations to member states as indicated in article 174, the intended paper for MEPC 67 will recognise that knowledge is displaced by belief only when it is undifferentiated from belief and is mistaken for counter-belief; and that belief in species-extinction/ ecological-disaster did more to establish the MEPC in the aftermath of the *Torrey Canyon Incident* of 1967 than did knowledge of third-party commercial losses caused by such incidents; and that without this belief, no one would have paid to acquire the knowledge reviewed in the articles of this Column.

Nonetheless, the paper for MEPC will also recognise that the absence of this belief would have prevented the MEPC member states from going beyond known need as far as they have in regulating operational discharges from ships, which even close to shore cause insignificant third party commercial losses in comparison with casualty releases; and that such over-regulation imposes otherwise needless costs on ship-owners and society in general; but that with these costs not being too disproportionate and with their compliance being facilitated by onshore reception, the regulatory belief-consensus has remained unchallenged despite such extinction/disaster never having arisen even from casualty releases.

Again, this intended paper will recognise that MEPC member states have devoted much less attention to their response to casualty releases than to their regulation of operational discharges, despite being the designated agents for all aspects of response to such releases as recognised by the Powers of Intervention conferred upon them by the Convention as *quid pro quo* for the associated costs and third-party compensation being borne by the releaser; that while the belief in species-extinction/ecological-disaster is the stated motivation of all casualty release-response, no member state has yet conducted a response capable of preventing such extinction/disaster had it been other than mere belief; that this belief nonetheless opposes dispersant-use; that despite its support for mechanical recovery, it prevents the decanting of co-collected and demulsified water; that despite the viscosity and encounter limitations of both dispersants and recovery, it prevents the movement of casualties to safe havens for the cargo/bunker transfer which is the only way of limiting the releases which would otherwise increase third-party commercial losses and cause the species-extinction/ecological-disaster which such believers are ostensibly seeking to prevent despite its non-existence.

Thus, in noting that the ineptitude of all release response to date collectively confirms the absence of species-extinction/ecological-disaster however large the casualty-release and however prolonged the oil well release, the intended paper to MEPC will recommend member states to direct their attention to the knowledge required to avoid shipping casualties and oil well blowouts and to the knowledge-only response planning which ISCO is offering as the only means of returning environments to their pre-incident states as quickly and as cost-effectively as possible, thus minimising the interruption to third-party commercial activities and the losses consequent to them, these being the only significant consequences of casualty releases, let alone operational releases.

As to the knowledge needed to tackle the real problems posed by casualty releases, the intended paper to MEPC 67 will report that the new ISCO approach to knowledge-only response planning will comprise a knowledge repository secure against staff changes in member states and supportive of a contingency plan based on the physicochemical parameters which control the fates and effects of oil/ HNS releases, which determine prevention and response, and which by their incident-specific values predict incident fates and effects, thus enabling incident-specific prevention and response to be as rapid and cost-effective as possible.

In addition, this intended paper for MEPC 67 will report that on completion of this approach, member states will have access to a repository of knowledge secure against staff changes and a contingency plan from which even fresh staff will be able to prepare and execute incident-specific plans which will enable predictions made, decisions taken, accredited contractors used, results obtained, and costs incurred to be reported to the IOPCF and P&I Club secretariats for expeditious settlement of claims and to the IMO secretariat for enhancement of the then shared repository of knowledge.

As to control of discharges and emissions, the intended paper to MEPC 67 will invite member states to recognise that regulation ought to be an expression of knowledge instead of belief; that regulation ought not to be pushed beyond need and capability; that all of the chemical elements essential to life, recycle through the biomass, atmosphere, soil and water in their various molecular arrangements and non-toxic concentrations; that believers in AGW denote non-believers as sceptics; that this is the language of belief-counter-belief and of dissention: not of science, but of pseudoscience.

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

NOSCA SEMINAR 2014

NOSCA organizes an annual international “elite” seminar where international as well as national speakers are invited to present recent oil spills and experiences gained from such spills. Usually the seminar is topped by observing an on-water large scale oil spill exercise. These exercises engage vessels, equipment and personnel from all key players such as the Norwegian Coastal Administration, the Norwegian Coast Guard, the oil companies (represented by both NOFO and the individual oil companies’ terminals and refineries), and the local intermunicipal organizations. – The seminar is normally joined by approximately 60 international guests and gives the participants an excellent opportunity to exchange experiences and establish personal relationships.

[Download the detailed programme](#) [Download the booking form](#)

CHINA: 4th CONFERENCE & EXHIBITION – OIL SPILL RESPONSE WORKSHOP (OSRW 2014)

Topco is re-launching Oil Spill Response Workshop (OSRW 2014) by showcasing the latest and best technologies and solutions for oil spill through five dedicated sessions. OSRW 2014, to be held on 18-19 November 2014, is designed to be Asia's top networking, knowledge-sharing and sourcing event of choice for oil spill prevention and clearing professionals and companies. The event features discussions on technical innovations and best practices across spill prevention, preparedness, response and restoration. It will provide an optimum mix of networking opportunities for industry shareholders and will bring to the audience the most update technology and cost-efficient solutions to contain oil spill. Themed Improving Environment amid Spill Prevention, Preparedness and Response, the exhibition will display the latest technologies and equipments. [More info](#)

Publications

FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

[ASME EED EHS Newsletter](#)
[Bow Wave](#)
[Cedre Newsletter](#)
[The Essential Hazmat News](#)
[USA EPA Tech Direct](#)
[USA EPA Tech News & Trends](#)
[Technology Innovation News Survey](#)
[Intertanko Weekly News](#)
[CROIERG Enews](#)
[IMO Publishing News](#)
[IMO News Magazine](#)
[Pollution Online Newsletter](#)
[EMSA Newsletter](#)
[JOIFF “The Catalyst”](#)
[Environmental Technology Online](#)
[OCIMF Newsletter](#)
[IPIECA eNews](#)
[WMU Newsletter](#)
[AMSA Aboard](#)

News and commentary on HSE issues from George Holliday
Sam Ignarski's Ezine on Marine & Transport Matters
News from Cedre in Brittany, France
Alliance of Hazardous Materials Professionals
Remediation of contaminated soil and groundwater
Contaminated site clean-up information
From US EPA - Contaminated site decontamination
International news for the oil tanker community
Canberra & Regions Oil Industry Emergency Response Group
New and forthcoming IMO publications
News from the International Maritime Organization
News for prevention & control professionals
News from the European Maritime Safety Agency
Int'l Organisation for Industrial Hazard Management
Environmental Monitoring, Testing & Analysis
News from the Oil Companies International Marine Forum
Int'l Petroleum Industry Environmental Conservation Assoc'n
From the World Maritime University in Malmo, Sweden
News from the Australian Maritime Safety Authority

Most recent issue
Current issue
April 2014
March 18 issue
May 1 issue
May 2013 issue
April 1-15 2014
No 21 2014
April 2014 issue
May 2014
No 1, 2014
May 21 issue
May 2014 issue
January 2014 issue
May 22 2014 issue
March 2014 issue
February 2014 issue
May 2014 issue
May 2014 issue

RENEWABLE FUELS ASSOCIATION RELEASES UPDATED ETHANOL EMERGENCY RESPONSE GUIDE

In Washington, D.C., the Renewable Fuels Association has announced an update to “The Training Guide to Ethanol Emergency Response.” First developed in 2006, the guide is meant to give in-depth information on effective training techniques to first responders, hazmat teams, and safety personnel who respond to ethanol-related emergencies. Used at Ethanol Safety Seminars and shared with over 10,000 responders worldwide, the RFA hopes to help communities prepare and respond to possible incidents involving the transportation of hazardous materials. [More info](#)

Items for sale

HYDRAULIC POWERPACK (OFFERED BY ISCO CORPORATE MEMBER, OIL CONTROL SYSTEMS, THE NETHERLANDS)

For details go to - <http://www.spillcontrol.org/2013-02-05-12-36-12/items-for-sale#>

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