



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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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

INTERNATIONAL FORUM ON GROUP V (NON-BUOYANT) OILS – AGENDA AND CALL FOR PAPERS

The International Forum on Group V (Non-buoyant) Oils 9-10 September 2014 Detroit/Wayne County Port Authority Building 130 Atwater, Detroit, MI 48226 The International Spill Control Organization, Sponsors and Management and Program Committee have issued an industry-wide call for participation. The Forum covers the following general aspects of the Group V (non buoyant) Oil issues:

1. Regulatory Rulemaking Updates 2. Fate and Behavior of Group V non buoyant, sinking oils 3. Storage and Transport issues (maritime, pipelines, rail and trucking) 4. Detection and Surveillance of non buoyant sinking oils 5. Group V Response Preparedness 6. Group V non buoyant oil response strategies, counter-measures, containment, recovery methods and equipment. 7. Case studies in all categories are acceptable.

All abstracts will be reviewed for content and relevance by the committee and are selected by consensus.

All submissions should: Be objective and include practical and impartial information. Identify primary and contributing authors. Indicate the topic or focus most appropriate for the presentation. Submit to : forumdetroit3@gmail.com

The Abstract Submission due date is June 15, 2014. You will receive email confirmation when your submission has been received. Speakers will receive notification as to acceptance or non-acceptance by June 30, 2014. Thank you for your interest in participating in the Forum.

LAUNCH OF THE IPIECA-IMO GLOBAL INITIATIVE PROGRAMME FOR CHINA

IPIECA, the International Maritime Organization (IMO) and the China Maritime Safety Administration (MSA) officially launched the Global Initiative (GI) for China during a meeting on 13 May in Yantai, China. The Programme will work to improve and sustain the capability of the People's Republic of China to prepare for and respond to oil spill incidents and to enhance industry-government co-operation. [Read more.](#)

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International news (continued)

EUROPE: INVENTORY OF MARINE POLLUTION AT SEA RESPONSE POLICIES AND RESOURCES

An inventory of marine pollution at sea response policies and resources has been prepared by EMSA to be filled in by the beneficiary countries.

The inventory notably covers the following information: competent national authority responsible for at sea spill response; contingency plan for oil pollution; description of the pollution response service; risk assessments aimed at marine transport of hydrocarbons; specialised devices for surveillance, monitoring and evaluation of marine oil releases in the marine environment; existence of governmental specialised anti-pollution vessels (description of the vessel and its location) and shorebased equipment for anti-pollution response (location, type and quantity).

This inventory is designed not only to give a clear picture of the marine pollution response resources available in the beneficiary countries but also to assess the needs of the countries in this area, i.e. to consider if there is a need for more specialised training programmes and exercises regarding oil marine pollution response and specialised scientific support for oil spills.

In the framework of the SAFEMED III project, EMSA will organise an information session regarding the potential use of EMSA's stand-by oil response vessel network. *EMSA Newsletter* [Read more](#)

Incident reports from around the world

USA: SALT LAKE CITY - RAIN DRIVES MIX OF WATER, OIL INTO GREEN RIVER AFTER LEAK

May 28 - Weekend rains washed a mixture of oil and water into the Green River from a failed oil well about five miles upstream, angering environmentalists because of the contamination.

Federal officials believed the hundreds of gallons of water and oil had been contained at a well site in the Salt Wash Oil Field after a valve ruptured some time on Wednesday, May 21. *Deseret News* [Read more](#)

JAPAN: TANKER EXPLOSION: AERIAL FOOTAGE FROM SCENE



Photo: Rescue boats spray water on an oil tanker after an explosion aboard the vessel off the coast of Himeji, western Japan

May 29 - A Japanese oil tanker has exploded off the country's south-west coast near Himeji port, leaving one of the eight people aboard missing, the country's coast guard has said. Four others were severely injured in the accident on Thursday.

Fire gutted the middle of the Shoko Maru – the 998-tonne tanker, based in the western city of Hiroshima, was left leaning over in the water after the accident and was being doused by firefighting ships. *The Guardian* [Read more and see video](#)
Related report on [BBC News](#)

Incident reports from around the world (continued)

USA: FREIGHTER AGROUND IN ST. LAWRENCE SEAWAY

The freighter *Federal Kivalina*, a 656-foot Hong Kong-flagged vessel, sits at anchor and aground in the St. Lawrence Seaway, May 28, 2014. U.S. Coast Guard Photo

May 29 - A 656-foot geared bulk carrier has been determined to have ran aground in the St. Lawrence Seaway one day after losing steering in the busy waterway near Wellesley Island, New York, the U.S. Coast Guard has confirmed,

The Hong Kong-flagged MV *Federal Kivalina* became disabled Tuesday after losing steering in the vicinity of Wellesley Island while carrying 23,000 metric tons of canola seeds, setting the ship adrift. The crew of the freighter subsequently dropped three anchors to slow its drift, bringing the vessel to stop about one-third of a mile from the Thousand Island Bridge. gCaptain [Read more](#)



USA: REMEDIATION OF UTAH OIL SPILL CONTINUES IN GRAND COUNTY

May 29 - It likely will take crews another week to finish scraping oil-contaminated dirt and rocks from Salt Wash, a dry streambed on public land 12 miles south of Green River that was filled with thousands of barrels of an oil-water mix when an oil well failed last week.

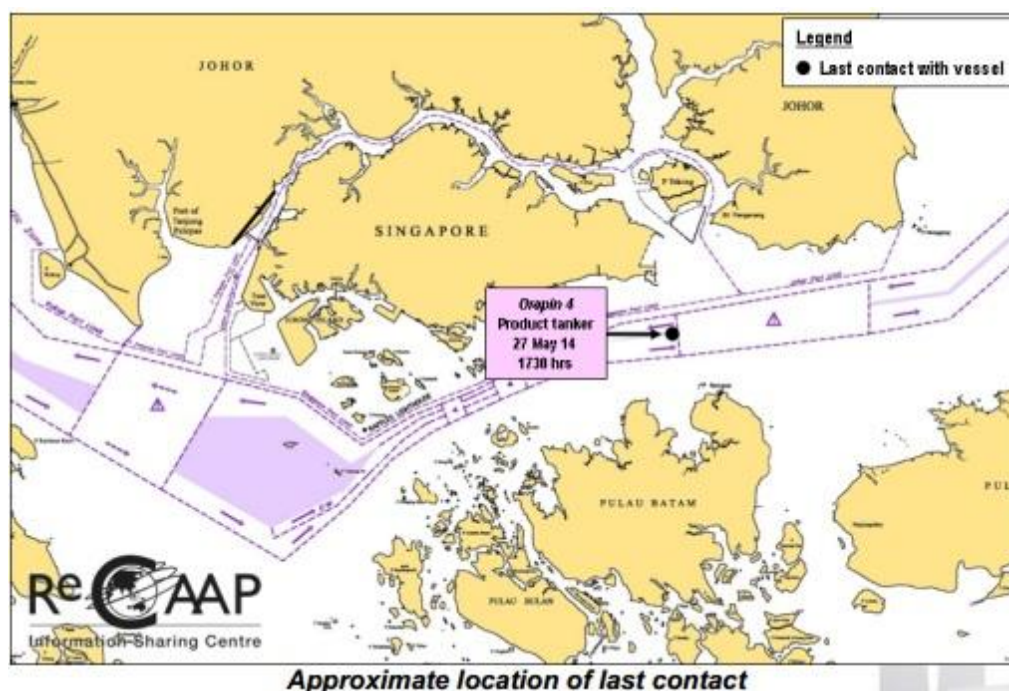
Heavy rainfall Friday night breached the emergency dams erected to contain the oil, and a small amount flowed into the Green River, said an on-scene coordinator for the Environmental Protection Agency. *The Salt Lake Tribune* [Read more](#)

UK: ENVIRONMENT AGENCY PROBES MAJOR POLLUTION AT CUMBRIAN LAKE

May 29 - Anglers swung into action to save fish from suffocating to death after a major pollution incident at a six-and-a-half acre lake near Wigton.

The Environment Agency is currently investigating what may have caused the contamination of Crofton Lake, south west of Carlisle. *The Cumberland News* [Read more](#)

INDONESIA: TANKER GOES MISSING, SUSPECTED HIJACK



May 30 - On May 27 at or about 3 p.m. (local time), a Thailand-registered product tanker, Orapin 4 departed Singapore for Pontianak, Indonesia with 3,377 metric tons of Automotive Diesel Fuel (ADF) onboard. The vessel was scheduled to arrive in Pontianak, Indonesia on May 29 at or about 1 p.m. (local time).

On May 28 at or about noon (local time), the shipping company - Thai International Tankers - had tried to contact Orapin 4 via email but did not receive a reply. The tanker did not arrive in Pontianak on May 29 as scheduled. The last known position of the product tanker on May 27 at 5:30 p.m. was approximately 3.64 nm north of Pulau Batam, Indonesia (01° 14.68' N, 104° 03.10' E).

The Maritime Executive

[Read more](#)

NEWS REPORTS FROM USA

May 27 - Government puts new conditions on Keystone pipeline after defects found in Southern leg



This 2012 photo shows large sections of pipe neighboring property to Julia Trigg Crawford family farm, in Sumner Texas. On Wednesday, Jan 22, 2014, TransCanada said in a statement on its website that it is delivering oil through the Gulf Coast portion of its proposed Keystone XL pipeline, from a hub in Cushing, Okla., to Houston-area refineries. Photo: Tony Gutierrez, AP

Safety regulators have quietly placed two extra conditions on construction of TransCanada Corp.'s Keystone XL oil pipeline after learning of potentially dangerous construction defects involving the southern leg of the Canada-to-Texas project.

The defects — high rates of bad welds, dented pipe and damaged pipeline coating — have been fixed. But the federal Pipeline and Hazardous Materials Safety Administration wants to make sure similar problems don't occur during construction of the pipeline's

controversial northern segment, which is on hold pending a decision by the Obama administration. *StarTribune* [Read more](#)

May 27 - Sharp rise in West Coast oil trains, fears abound

Residents along the scenic Columbia River are hoping to persuade regulators to reject plans for what would be the Pacific Northwest's largest crude oil train terminal — the proposed destination for at least four trains a day, each more than a mile long.

The increasing numbers of trains, each carrying tens of thousands of barrels of potentially volatile crude from the Bakken oil fields in North Dakota, have raised concerns around the country after nine accidents in the past year, including one last month in Virginia. *Statesman Journal* [Read more](#)

May 29 - BP Wants Gulf Spill Payments Blocked

BP Plc on Wednesday asked Supreme Court Justice Antonin Scalia to allow the company to avoid making payments to businesses demanding compensation for the 2010 Gulf of Mexico oil spill while litigation continues.

The company acted after the New Orleans-based 5th U.S. Circuit Court of Appeals lifted an injunction earlier in the day that had prevented payments being made. Last week, the court had decided not to revisit a decision rejecting BP's bid to block payments to businesses that could not trace their economic losses to the disaster. *The Maritime Executive* [Read more](#)

May 29 - Vandergrift's 10,000-gallon oil spill among nation's worst in recent years

The federal government recently ranked the train derailment in Vandergrift in February that spilled thousands of gallons of crude oil as one of the 14 worst spills over the past eight years nationwide.

Additionally, preliminary estimates of the spillage were woefully short as government records now show that close to 10,000 gallons of heavy crude oil was released — twice the amount initially reported. *TribLIVE* [Read more](#)

May 29 - Master Naturalists: Oil spill damages invertebrate animals on Matagorda Island



Photo by Contributed Photo • A Caspian tern stands on washed up sargassum weed. Its pale-yellowish brown color indicates freshness. It's full of crabs, clams and tiny fish, which provides food for terns and shorebirds. The dark berm (foreground) is decaying sargassum. It's the primary food source for invertebrates like ghost crabs, numerous worm species and clams living in the moist sand. Sargassum weed also feeds a tiny invertebrate community, small enough to swim between sand grains browsing on tiny plankton. Both the large and tiny invertebrates were killed when they came in contact the oil, which fouled Matagorda Island beaches recently.

Most of the residual fuel oil spilled in the Texas City Y Barge collision was washed into the Gulf and drifted along the coast, coming ashore on 12 miles of Matagorda Island beaches. In a month-long cleanup,

Other news reports from around the world (continued)

NEWS REPORTS FROM USA (Continued)

the National Oceanic Atmospheric Administration, U.S. Coast Guard, General Land Office, Kirby Marine, U.S. Fish and Wildlife Service and Texas Parks and Wildlife Department and 470 contract companies removed 219,025 pounds of oiled material. *VictoriaAdvocate.com* [Read more](#)

May 30 - U.S. drilling gear could protect from potential Cuban oil spill

South Florida's fragile coastal environment and multibillion-dollar tourist industry are threatened by Cuba's apparent plans to restart its offshore oil-drilling program next year without adequate safety measures in place to prevent or contain a catastrophic spill.

Environmentalists and others, including former Florida Sen. Bob Graham, co-chairman of the 2010 national commission on the BP Deepwater Horizon spill, have responded with a push to change the U.S. trade embargo to allow Cuba to buy state-of-the-art safety equipment from U.S. sources. *Bradenton Herald* [Read more](#) Related Report in [The Miami Herald](#)

May 31 - App Helps People Worldwide Report on Oil Spills, Debris Fields, Algae Blooms, Jellyfish Swarms

A free smartphone app is letting people report oil spills, debris fields and even algae blooms and jellyfish swarms in waterways around the world.

The Marine Defenders app lets people instantly file reports that go to a central pollution database and can swiftly be routed to the Coast Guard or environmental prosecutors if warranted.

It was originally developed two years ago for the American Littoral Society, a New Jersey coastal conservation group, as a way for boaters to report oil spills. But it was updated this week to allow anyone who sees water pollution, floating debris, endangered animals or other environmental problems to report them. *Epoch Times* [Read more](#)

NEWS REPORTS FROM CANADA

May 29 - Canada moves to plug Oil Spill Gaps with Gateway looming

An oil barge sailing into Chatham Sound near the Canadian port of Prince Rupert, 30 miles south of Alaska, runs aground and spills heavy oil into the Pacific Ocean.

The tide begins to move a crude slick along a migration route for killer whales. Canadian response teams struggle to deploy enough resources to contain the spill of 18,325 barrels. The U.S. Coast Guard is called in. After 16 hours, the oil has spread north.

This incident hasn't actually occurred -- it's a scenario presented in documents obtained by Bloomberg News from the nation's transport department under access-to-information law. Shippers in Canada are legally required to be prepared for a spill four times as large.

Yet it could take at least 72 hours to respond to a spill that big in places such as Kitimat, British Columbia, end point of Enbridge Inc.'s proposed Northern Gateway pipeline, according to the documents. *Bloomberg News* [Read more](#)

NEWS REPORTS FROM UK

May 27 - Falmouth hosts international conference tackling oil spillage



Speakers at Falmouth Harbour Commissioners' Oil Spill Response Conference join Captain Mark Sansom (centre). From L – R front: Anabela Oliveira, Florence Poncet, Sonia Castanedo, Daphne Skinnard, Felipe Lourenço and back (L-R): Glyn Humphries, Mark Sansom, Rodrigo Fernandes.

Delegates from across Europe descended on Falmouth last week for a conference tackling oil spillage.

More than 60 people attended the event hosted by Falmouth Harbour Commissioners which included speakers from France, Spain and Portugal

The event shared the best practice and findings from recent research on oil pollution and also shared results of a recent oil spill response test exercise

West Briton [Read more](#)

NEWS REPORTS FROM AUSTRALIA

May 25 - Exercise Penguino - Phillip Island



AMOSC took part in Exercise Penguino, a two day oiled wildlife field exercise centred on the west coast of Phillip Island in Victoria. Phillip Island Nature Parks (the home of the famous Penguin Parade) ran the exercise and almost 80 participants responded to a 25,000litre ship sourced spill scenario.

AMOSC deployed its oiled wildlife container and two members of staff to support the exercise. Over two days, the container was fully operational and put through its paces, being used as a washing station for penguins which had become oiled (pretend penguins but real oil was used).

Feedback related to AMOSC's involvement in the exercise, the oiled wildlife container and the exercise itself was extremely positive with valuable lessons learnt by all. AMOSC [Read more](#)

ISCO news

MEMBER PROFILES IN THE ISCO NEWSLETTER

In recent months your editor has received enquiries from Corporate Members asking if the ISCO Newsletter would be willing to print articles about their companies.

Some time ago your editor raised the possibility of display advertisements in the Newsletter with the ISCO Committee and Council as a potential way of raising much needed additional revenue. The idea did not generate much enthusiasm at the time but is currently being looked at again.

As an alternative we are, for a trial period offering members only the opportunity to submit their company profiles for publication.

It has been recommended that members be asked to make a contribution of £150 to ISCO funds for publication of a one page company profile. Given that the ISCO Newsletter has a large and highly targeted readership in over 50 countries, the suggested contribution may be too low and is being kept under review. Interested members should contact the editor at john.mcmurtrie@spillcontrol.org

THE EDUCATIONAL ROLE OF THE ISCO NEWSLETTER

The ISCO Newsletter has in the past published excellent serialised articles on such matters as inland spill response, aerial observation of oil spills, in-situ burning, etc. by respected experts including Dr Merv Fingas and Mark Francis. Your editor is currently looking for more interesting articles of this kind. If you think you can help, please get in touch. john.mcmurtrie@spillcontrol.org

Disseminating news about new technical developments is of value to our community. Corporate Members and others are invited to contribute articles.

You editor is also interested to receive interesting case histories for publication. Dealing with spill events often requires an innovative approach and you are invited to share your experiences.

One area of concern is that when people retire, useful knowledge can be lost for ever. ISCO can help counter this problem by enabling hard-won experience – the things you won't find in the text books – to be passed on to others who have a shared interest in these matters

Remember that, as Members of ISCO, it's your Newsletter. People are saying it's useful but with your help it can be even better.



In this issue of the ISCO Newsletter we are printing No. 176 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 176: CONCLUDING REMARKS

Having contrasted science with pseudoscience (c.f. article 175) this article records that the paper for MEPC 67 will definitively differentiate them. Thus, it will note that science is reality-evaluation of belief to positive or negative knowledge by the direct observation which describes and classifies, and by the experimentation which elucidates cause-effect relationships; that science varies the cause and observes variation of effect in isolation from all other causal-interference; that having thus established a quantified cause-effect relationship, science can predict future effects from future causes and vice versa; that its knowledge-acquisition is continual because each hypothesis (belief) for reality-evaluation has been derived from the knowledge acquired by reality-validation or reality-refutation of a previous hypothesis. In contrast, the paper for MEPC 67 will note that pseudoscience is neither descriptive nor classifying, nor does it establish cause-effect relationships; that it arbitrarily selects one parameter as causing an effect on another and justifies this pseudo-correlation by statistical analysis or mathematical modelling; that in doing so it ignores all of the other parameters which could have had just such statistical/modelled correlation with either or both; and that the belief which chose the pseudo-correlated pair remains belief no matter how valid the statistics or the modelling may have been per se. Indeed, statistics per se its incapable of deciding which is cause and which is effect even supposing such a relationship had been fortuitously chosen at the outset.

Another way of contrasting science with pseudoscience, as the paper for MEPC 67 will note, is that the quantified cause-effect relationships of the former can be given mathematical expression in equations which enable predictions to be made which are reality-verifiable by observation, while the latter is incapable of prediction because its correlated parameters are not cause and effect, having been arbitrarily correlated on the basis of arbitrary belief. Again, while the former creates internally consistent knowledge, the latter does not.. Indeed, the latter does nothing other than announce the dire consequences of its belief while collecting what it calls evidence in its support, without recognising that its disbelievers do nothing other than collect counter-evidence. Thus, this paper for MEPC 67 will note that pseudoscience is always engaged in a debate of fact/counter-fact; that such debate can only be terminated by science (knowledge); and that pseudoscience thus defines itself as mere belief consensus.

Thus, as to the regulation of technology by belief, the paper intended for MEPC 67 will recognise that belief in species-extinction/ecological-disaster has needlessly thwarted prevention and response to shipping casualty-releases and response to oil-well blowouts; that it has pushed regulation of operational oil/HNS discharges from ships beyond known need; but that with respect to operational oil/ HNS discharges from ships it has not raised any significant dissent within the MEPC, while on the other hand the actual and potential regulation of ballast water management and of exhaust-gas emissions is raising significant dissent (c.f. article 174). Thus, with respect to ballast water management, the industry is exhibiting more concerted dissent than it did in respect of operational discharges, while the industry and the developing member states are dissenting from differing aspects of exhaust-gas emissions, in particular from the proposed sulphur-limits for heavy fuel oil and from the imposition of charges for carbon dioxide emissions.

As to the current levels of dissent with respect to ballast water management, the intended paper for MEPC 67 will note that while our knowledge-only approach to problem solving eschews opinion other to identify it for replacement with knowledge, the industry has reported the failure of three ballast water management systems despite their having been approved by MEPC on the advice of GESAMP; and that the resulting uncertainty may delay ratification of the Convention. In this connection, the intended paper for MEPC 67 will note that failure to meet arbitrary limits for the oil/HNS content of operational discharges from ships would have prevented the coming-into-force of MARPOL, had Warren Spring Laboratory and The Netherlands Maritime Institute not saved these regulations by showing how technology could harmonise them with reality; that this might also be done for ballast water; but that again this might require improvements to existing technology or even entirely new approaches.

As to dissent in respect of exhaust-gas emissions, the intended paper for MEPC 67 will recommend that regulation should not go beyond known need and capability as it did with operational discharges from ships where technical development saved arbitrary regulations and where the costs involved were insufficient to create open dissension. However, this paper will note that dissension has arisen over exhaust-gas emission regulations which do go beyond known need and capability; and which involve equipment costs and arbitrary charges for residual emissions of carbon dioxide, while the low-sulphur fuel oils which would meet the latest sulphur dioxide emission limits, may not be available

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- 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.

POLLUTION PREVENTION AND UNFAIR TREATMENT OF CONTRACTORS

By Andreas Tsavlis, Former President of the International Salvage Union

Zero tolerance of spills and marine pollution is now accepted and coastal states' requirements have become more and more stringent as wider public awareness of the importance of environmental protection has grown over the past decades. It is against this backdrop that salvors conduct operations to save casualty vessels – each one of which represents a pollution threat even if it is carrying non-hazardous cargo.

The International Salvage Union conducts an annual survey of its members' success in preventing pollution. This survey began in 1994 and in the 17 years to end-2011, ISU members salvaged 17,047,014 tonnes of potential pollutants, an average of over one million tonnes per year. This consists of 12,871,947 tonnes of crude oil and fuel oil; 1,060,704 tonnes of chemicals; 1,404,897 tonnes of bunker fuel and 1,709,405 tonnes of "other pollutants".

Not all of the pollutants were at risk of leaking into the sea but there can be no doubt that collectively salvor's actions have been of great benefit in helping to protect the marine environment from potential damage. Some context is given by the fact that in the United States' worst environmental disaster, 700,000 tonnes of oil was released into the Gulf of Mexico in 2010.

Given its vital role in protecting the environment, the ISU has some for some while pressed for change to the 1989 Salvage Convention. The proposals were intended to introduce a salvage award that recognises salvor's efforts to protect the environment during salvage operations. However in October 2012 the Comité Maritime International's conference in Beijing did not support the ISU proposals for change. ISU was disappointed but nevertheless grateful to those countries which did support change.

ISU will continue to work with shipowners, the insurance community, maritime lawyers and other relevant parties to ensure that salvors are properly rewarded for all of their successful work and that the framework within which salvage operations are conducted encourages innovation, investment and global readiness to intervene in casualty situations.

Despite this disappointment it is a fact that in most locations it is only commercial salvors who have the equipment and expertise to prevent environmental catastrophe and as well as concerns about salvage awards, criminalisation following marine incidents is also a real worry. Creeping criminalisation is both counter-productive and in direct conflict with the goals of safer ships and cleaner seas. There are close links between the issues of criminalisation and lack of responder immunity for salvors and other emergency responders. Set in the context of pollution prevention efforts it is particularly troubling.

The shipping industry has suffered many examples of unfair treatment in recent years. For example, the case of the crew of the Hebei Spirit in Korea became a cause célèbre, and there has also been the imprisonment of the Master of the tanker *Evoikos* in Singapore, followed by the confinement in Spain of the Master of the *Prestige*. Of particular note for the salvage industry was the detention in Pakistan of seven crew members from the *Tasman Spirit* because in this case the Salvage Master was also detained.

In short there has been no real progress on responder immunity in the past decade. For example, IMO member governments rejected responder immunity when adopting the Bunker Spills Convention. This is a concern for salvors, as the removal of bunkers is the first priority in many salvage operations. At that time, various IMO delegations admitted that they did not wish to rule out the possibility of prosecuting salvors. Of course salvors are commercial and wish to earn income from their operations but they deal with problems that are not of their making. But lack of immunity does nothing to encourage the kind of swift, decisive response which can prevent pollution costing billions. Salvors accept that if they are negligent there should be consequences but that is very different from being strictly liable during what are necessarily uncertain and risky operations.

The risk of criminalisation feeds a blame culture more interested in scapegoats than prevention and conflicts with the very essence of salvage: under the 1989 Salvage Convention and the most commonly used salvage contract, Lloyd's Open Form, salvors must use their "best endeavours" to prevent or minimise environmental damage while engaged in salvage operations.

This was recognised by former IMO Secretary-General, Efthimos Mitropoulos who said: "Criminalisation of individuals caught up in major spills might jeopardise effective response to an incident, as it might lead to fear and indecision at crucial times. If action is taken against salvors, indecision or inactivity may be further extended as third parties and other agencies may be unwilling, or at least hesitant, to respond to an incident because of the uncertainty over their position. Criminalisation may end up depriving us of the services of those individuals or agencies who may play an instrumental role in preventing accidents and, once they do happen, in mitigating their impact on human life and the environment."

A notable case was the 87,580 dwt *Tasman Spirit* which grounded off Karachi, in 2003. Her cargo consisted of 67,532 tonnes of crude oil. It is thought that around 20,000 tonnes was already lost before a salvage contract was agreed. During the week following the grounding the vessel suffered more damage in a monsoon storm. The weakened hull eventually broke in two and seven members of the tanker's crew were detained, as was the Salvage Master who was held for nine months in Pakistan without any criminal charge brought against him or the *Tasman Spirit* crew.

In Europe, the EU's Directive on Ship-Source Pollution also causes real concern. This allows for criminal sanctions against Masters, Shipowners, charterers, Ship managers, port authorities, classification societies and salvors. A joint industry paper from INTERTANKO, the International Chamber of Shipping and others, noted that this long list of "potential criminals" did not include public entities. The paper noted the prominent role that authorities have had in the causation chain leading to some pollution incidents. But the EU adopted the proposals and the International Transport Workers' Federation reacted with a warning that the

Contributed article (continued)

measures would only exacerbate the trend towards treating Masters and senior officers as scapegoats. The EU measures conflict with existing IMO conventions and therefore add to pressures steadily undermining the UN agency's all-important primacy.

At the same time, there is concern that some EU states have failed to meet their obligations to nominate "places of refuge" for shipping casualties. A Spanish Government Decree, for example, allows the Spanish authorities to demand huge financial guarantees in return for shelter. It also permits the authorities to demand that the owner waive his rights of limitation under IMO conventions. In practical terms, this Decree amounts to a blanket ban on places of refuge along the Spanish coastline. France has legalisation providing for huge fines in spill cases. These fines may be based on multipliers of cargo value.

Ultimately, only legislators can put a stop to criminalisation. While seafarers cannot expect to be exempt from the normal legal process in criminal cases, it cannot be right that they become hostages in attempts to exact compensation payments or otherwise to attribute blame following a casualty. Seafarers should not be used as pawns by politicians and governments should meet their own obligations where places of refuge and compensation are concerned.

ISU's members are committed to investing in the equipment and people needed to protect the environment. Salvors have a proud record of pollution prevention and should be treated fairly and properly rewarded for the benefits that they confer.

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Events

ARCTIC WEEK 2014 - CALL FOR PAPERS

You are invited to be part of IBC's Arctic Week which will incorporate the **10th annual Arctic Oil & Gas conference** and the **4th annual Arctic Oil Spill conference**, to share your knowledge and experiences with your fellow industry professionals. The organisers are now accepting abstracts, **the deadline for submission of abstracts is Friday 6th June** - do not miss out, send your abstract for review today! Please send to sue.woolley@informa.com

[See your copy of the call for papers here](#)

10th Arctic Oil & Gas Conference 2014

Tuesday 4th & Wednesday 5th November 2014; Lillestrøm, Norway

Exploring opportunities and developing innovative solutions for safe and sustainable operations in the Arctic and ice-affected regions

4th Arctic Oil Spill Conference 2014

Thursday 6th & Friday 7th November 2014; Lillestrøm, Norway

Developing strategies to mitigate the environmental effects of operations in the Arctic

OIL SPILL INDIA 2014 : 18-20 SEPTEMBER, HOLIDAY INN RESORT, GOA, INDIA

OSI 2014 conference will provide some of the answers through its well-researched presentations by global professionals having wide experience on Oil spill management. The exhibition which is to be held concurrently with the conference will showcase the state of the art technology required for oil spill response and management.

Oil Spill India 2014 is one of the must attend event in this part of the world that will act as an excellent platform for networking, exchange of knowledge and information between individuals and companies which can lead to business opportunities and strategic partnerships between exhibitors and conference participants.

[Website with all the info about Oil Spill India](#)

21ST CASPIAN INTERNATIONAL OIL & GAS EXHIBITION : 3 - 6 JUNE 2014 BAKU, AZERBAIJAN

Caspian Oil & Gas is the largest and best-attended oil and gas event in the Azerbaijan and the Caspian region.

The event is held annually under the patronage of the President of the Azerbaijan Republic, HE Ilham Aliyev and is officially supported by the Ministry of Industry and Energy of Azerbaijan and SOCAR. [More info](#)

CANADA: GLOBAL PETROLEUM SHOW : JUNE 10-12, CALGARY, ALBERTA

2000+ exhibiting companies, 60,000+ registered attendees, and top tier networking opportunities. [More info](#)

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	April 2014
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	March 18 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	June 1 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	May 2014 issue
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	April 1-15 2014
Intertanko Weekly News	International news for the oil tanker community	No 22 2014
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	April 2014 issue
IMO Publishing News	New and forthcoming IMO publications	May 2014
IMO News Magazine	News from the International Maritime Organization	No 1, 2014
Pollution Online Newsletter	News for prevention & control professionals	May 28 issue
EMSA Newsletter	News from the European Maritime Safety Agency	May 2014 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2014 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	May 2014 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	March 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	May 2014 issue
AMSA Aboard	News from the Australian Maritime Safety Authority	May 2014 issue

ITOPF'S TECHNICAL INFORMATION PAPERS NOW AVAILABLE IN SPANISH

ITOPF's series of Technical Information Papers (TIPs), providing practical guidance on oil and chemical spill response in the marine environment, is now available in Spanish.

Una serie de 17 Documentos de Información Técnica (los TIP) en los que se describen las mejores prácticas e información sobre la contaminación por hidrocarburos y productos químicos en el medio marino, basándose en la experiencia del personal técnico de ITOPF de más de 700 siniestros en todo el mundo. Cada documento presenta un tema específico de manera concisa, acompañado por fotos y diagramas. Estos documentos se pueden descargar tanto individualmente o en conjunto.

Descargar el [Folleto de Servicios Técnicos](#) (1034Kb)

OIL SKIMMER BELT SELECTION GUIDEBOOK

Abanaki Corporation, has published an updated Oil Skimmer Belt Selection Guidebook. This new informational guide offers detailed information on how to size a belt for each of Abanaki's oil skimmers, the operating specifications for each belt, tube, and disc material, how to select the right belt material for your application, and more. The Oil Skimmer Belt Selection Guidebook is equipped with detailed drawings of how to measure belt lengths for each skimmer and offers in depth belt ordering information, to make choosing the right skimmer and belt for your application even easier. [More info](#)

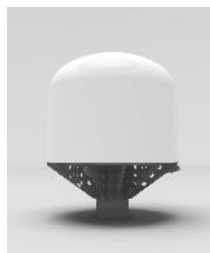
Training

HOW THE EOC WORKS WITH AND SUPPORTS INCIDENT COMMAND DURING A RESPONSE

This informative program describes how to organize an Emergency Operations Center to support Incident Command and promote the continuity of operations of the jurisdiction served. It portrays the function of the EOC within the framework of NIMS, and shows how it is staffed, organized and activated. [More info](#)

Products and services

SEA SURVEILLANCE - NAVIGATION AND OIL SPILL MONITORING SOFTWARE SOLUTIONS



The Ex-radome is a system designed primarily for X-band radar, with respect to both physical dimensions and frequency. It may be used for all kinds of surveillance equipment requiring an ex-protected enclosure for harsh weather conditions, and can be fitted with heaters to support cold environments. Ex-radome is available in size 2.43m-2.8m-4.2m.

The radar dome is constructed to fulfil the European normative EN 50014, and consists of a dome made from fibreglass composite and a stainless steel support structure. It features a purging and overpressure control system to ensure an ex-safe environment. It also includes an ex-safe work-light and ex-safe power outlet, as well as a shutdown-protected electrical distribution cabinet. An internally mounted gas detector is optional. [More info](#)

Products and services (continued)

THE CHEMPRO100I NOW HAS A BETTER DISPLAY AND IMPROVED BUTTONS



EnviroNics has improved the ChemPro100i with a brighter display and improved buttons. The whiter/brighter display has better contrast than the old one and makes it easier to see the ChemPro100i's user friendly graphics. The improved buttons have better tactile feedback and "click" much better when pushed than the old buttons did. This provides greater ease of use when wearing gloves.

For more info contact chris.wrenn@enviroNicsusa.com

Company news

TECH MUSEUM AWARDS & THE TODAY SHOW

ISCO Corporate Member, Imbibitive Technologies advises - IMBIBER BEADS® Containment Drain Systems were recognized by the Technology Museum of Innovation & The United Nations having been chosen as a laureate finalist.

- Passive application allows water to pass, yet automatically seals the leak path when contacted by organic chemicals.
- Keeps leaks/spills on site virtually eliminating the risk of a finable offence.
- No electricity, electronic sensors, moving parts or human intervention required, system activates automatically in the presence of organic chemicals.

[Watch the video featuring a special appearance by Al Roker from The Today Show](#)

Note from your editor

Very occasionally I come across a week when there really doesn't seem to be a lot of news – or perhaps I haven't been looking hard enough.

In any case, this gives me an excuse to conclude this issue on a light note and hopefully make you smile ... This one from Warwick Brooks, a member of ISCO's Industry Partner, DG & Hazmat Group -



This one "Funny Ads" is priceless – it's from an old friend – Ian Ashworth who (a long time ago) was with Skimmex Oil Booms.

[Download the video](#)

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