



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 442 28 July 2014

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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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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).

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Oil Spill India 2014
International Conference & Exhibition
18-20 September 2014, Holiday Inn Resort, Goa



International news

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

Preliminary Programme Released
Initial Release of Speaker Profiles
See Pages 7-10

ARCTIC OIL SPILLS COULD CROSS BORDERS: STUDY

July 25 - New research suggests that any type of significant oil spill in Canada's western Arctic would likely spread quickly and foul oceans around Alaska and possibly as far west as Russia.

"Spills originating from the Canadian Beaufort and resulting coastal oiling could be an international issue," says the report from RPS Applied Science Associates, a global environmental consultancy.

The research, funded by the World Wildlife Fund, comes as the National Energy Board prepares to consider blowout prevention plans in two separate proposals for offshore energy drilling.

"The need for this information is very urgent," said David Miller, president of WWF Canada.

"The National Energy Board is considering these questions now. Decisions are being made." [BlackburnNews.com](#) [Read more](#)

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International news (continued)

MEDITERRANEAN OIL INDUSTRY GROUP EXERCISE REPORT - CERCINA FIELD-KERKENNAH ISLAND

As part of its 2014 activities, MOIG have organized jointly with TPS and IEMS an Oil Spill Response Exercise at Cercina field - Kerkennah Island in Tunisia, held between 02nd and 04th June 2014. The main objectives of the exercise were to test the notification procedures and demonstrate the ability to coordinate, monitor, contain and recover an oil spill in accordance with the requirements prescribed in the emergency plan. The working scenario was a simulated oil leak from the shipping subsea pipeline in the Delta. The exercise was a great success and gathered forty six (46) participants including twenty seven (27) TPS representatives and three (03) guests from OMV, YMS, GMT and sixteen (16) MOIG participants from Tunisia, Libya, Egypt and Turkey representing ETAP, NOC, TPS, IEMS, SEREPT, STORM, SNDP, MARETAP, TPAO, ENI Lybia, AGOCO and RASCO. Source: <http://www.moig.org/activity.php?#moig>

Incident reports from around the world

AUSTRALIA: HASTINGS RIVER OIL SPILL

July 15 - Emergency services worked to contain a diesel spill in the Hastings River on Tuesday morning.

The spill covered an area between 400 and 500 metres behind the Hastings River Fishermen's Co-operative. The most fuel could be seen to the north of the Co-op. *Macquarie Port News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

INDIA: OIL LEAK FROM HPCL PIPELINE AT KAMOTHE

July 17 - There has been a serious oil leakage from a damaged pipeline of HPCL company at Kamothé, along the Sion-Panvel road. Navi Mumbai police, fire brigade and officials of HPCL company rushed to the spot, which is near the upcoming toll plaza at Kamothé to do damage control. *The Times of India* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

ITALY: COSTA CONCORDIA: EMERGENCY RESPONSE TEAMS RUSH TO DEAL WITH OIL SPILL BEFORE IT IS TOWED AWAY

July 20 - Emergency response teams rushed to deal with an oil spill from the wreck of the Costa Concordia as salvage experts prepared to tow the crippled ship away from the island of Giglio on Tuesday.

The oil leaked as the 115,000 tonne luxury liner continued to rise in the water, with engineers pumping compressed air into 30 huge steel compartments attached to the hull of the ship, forcing out sea water and providing buoyancy. *The Telegraph* [Read more](#)

USA: CREWS CHECKING FOR EQUIPMENT MALFUNCTION IN SLINGER TRAIN DERAILMENT



July 21 - Railroad crews are checking whether equipment malfunction or another emergency on a Wisconsin & Southern Railroad Co. train might have caused a two-train collision and derailment in the center of the village Sunday, a Wisconsin & Southern spokesman said Monday.

The engineer on the company's northbound train received an emergency alert as the 66-car train was crossing Canadian National Railway Co. tracks southeast of Kettle Moraine Drive, said Ken Lucht, director of government relations for Wisconsin & Southern.

Canadian National also dispatched an environmental crew to help with the cleanup of the spilled diesel. *Milwaukee-Wisconsin Journal Sentinel* [Read more](#)

Incident reports from around the world (continued)

CANADA: PETROLEUM SPILL LEAKS INTO COBOURG CREEK, ONTARIO

July 21 - Crews have been working to contain and clean the spill since early Monday morning after a resident notified police.

Environment spokeswoman Kate Jordan, an estimated 4,500 litres of diesel spilled from an above ground fuel storage tank at the facility. *NorthumberlandNews.com* [Read more](#)

COLOMBIA'S LARGEST PIPELINE CONFIRMS 'VERY SMALL' OIL SPILL

July 22 - A "very small" quantity of crude oil has spilled off Colombia's Caribbean coast at the country's principle offloading depot at Covenas, the country's largest pipeline, OCENSA, said Tuesday.

Few other details, including how many barrels poured in to the sea and how the spill happened, were provided, however. Clean-up operations are underway, the pipeline company said. *Platts* [Read more](#)

PERU: AMAZON OIL SPILL HAS KILLED TONS OF FISH, SICKENED NATIVE PEOPLE



Photo: Local men were covered with oil after being hired to find the leak in the submerged pipeline.

July 23 - On the last day of June, Roger Mangía Vega watched an oil slick and a mass of dead fish float past this tiny Kukama Indian community and into the Marañón River, a major tributary of the Amazon.

Community leaders called the emergency number for Petroperu, the state-run operator of the 845-kilometer pipeline that pumps crude oil from the Amazon over the Andes Mountains to a port on Peru's northern coast.

By late afternoon, Mangía and a handful of his neighbors – contracted by the company and wearing only ordinary clothing – were up to their necks in oily water, searching for a leak in the pipe. Villagers, who depend on fish for subsistence and income, estimated that they had seen between two and seven tons of dead fish floating in lagoons and littering the landscape.

Government officials have not officially announced how much crude oil spilled. However, in a radio interview, Energy and Mines Minister Eleodoro Mayorga mentioned 2,000 barrels, which is 84,000 gallons.

Environmental Health News [Read more](#)

TAIWAN, CHINA: TANKER AGROUND IN TYPHOON

July 23 - A tanker ran aground at Kaohsiung in Taiwan, China as a result of Typhoon Matmo on Wednesday. Authorities were able to rescue four of the crew from the Belize-registered Sheng Chang via helicopter.

Kaohsiung Port officials said there is little danger of an oil leak from the vessel, which is still grounded about 100 kilometers off the coast as it was only carrying four tons of diesel fuel. *The Maritime Executive* [Read more](#)

Other news reports from around the world

NEWS REPORTS FROM USA

July 10 - Born in spill planning, uses for ShoreZone tool expanding

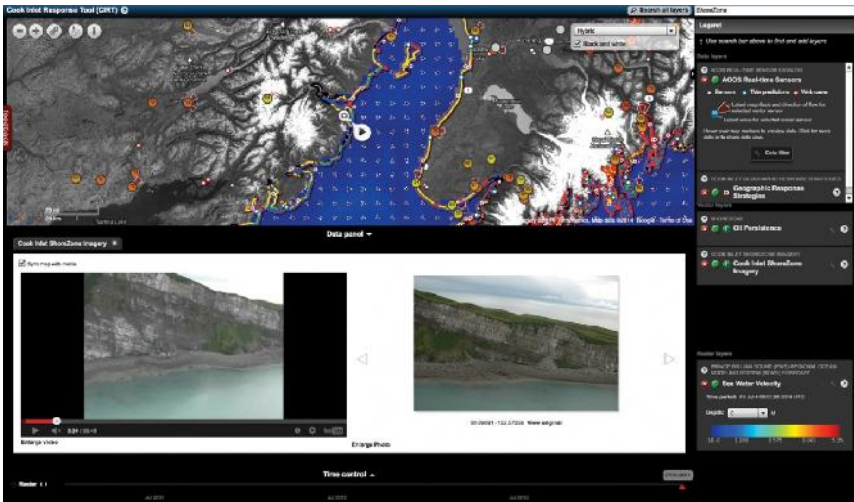
A program originally brought to Alaska to support oil spill planning and response efforts in Cook Inlet has since expanded to most of the state with uses from coastal monitoring to art and education.

The coastal mapping endeavor ShoreZone's Alaska debut was as a Cook Inlet Regional Citizens Advisory Council pilot project in 2001. Now, about 80 percent of Alaska's coastline is mapped including Southeast Alaska and the North Slope.

ShoreZone provides public access to a coastal map that includes several elements: high-resolution photos, videos, and data on the biology and geomorphology of the coast.

"Having the biology and the geology together is a robust data set," said ShoreZone's Darren Stewart, who works for The Nature Conservancy as a coordinator among the various partners.

NEWS REPORTS FROM USA (continued)



This screen shot of the ShoreZone mapping tool shows the various layers such as fish populations, currents and realtime sensors that can be viewed for nearly 80 percent of the Alaska coast. About 2,500 more miles along the Yukon-Kuskokwim Delta will be mapped this summer. Screen shot/AJOC

In addition to oil and gas uses, the database is valuable for Coast Guard search and rescue operations, researchers doing reconnaissance and selecting sites, marine debris cleanup efforts, and recreation planning such as planning kayak trips and looking for safe landing spots for boats, Stewart said. “Being able to see an area before you get there saves a lot of time and money and resources,” Stewart said. *Alaska Journal of Commerce* [Read more](#)

July 19 - NOAA Tests Unmanned Aircraft for Wildlife Surveys

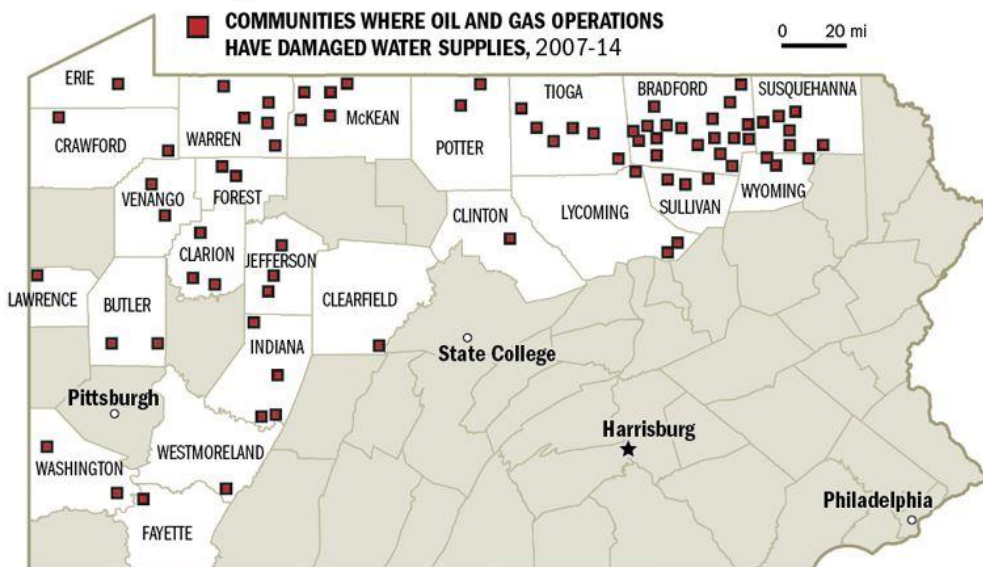
NOAA scientists are testing two types of unmanned aircraft this summer to survey a variety of rare and endangered species, monitor remote marine areas, locate marine debris for removal and study fragile ecological features in the vast Papahānaumokuākea Marine National Monument in the Northwestern Hawaiian Islands.

“This summer’s research is an ideal way to look at the potential of unmanned aircraft to revolutionize marine science and management,” said Robbie Hood, director of NOAA Research’s Unmanned Aircraft Systems Program. “Unmanned aircraft extend our ability to study marine resources in remote places that are costly, difficult, and dangerous to reach with traditional ships and planes. They also allow us to see but not disturb species as we study them.” *The Maritime Executive* [Read more](#)

July 22 - DEP: Oil and gas operations damaged water supplies 209 times since end of '07

Drilling-related water impacts

Since 2007 the state has determined oil and gas operations have either polluted or reduced the flow to water supplies in 77 communities.



Source: Pennsylvania Department of Environmental Protection

Post-Gazette

Oil and gas operations have damaged Pennsylvania water supplies 209 times since the end of 2007, according to official determinations compiled by the Department of Environmental Protection that the agency is preparing to release for the first time.

State environmental regulators are planning to post the information on DEP’s website this month, but an early version of the spreadsheet was provided to the Pittsburgh Post-Gazette in response to an open records request.

The spreadsheet lists the 209 affected water supplies by county, municipality and the date regulators concluded that activities related to oil or gas extraction were to blame for contaminating or diminishing the flow to a water source.

Power Source [Read more](#)

NEWS REPORTS FROM USA

July 23 - U.S. Proposes Faster Changes in Oil Trains

Photo: A warning placard on a tank car carrying crude oil near Trenton, N.D. Oil from the Bakken region is particularly flammable and prone to explosion. Credit Matthew Brown/Associated Press



Federal regulators said on Wednesday that they would require railroads and oil shippers to use stronger tank cars to transport crude oil within two years.

The new rules lay out a speedier timetable than initially expected to phase out old cars in response to a spate of derailments and spills involving oil trains in the last year. *International New York Times* [Read more](#) [Thanks to Mike Rancilio, ISCO]

July 23 - More cities are training to handle oil tanker derailments

In April, the Minnesota Legislature passed an oil transport law providing more than \$6 million, partly from railroad and oil pipeline company fees, for more tanker and pipeline-disaster training, for more state track inspectors, and to identify and repair dangerous highway rail crossings. The state will hire additional inspectors to augment those who now monitor oil route tracks, Christianson said. The railroad companies also have inspectors checking track safety. *Star Tribune* [Read more](#)

NEWS REPORTS FROM CANADA

July 3 - Canada looks for new markets for crude amid US pipeline delays, CAPP president says

Canada's crude oil producers are looking to markets other than the U.S. to sell increased output amid delays in pipeline expansions, according to the president of the Canadian Association of Petroleum Producers. "We've got some particular challenges with the market to the south at the moment," Dave Collyer said June 26 at the Canadian Energy Council's Energy Summit. "We're at a bit of a crossroads as to where the U.S. fits in as a market for Canada."

The Canadian Association of Petroleum Producers, or CAPP, which represents the nation's biggest oil and pipeline companies, said in a June 9 forecast that Canadian crude production will jump to 6.4 million barrels per day by 2030 from 3.5 million bbl/d in 2013. Producers need to find new outlets for oil as projects like TransCanada Corp.'s Keystone XL and others await U.S. approval. *Snl.com* [Read more](#) [Thanks to George Holliday]

July 23 - Government of Canada invests in new Great Lakes clean-up projects in the St. Clair River and Detroit River Areas of Concern

On behalf of the Honourable Leona Aglukkaq, Minister of the Environment, Minister of the Canadian Northern Economic Development Agency and Minister for the Arctic Council, Dr. Colin Carrie was in Sarnia, Ontario, today to announce new environmental clean-up projects in the Great Lakes.

The Government of Canada's Great Lakes Sustainability Fund is contributing \$1.5 million towards 27 new projects in the Canadian Great Lakes Areas of Concern including \$413,000 for four new projects for the St. Clair River and the Detroit River Areas of Concern. With additional funding from partners, the estimated total value of the St. Clair River and Detroit River projects is \$1.86 million. *Environment Canada* [Read more](#)

NEWS REPORTS FROM NEW ZEALAND

July 24 - New Zealand Reviews Oil Spill Response Strategy



Maritime New Zealand (MNZ) is inviting comment on its draft updated New Zealand Marine Oil Spill Response Strategy.

The draft strategy is based on the current version but substantially updated to include lessons learned nationally and internationally in recent years, and follows discussion with regional councils, iwi, and community stakeholders at a series of public meetings held earlier this year. Under the Maritime Transport Act, MNZ is required to regularly update the strategy, last revised in 2006 *The Maritime Executive* [Read more](#)

NEWS REPORTS FROM AUSTRALIA

July 15 - Indonesian fishermen want Montara oil spill investigated

A lawyer representing Indonesian and East Timorese fishermen is in Canberra today pushing for a full scientific investigation into the impact of the 2009 Montara oil spill in the Timor Sea.

The oil slick is understood to have never reached Australian shores, but Indonesian fishermen claim the spill killed thousands of fish, polluted waters and even caused skin diseases for some people. [ABC.net.au](#) [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

July 23 - AMSA - Exercise Northerly 2014

As part of the National Plan for Maritime Environmental Emergencies AMSA holds exercises to ensure responders to marine pollution events are prepared for the next incident. This year's exercise for incident control teams, Exercise Northerly, was hosted by the Northern Territory Government in Darwin. Around 60 people from state and territory governments and industry took part in the exercise which simulated a large oils spill off the coast of Darwin. [Australian Maritime Safety Authority](#) [Watch the Video](#)

July 24 - AusSpill Association (AA) reports healthy growth and is implementing projects

Chairman Trevor Prentice reports that Association membership has continued to grow at a healthy rate over the past 6 months with a further 6 companies - Matthews-New Pig, Coxen Chemicals, Worley Parsons, Chatoyer Environmental, Brady Australia and Bulbeck EnviroSolutions - coming on board.

Work has commenced on two of AA's foundation policy goals - Implementing Industry standard test methods to provide an impartial performance appraisal of absorbent materials and a method for identifying absorbent types (Hazchem/chemical. Oil & Fuel/hydrocarbons, General Purpose; and developing identification standards for Spill Kits. The key reason for seeking the recalibration of the colour coding of spill kits and their labelling, is that at present nationwide there were a varied range of bin lid colours in use, which only acted to confuse consumers. [AusSpill Association News](#) www.ausspill.com.au

NEWS REPORTS FROM COLOMBIA

July 15 - Colombia: Oil spill by rebels not as bad as feared



Picture: A soldier stands along a creek contaminated with crude oil in Puerto Asis, in Colombia's southwestern state of Putumayo, Tuesday, July 15, 2014. Authorities are trying to control an oil spill that, according to the Minister of Mining, Amykar Acosta, was caused when rebels of the Revolutionary Armed Forces of Colombia, FARC, forced truck drivers to dump nearly four thousand barrels of crude when they intercepted a convoy of 19 trucks carrying oil near the border with Ecuador on July 1. Photo by Fernando Vergara/AP

Colombian officials say an oil spill caused by rebels in the country's southwest may not have been as big as originally thought nor has it caused significant environmental damage.

Army commander Gen. Jaime Lasprilla says oil did not get into the Guamuez River after the incident last week in the Puerto Asis municipality, about 515 miles (830 kilometers) southwest of Bogota. Some creeks were contaminated.

Guerrillas of the Revolutionary Armed Forces of Colombia stopped 19 tanker trucks and forced the drivers to dump an estimated 4,000 barrels of crude oil. Officials initially feared that water services for 100,000 people might be affected. [Houston Chronicle](#) [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NEWS REPORTS FROM EGYPT

July 25 – Mediterranean Oil Industry Group visit to Tier 2 Oil Spill Response Centre at Sharm el Sheikh

Between 20 and 21 July 2014, a delegation composed of Mrs Yassine Mestiri and Ridha Hammami from ETAP and the MOIG Director visited the Oil Spill Response Centre at Sharm El Sheikh currently managed by the International Environmental Marine and Services (IEMS). This visit took place in the framework of the development of TIER 2 coordination in Tunisia and provided a

Other news reports from around the world (continued)

NEWS REPORTS FROM EGYPT (continued)

good opportunity to ETAP team to have a close look the organisation structure of the centre, the Oil Spill Response equipment available, the staff and the management system in place.

On the second day of the visit, the ETAP delegation, the MOIG Director and the representative of VTTV Cyprus attended a presentation of the lessons learned of the Oil Spill Response exercise held in Cercina field in Tunisia as well as a drill consisting of boom deployment and recovery in Ras Mohammad (Red sea). Those in attendance was impressed by the high level expertise and professionalism of the IEMS response team during the deployment of the boom. *MOIG* <http://www.moig.org>

NEWS REPORTS FROM KOREA

June 14 – KOEM distributes Oil Spill Response Kits across the country

The Korean Marine Environment Management Corporation (KOEM) has distributed Rapid Response Clean-up Kits to twelve affiliated organisations across the country to enable timely clean-up efforts and to protect workers and volunteers in case of an oil spill.

KOEM President Kwak remarked “We will protect not only the marine environment but the safety of the workers by immediately providing these kits in case of an oil spill”. *KOEM* [Read more](#)

People in the news

UK: SIR PHILIP DILLEY APPOINTED AS NEW CHAIRMAN OF ENVIRONMENT AGENCY



Sir Philip Dilley has been confirmed as the new Chairman of the Environment Agency and will take up the post on 8 September 2014.

Environment Secretary Elizabeth Truss said: “This is a vital role which carries major responsibilities. I am delighted to have confirmed Sir Philip Dilley as Chairman of the Environment Agency and I look forward to him bringing his leadership, experience and gravitas to the Board.”

The Environment, Food and Rural Affairs Select Committee published a report approving the appointment of Sir Philip Dilley as the new Chair of the Environment Agency. *DEFRA* [Read more](#)

USA: CAPTAIN STUART MILLER REJOINS TITAN SALVAGE

Capt. Stuart Miller has rejoined Crowley Maritime Corporation’s TITAN Salvage operations team as salvage master, bringing with him over 30 years of worldwide, hands-on maritime and salvage experience. Capt. Miller will be based in the United States, but will deploy worldwide for salvage, wreck removal and other emergency response operations.

“TITAN Salvage is pleased to welcome Capt. Stuart Miller back home to our operations team,” said Chris Peterson, vice president. “Capt. Miller is an unlimited master with decades of marine experience, including previous work for TITAN as a salvage master, and exhibits the skills and can-do attitude that make him TITAN through and through.” *The Maritime Executive* [Read more](#)



ISCO News

PRELIMINARY PROGRAMME OF INTERNATIONAL FORUM ON GROUP V (NON-BUOYANT) OILS

The International Spill Control Organization, (ISCO) thru its Executive Committee and Membership presents -

The International Forum on Group V (Non-buoyant) Oils
September 9-10, 2014
Detroit/Wayne County Port Authority
Detroit, MI



Program Objectives and Outline

In our changing world, we as spill response professionals, face the challenge of keeping our environment safe while meeting our energy needs.

PRELIMINARY PROGRAMME OF INTERNATIONAL FORUM ON GROUP V (NON-BUOYANT) OILS

This Forum intends to explore multiple aspects of spill response for Group V classified oils, emerging production of oils such as Bitumen and Dilbit with the potential for sinking, and other heavy oils known to sink.

The platform and presentations are being structured to facilitate better understanding between the various parties of the response community. Each discipline can ascertain from others the importance of how they intersect in relation to regulatory issues, scientific findings, production and transport, spill preparedness, spill management and spill response.

Preliminary Forum Program

Day One – International Forum on Group V Oils

Keynote Addresses: Welcome Aboard - Framing the Issue

Total Time 1 hour 9am to 10am

- Carl Levin, US Senator – Topic: To be defined
- Admiral Midgett, USCG – Topic: To be defined,
- David Usher, ISCO President – Topic: To be defined

Break 20mins 10:20am

Session 1 – Fate and Behavior of Group V Non-Buoyant Sinking Oils

Total time 1.5 hours 10:20am to 11:50am

- Dr. Ronan Jezequell (CEDRE) – Study of Bitumen and Emulsified Bitumen when Released into Water
- Merv Fingus (Spill Science) – Properties and Behavior of Dilbit and Bitumen
- Jessica Winter (NOAA) – NRDA Considerations for release of Dilbit and Bitumen into the Environment

Lunch 1 hour 10 mins 11:50am to 1:00pm

Session 2 – Group V Oil Definitions

Total time 1.75 hours 1:00pm to 2:45pm

- Jacqueline Michel (Response Planning, Inc.) API Study on Detection and Recovery of Sunken Oil
- Ralph Dollhopf (USEPA) – Lessons Learned from Marshall: "Response to Heavy, Non-Floating Oil Spilled in a Great Lakes River Environment: A Multiple-Lines-Of-Evidence Approach for Submerged Oil Assessment and Recovery"
- Mark Shaye (Attorney at Law) – Challenging Legal Landscape considering Group V Spills

Break 20mins to 3:05pm

Session 3 – Regulatory Rule-Making Updates

Total Time: 1hr 45mins 3:05pm to 4:50 pm

- Jerry Popiel (USCG D9) – Prospective Shipping of Heavy Oils: USCG D9 Perspective
- Kurt Hansen (USCG Research and Development Center) – Submerged Oil Response: FOSC's Considerations
- TBA

Closing Remarks from Day 1

Recap of Day One

Total time 10mins end at 5pm

PRELIMINARY PROGRAMME OF INTERNATIONAL FORUM ON GROUP V (NON-BUOYANT) OILS

Day Two – International Forum on Group V Oils

Session 4 - Detection and Surveillance of Non-Buoyant, Sinking Oils

Total time 1.25 hours 9am to 10:15am

- Peter Eriksen (Norbit) and Job Bello (EIC Labs) – Detection of Submerged Oil on Water Bottom and Water Column
- Steve Lehmann (NOAA)– DBL 152 Detection Methods, Recover Techniques, Response Measures Considered and Adapted, End Point Cleanup Determination and Resource Trustee Cooperation
- Bill Hazel (MPC) - TBA

Break 20 mins till 10:35am

Session 5 – Group V Oils Preparedness for Response

Total time 1.5 hours 10:35am to 12:05 pm

- Sarah Booth (USCG Industry and Interagency Coordination) – Canadian Oil Sands – Adapting Existing Response Capabilities
- Jim Elliot (T&T Marine Salvage) – Advancements in Submerged Oil Detection and Recovery: Regulations, Policy and Techniques
- MRA -TBA

Lunch 1 hour 10mins 12:05 pm to 1:15 pm

Session 6 – Group V Non-Buoyant Oil Spill Response

Total time 2hrs 15mins 1:15pm to 3:30pm

- Mark Brown (ECRC) – Case Studies, Response Techniques Used in 2013 Submerged Oil Recovery in the Chaudiere River of a Bakken Formation Crude Oil and 2005/6 for the submerged oil recovery in Lake Wabamun Bunker C oil.
- David Devilbis (Global Diving) - Diver Safety and Production when working with Submerged Oil Recovery
- John Brinkman (Imbibitive Technologies) – Fast Attack Spill Response for Diluted Bitumen and Bakken Shale Oil

Break 20mins 3:30pm to 3:50pm

Panel Discussion:

Total time 1 hr 3:50pm to 4:50pm

Forum Closing Remarks: Where do we go from here

FORUM ADJOURNED 5:00pm

INTRODUCING THE SPEAKERS AT THE INTERNATIONAL FORUM ON GROUP V OILS

This week we introduce three of our Forum Speakers

ISCO is honoured to have Senator Carl Levin as the first of our Keynote Speakers introducing the Forum.

In last week's issue of the ISCO News, we wrote about Dr. Jacqueline Michel, President of Research Planning, Inc and unfortunately made a couple of mistakes. The opportunity is being taken to remedy these errors and a corrected version of her profile is published below.

The third of this week's profiles is that of Jim Elliot of T&T Marine Salvage. More speaker profiles next week.

INTRODUCING THE SPEAKERS AT THE INTERNATIONAL FORUM ON GROUP V OILS (Continued)

**Carl Levin
US Senator**



A Graduate of Detroit Central High School, Swarthmore College, and Harvard Law School, Carl Levin was elected to U.S. Senate, 1978; re-elected in 1984, 1990, 1996, 2002 and 2008. TIME Magazine has named him one of America's 10 best senators. His numerous awards include Franklin and Eleanor Roosevelt Foundation's Four Freedoms Medal, 2007; Global Service Award, World Affairs Council, 2007; Secretary of the Navy Distinguished Public Service Award, 2003; National Guard Association of the U.S. Harry S. Truman Award, 2004; National Marine Sanctuary Stewardship Award, 2005.

For Carl Levin a signature issue is protecting Michigan's precious and diverse natural environment. As co-chair of the Senate Great Lakes Task Force, he has fought to protect Michigan's signature natural resource. His work has included support for Great Lakes harbors, which are vital to Michigan's economy and the nation's; work to increase funding for Great Lakes environmental restoration; and to preserve the natural, historical and cultural legacy of the lakes. He has played a leading role in helping found the Thunder Bay National Marine Sanctuary and Keweenaw National Historic Park and in legislation to preserve Michigan wilderness areas.

**Dr Jacqueline Michel
Research Planning Inc.**



Dr. Jacqueline Michel, President of Research Planning, Inc., is a geochemist with 36 years of experience in spill planning, response, and assessment. Much of her expertise has come from being part of the US National Oceanic and Atmospheric Administration's Scientific Support Team that is on 24-hr call to support the US Coast Guard nationwide, since 1978. Having worked in 33 countries, she has also extensive international experience and has worked in many different coastal and marine environments. One of her areas of special interest is in the behavior and fate of submerged and sunken oils, having responded to spills where some or all of the oil did not float since 1991.

Dr. Michel has been recognized for her achievements through appointments to respected committees and panels, including four National Academies committees: Spills of Nonfloating Oil (1999); Oil in the Sea (2002); Chairman of Spills of Emulsified Fuels: Risks and Response (2001); and Chairman of Committee on Understanding Oil Spill Dispersants: Efficacy and Effects (2005). She was on the Oceans Studies Board for 2001-2005 and is a Lifetime Associate of the National Academies. She was on the Science Advisory Panel to the U.S. Commission on Ocean Policy. She has written over 200 technical reports and publications.

**Jim Elliott
T & T Marine Salvage**



Jim Elliott serves as Vice President of T&T Marine Salvage. He is responsible for managing worldwide marine salvage, heavy lift, commercial diving and emergency response operations. A former Coast Guard Federal On-Scene Coordinator, National Strike Force Officer, Certified Type-1 Incident Commander and Master Diver with over 25 years of experience in maritime response operations, Mr. Elliott holds a Bachelor of Science in Environmental Management, a Masters of Environmental Policy and a Master of Arts in National Security and Strategic Studies. A Certified Environmental Professional, he is a recipient of the National Environmental Manager Leadership Award, Coast Guard Inspirational Leadership Award and over 70 Coast Guard awards and commendations. He is also an American Salvage Association (ASA) Executive Committee member who has served in leadership positions during numerous submerged oil removal projects, including the DBL 152, Athos I, Bow Mariner, and Deepwater Horizon, among others

Reminder: Online Registration for reserving your place at the Forum is now open.
Click on <http://www.spillcontrol.org/registration>

Exhibitor Booths and Sponsorship Opportunities are still available
Contact Michael Rancilio at +1 844-393-6333 or +1 248-914-3915 (cell) or email Michael.rancilio@gmail.com

LIVE OIL ON WATER EXERCISE IN THE UK COLLECTING S, C AND X BAND RADAR DATA.

Keith Skinner, Director - Aerospace Resources Ltd., writes –

“The eagle has finally landed and we have an approved staging notice for the AirSAR exercise held on 25 June off the Isle of Wight. I know your circulation is international, and the exercise was perhaps quite low key when held against other annual live oil on water exercises, - but what makes this one unusual is that it is the first to be held in UK waters for many years and we had to cross many hurdles - and pacify many doubters - before embarking on the process.

Having released, and safely dispersed the oil, we are faced with a long period of data crunching to meet our objectives. We hope that results will demonstrate how the various sensors complement each other and offer insights into ideal combinations of sensors for oil spill detection and characterisation in the future”.

A live oil on water exercise was held on Wednesday 25 June in the English Channel south of the Isle of Wight. Aerospace Resources Ltd (ARL) sponsored and led the exercise having gained regulatory approval from UK government agencies. Oil Spill Response Ltd (OSRL) provided necessary expertise as enabling partners.

The project aimed to characterise the effectiveness of various Synthetic Aperture Radar (SAR) frequencies, and specifically S-Band, for oil spill detection and quantification.

The S-Band airborne SAR demonstrator, developed by Airbus Defence and Space and deployed in this exercise, is a complementary instrument to the sensor that will be used in the new NovaSAR-S radar satellite..

Major stakeholders in the exercise were Airbus Defence and Space; the Natural Environment Research Council (NERC); the British Antarctic Survey (BAS); the Satellite Applications Catapult and Surrey Satellite Technology Limited (SSTL). DMCii, (a UK based supplier of remote sensing data) and the Surrey Space Centre (SSC) were also instrumental in the planning and continue their involvement with the ongoing task of data analysis.

The exercise was attended and observed by a number of government and environmental agencies in order to meet regulatory requirements.

Set quantities of oil of two different viscosities were released at the beginning of the exercise. Then for the next hour, a variety of airborne assets including S- and X- band radar sensors gathered SAR images, together with Visible, Infra-Red, Hyperspectral and Ultra Violet sensors collecting further data. During this time a RadarSat-2 image was acquired of the spill providing C-band radar data.

Finally, the clean-up operation was activated by OSRL with the assistance of some of the airborne sensors and also a data feed from a tethered aerostat. The clean-up operation was totally successful as validated by subsequent shoreline surveys and an additional Radarsat-2 image acquired 10 hours after the exercise.

The exercise has provided a large amount of scientific data including ground truth recorded throughout the exercise. The analysis of this data is now underway; this will provide background on how each sensor performed in oil detection in the given conditions. Further to this, analysis will be carried out into the effects of the changing environmental conditions on sensor capability and also how the sensors complement each other offering insights into an ideal combination of sensors for oil spill detection and characterisation.

Parties having an interest in the content of the full exercise, and any interim reports, are invited to contact ARL.
Contact: paul.majmader@resource.aero

About ARL - Aerospace Resources Ltd (ARL) is a dynamic company focused on delivering innovative solutions to customers of all sizes across the aviation and aerospace sectors. ARL has been extensively involved in many aspects of oil spill monitoring and surveillance activities on behalf of the oil and gas industry, which has culminated in ARL taking an initiative to deliver an oil and gas led satellite capability to enhance monitoring capabilities.

Publications

NEW REPORT ON SHIP ACCIDENTS IN THE BALTIC SEA 2012 RELEASED

A new HELCOM report focusing on the shipping accidents in 2012 in the Baltic Sea area as well as for the longer term data series for 2004–2012 has been published today.

The annual report compiled by the HELCOM Secretariat is based on the national reports of the 2012 shipping accidents by all HELCOM member countries, including all the Baltic Sea coastal states: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russian Federation and Sweden. Read more - <http://helcom.fi/news/Pages/New-report-on-ship-accidents-in-the-Baltic-Sea-2012-released.aspx>



In this issue of the ISCO Newsletter we are printing No. 183 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 183: CONCLUDING REMARKS

With articles 180 -182 having summarised the need for and the content of our intended knowledge repository, this article outlines to the knowledge-only contingency plan which will be derived from it. This plan, as summarised for IOPCF/Oct/15, will relate the physicochemical parameters of oils/HNS to the full range of fates and effects to be expected from their releases; identify the parameters which need and which do not need response, and the equipment and techniques best suited to whichever response is needed.

Again, it will recognise that cargo/bunker transfer and well-capping are the primary aspects of casualty-response; that natural evaporation, dispersion, solution, dilution and biodegradation are the ultimate protectors of the environment; that human response is needed only insofar as it limits commercial loss by preventing releases beyond the initial accident. by enhancing natural rates of biodegradation/neutralisation, or by removing the more persistent releases. Yet again, it will recognise incurred-costs only insofar as they are commensurate with commercial loss-minimisation, belief in species-extinction/ecological-disaster having been reality-refuted some forty years ago.

Furthermore this new knowledge-only contingency plan will recognise that the means of minimising commercial losses by cargo/bunker transfer and by dispersant-use and mechanical-recovery at sea and in inshore waters are ubiquitously applicable, while dispersant-use and mechanical recovery on shorelines, have to be matched with individual types and tidal ranges. Thus, while UK shoreline types include mudflats, salt-marshes, poorly- and well-drained sand, shingle, pebble/cobble, rock and cliff, all of which are exposed to substantial tidal ranges, shorelines elsewhere may be predominantly sand, mangrove or coral and may be non-tidal, and as such unable to expose inter-tidal shoreline widths to contiguous pollutants.

Again, the new plan will recognise that the more limited the types of tidal shorelines the more limited the range of equipment needed; that non-tidal shorelines have no need for inter-tidal cleaning equipment; that non-tidal shorelines are more effective than floating booms in containing contiguous slicks for mechanical recovery; and that with respect to dispersant-use/ mechanical-recovery, the only choice is for their most viscosity-tolerant options.

However, the new contingency plan will also recognise that oils/HNS off-loaded from casualties by cargo/bunker transfer must also arrive onshore; that crude oils must go to refineries; that bunkers and fuel cargoes must go to bunkering stations; that HNS from parcel tankers, specialised containers or individual packages within standard containers must go to intended or alternate customers; and that while released oils recovered from water surfaces or from shorelines may be recycled as low grade fuel for a variety of identifiable receivers, HNS arriving onshore as release-residues, or in leaking packages, must be treated, collected, over-contained, recycled or ultimately disposed of by the standard procedures of the chemical industries which produce them.

As to details of slick treatment, the new contingency plan will recognise that dispersants should be applied to the slick-edge closest to shore, wind permitting; that to apply them elsewhere is to permit the untreated slick already closer to shore to strand untreated if it fails to disperse naturally; that treatment of the shore-proximate edge as the slick moves closer to shore can be continued onshore when natural dispersion coupled with dispersant treatment and mechanical recovery fails to prevent stranding; and that mechanical should be applied longitudinally with the windrows which permit single-ship systems to benefit from their increased thickness. Again, the new contingency plan will recognise that the quantity eventually stranded can be estimated from the length, width and thickness of the coverage, and/or from the quantities subsequently recovered and/or dispersed, the latter being estimated from the quantity of dispersant used; that the quantity stranded also equates to the quantity released less the quantities evaporated, dispersed naturally, dispersed by dispersants (estimated from the quantity used) and recovered prior to stranding; and that such mass-balancing at future incidents will enhance our current knowledge of pollutant-viscosity/half-life dispersion, pollutant-viscosity/dispersant-efficiency and pollutant-viscosity/recovery-efficiency ratios per recovery-design principle.

The new contingency plan will also recognise that this mass-balance approach has already been used to compare the quantity stranded with the quantity released and with the quantity which would have stranded had the salvor not removed the cargo and bunkers; that this approach was successfully applied in salvage claim adjudications in respect of the Aegean Sea, Nikitas Rousos, Paraikos II, and Sea Empress Incidents; and that it would similarly help in assessing incident-response claims submitted to the IOPCF and P&I secretariats while submission of the supporting reports to the IMO secretariat would enable the repository to enhance its knowledge of viscosity/behaviour/performance.

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

CYPRUS: MOIG WORKSHOP “OIL PREPAREDNESS AND RESPONSE PARTNERS”

The Management Committee of the Mediterranean Oil Industry Group (MOIG) has decided to hold the forthcoming MOIG Workshop “Oil Preparedness and Response Partners” at Nicosia-Cyprus over 13-14 October 2014 instead of 16-17 October. The main objectives of the workshop are to improve communication within and throughout industry groups, establish clear recommendations and guidelines on resource placement/availability, benefiting from Manufacturers and Responders technical advances in response systems and clarify expectations reducing duplication. More info: <http://www.moig.org/>

Training

OSRL ENVIRONMENTAL TRAINING COURSES UPDATE

Oiled Wildlife Response Planning. Presented and developed in association with [Sea Alarm](#) and the Wildlife Rescue Centre, the Singapore course is co-presented by [Massey University \(Wildbase\)](#). Brand new for 2014, this course has been so successful that we have added an extra course into this years schedule. It provides key insights in the principles of wildlife response, integrated management and wildlife response planning. Case histories and scenarios will be presented and explained, providing attendees with a better understanding of the key issues and methodologies which can be applied in wildlife response planning and preparedness - Ostend, Belgium 17 - 18 September [Sea Alarm course update](#) Singapore 9 - 10 October

Shoreline Spill Response & SCAT developed and presented in association with [Dr Ed Owens, Owen Coastal Consultants](#). Provides essential knowledge and skills to establish and manage effective shoreline clean-up operations. This course is designed specifically to address the critical issues that decision-makers must face in the deployment of an effective shoreline clean-up and restoration programme - Singapore 5 - 7 August San Francisco, USA 23 -25 September Perth Australia 28 - 30 October

LINKS FOR RECENT ISSUES OF OTHER PUBLICATIONS

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	June 2014
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	June 23 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	July 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	June 1-15 2014
Intertanko Weekly News	International news for the oil tanker community	No 30 2014
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	June 2014 issue
IMO Publishing News	New and forthcoming IMO publications	July 2014
IMO News Magazine	News from the International Maritime Organization	No 1, 2014
Pollution Online Newsletter	News for prevention & control professionals	July 23 issue
EMSA Newsletter	News from the European Maritime Safety Agency	July 2014 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	July 2014 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	July 2014 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	June 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
Sea Alarm Foundation Newsletter	News from the Sea Alarm Wildlife Protection Organisation	Summer 2014 issue

Company news

ELASTEC/AMERICAN MARINE EQUIPMENT IN ECUADOR

PetroEcuador recently acquired two ELASTEC TDS136G grooved drum skimmers, two ELASTEC SeaSkater weir skimmers, a PACS1000-770, two ELASTEC BoomVane™ units, 60 sections of oil containment boom and ten QuickTanks. The oil spill response equipment will be used at PetroEcuador's Esmeraldas facility, the country's largest and most important refinery. Elastec skimmers have been in service there for over six years, and that track record, Elastec's grooved drum technology and the capabilities of the ELASTEC PACS unit convinced PetroEcuador executives that they would be best served by Elastec/American Marine equipment. Felipe LaRotta of Kolda Corporation, Elastec/American Marine's Texas-based agent, coordinated the project.

More info: Linda Henning lhennig@elastec.com or Brian Cook, bcook@elastec.com

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