



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 443 4 August 2014

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



ISCO & THE ISCO NEWSLETTER

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

ISCO COMMITTEE & COUNCIL

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

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

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

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

FIND THE HELP YOU NEED

Click on these links to view websites

[CONSULTANTS](#)

[EQUIPMENT & MATERIALS](#)

[RESPONSE ORGANISATIONS](#)

[TRAINING PROVIDERS](#)

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



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

The Preliminary Programme has been updated
More Speaker Profiles published
New Speakers Announced - ITOPF, US PHMSA, UNH
See Pages 6 - 9

API RAISES BAR ON OIL SPILL RESPONSE

July 30 - The American Petroleum Institute said its new standard for equipment used in an emergency response to an oil spill resets the bar.

API Director of Standards **David Miller** said enhanced standards are a necessary part of the industry's efforts to coordinate with regulators on offshore oil and natural gas development.

"These guidelines will further strengthen subsea spill response capabilities as part of industry's commitment to continuous improvement in safety," he said in a [statement](#) Tuesday.

API, which represents the business interests of more than 500 oil and gas companies, outlined its recommended practices for the installation of so-called capping stacks, a mechanism developed in the wake of the 2010 oil spill in the Gulf of Mexico. *UPI* [Read more](#)

BECOME A MEMBER OF ISCO

Enjoy all the benefits of membership of this worldwide organization and support the continuing publication of the ISCO Newsletter [Application Form](#)

PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

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

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO.

The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

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

[All about Professional Membership Application Form](#)

To receive the free ISCO Newsletter

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

Incident reports from around the world

TRINIDAD & TOBAGO: OIL SPILL IN PENAL



Photo: HARD TO BREATHE: Marva Reid protects herself with a cloth cover over her nose while her son Josiah wears a respirator while standing on the bank of the Guaracara River yesterday following an oil spill at the Petrotrin Refinery in Pointe-a-Pierre. The mother and son are residents of Mango Alley Silk Cotton Road, Marabella. – Photo: TrevOr Watson

July 28 - Several residents of Dignity Trace, Penal, were evacuated from their homes early yesterday morning following another oil spill from a Petrotrin well.

The thick oil and gas pitched high into the air, covering rooftops.
Trinidad Express Newspapers [Read more](#)

July 30 Update - Seven months after a major oil spill, more than 20 residents in Marabella had to be taken to hospital yesterday following another oil spill at Petrotrin's Pointe-a-Pierre refinery. Approximately 17,844 barrels of slop oil (a combination of oil, water and sediment) were released in the spill. *Trinidad Express Newsletters* [Read more](#)

July 31 – Another Oil Spill - A SECOND Petrotrin oil incident in the space of three days has raised the ire of residents living near Petrotrin's Pointe-a-Pierre refinery as oil leaked into the Guaracara river, causing some residents to fall ill.

Clean up of the Guaracara river began yesterday at 7 am with two vacuum trucks from Tiger Tanks Trinidad Limited deploying booms and syphoning the slop oil from the river to the trucks to be transported back to the refinery.
Trinidad & Tobago Newsday [Read more](#)

USA: SPILL CONTAINED IN MOUNTRAIL COUNTY, NORTH DAKOTA

July 30 - A spill of oil and saltwater at a well site in Mountrail County on Tuesday has been contained on-site, according to regulators.

The North Dakota Department of Mineral Resources, Oil and Gas Division stated in a release Wednesday that a spill had been reported on a site seven miles south of Ross. The release stated that the spill occurred at an oil well site operated by Norway-based Statoil. *Bismarck Tribune* [Read more](#)

USA: UP TO 20,000 GALLONS OF HYDROCHLORIC ACID SPILLED NEAR HENNESSEY, OKLA.

July 31 - Between 350 and 500 barrels — up to 20,000 gallons — of acid spilled Monday about four miles south and two miles west of the intersection of U.S. 81 and Oklahoma 51 in Hennessey.

Matt Skinner, spokesman for Oklahoma Corporation Commission, said the incident may be the biggest fracking-related acid spill to date in Oklahoma. *EnidNews.com* [Read more](#)

INDIA: OIL SPILL DETECTED NEAR MANGALORE REFINERY

August 2 - An oil spill was detected at Permude in Mangalore taluk on Friday, which poses a threat to hundreds of acres of paddy fields at Kuthethoor, Soorinje, Panja and surrounding areas.

Panchayat development officer (PDO) Hasanabba and gram panchayat president Sandesh J K rushed to the spot and collected samples of the spill for tests. Sandesh said the oil slick, which was initially black, turned pale brownish in the evening. "
The New Indian Express [Read more](#)

NEWS REPORTS FROM USA

July 24 - After 4 years, major cleanup on the Kalamazoo River coming to a close



Picture: Workers assess damage at Enbridge oil spill site in 2010. The major aspects of the cleanup are expected to be wrapped up this summer. EPA

It's been four years since the Enbridge pipeline Line 6B broke, creating the largest inland oil spill in U.S. history.

More than a million gallons of tar sands oil have been cleaned up from Talmadge Creek and the Kalamazoo River. This summer, crews are dredging areas of Morrow Lake.

Steve Hamilton is a professor of ecosystem ecology at the Kellogg Biological Station at Michigan State University. He's served as an independent scientific advisor to the Environmental Protection Agency throughout the cleanup. I talked with him for today's Environment Report.

A few years ago, right in the heart of the cleanup, an EPA official said the agency was "writing the book" on how to remove tar sands oil from the bottom of a river.

Hamilton agrees: "First, before it even got to the bottom, we learned that in the first year, it stuck to surfaces of plants and debris that made a tarry mess that largely had to be manually removed."

He says it was the removal of the submerged oil that made the cleanup last as long as it has.

"It is so incredibly difficult to remove submerged oil from a complex river, extending over nearly 40 miles."

Interlochen Public Radio [Read more and listen to the broadcast interview](#) [Thanks to Mike Rancilio, ISCO]

July 25 - NOAA Prepares for Bakken Oil Spills as Seattle Dodges Oil Train Explosion

Photo: Derailed oil tanker cars beneath Seattle's Magnolia Bridge on Thursday, July 24, 2014. (Courtesy Dana Robinson Slote, Seattle City Council)



As federal leaders in oil spill response science, NOAA's Office of Response and Restoration is grateful for each oil spill which does not take place, which was fortunately the case on July 24, 2014 in Seattle, Washington, near our west coast office. A train passing through the city ran off the tracks, derailing three of its 100 tank cars carrying Bakken crude oil from North Dakota to a refinery in the port town of Anacortes, Washington. No oil spilled or ignited in the accident.

However, that was not the case in five high-profile oil train derailments and explosions in the last year, occurring in places such as Casselton, North Dakota, when a train carrying grain derailed into an oil train, causing several oil tank cars to explode in December 2013.

Oil production continues to grow in North America, in large part due to new extraction technologies such as hydraulic fracturing (fracking) opening up massive new oil fields in the Bakken region of North Dakota and Montana. The Bakken region lacks the capacity to transport this increased oil production by the most common methods: pipeline or tanker. Instead, railroads are filling this gap, with the number of tank cars carrying crude oil in the United States rising more than 4,000 percent between 2009 (9,500 carloads) and 2013 (407,761). NOAA [Read more](#)

NEWS REPORTS FROM USA (continued)

July 28 - EPA Considering Regulating More Chemicals Under Its Rule for High-Hazard Substances

In response to the deadly 2013 explosion at a Texas fertilizer facility, the Environmental Protection Agency is considering adding ammonium nitrate and other substances to those covered by its regulation to prevent high-hazard chemical accidents, the agency announced July 24.

Updating the Risk Management Program's list of regulated substances is one of 19 policy and rulemaking topics that the EPA is considering. The agency is also looking at potentially requiring a safer alternatives option analysis, mandating buffer zones from facilities housing regulated substances and strengthening audit and maintenance requirements.

The EPA released a 113-page document detailing the options under consideration and asking for public input on specific questions about those options. The agency will collect information for 90 days after it officially publishes that request for information (RIN 2050-ZA07) in the Federal Register. *Bloomberg BNA* [Read more](#)

July 28 - S 2547 Introduced – RR Emergency Response

As noted earlier Sen. Heitkamp (D,ND) introduced S 2547, the RESPONSE Act of 2014. The bill would amend 6 USC 318 and establish a new subcommittee of the National Advisory Council, an independent federal advisory committee that provides emergency response and planning advice to the NPPD Deputy Administrator for FEMA. The new subcommittee, the Railroad Emergency Services Preparedness, Operational Needs, and Safety Evaluation (RESPONSE) Subcommittee would provide recommendations on emergency responder training and resources relating to hazardous materials incidents involving railroads. *Chemical Facility Security News* [Read more](#) [Thanks to Mike Rancilio, ISCO]

July 29 - Submission for oil spill restoration projects begins

Gulf Restoration Council has announced it will begin accepting submissions for habitat restoration and water quality projects to be paid for with a new pot of oil spill fine dollars.

The application process for \$200 million worth of funding for Deepwater Horizon oil spill restoration projects kicks off next month. But don't get your hopes up money that will start flowing quickly for projects to restore the environment anytime soon. *Pensacola News Journal* [Read more](#)

July 30 - First Responders Share Blame for Problems at Paulsboro Toxic Spill, NTSB Says



Photo: Work crews prepared to hoist the derailed tanker cars from the Mantua Creek in Paulsboro.

New Jersey may revamp the way it trains first responders and requires municipalities to plan for emergencies. The catalyst for this change: A report issued yesterday by the National Transportation Safety Board (NTSB) that finds the state bears some responsibility for the botched response to the train derailment that dumped 20,000 pounds of toxic vinyl chloride in Paulsboro in 2012.

The NTSB blames the derailment and most of the chaos in its immediate aftermath on Consolidated Rail Corp. (Conrail), the Philadelphia-based company that operates the train and rails. But the report also faults several state agencies for failing to properly prepare emergency responders and neglecting to enforce laws that require municipalities to update their emergency preparedness

plans in a timely fashion. *NJ Spotlight* [Read more](#)

July 30 - Researcher: Bacteria Ate Some Gulf Spill Toxins, but Worst Remain

A Florida State University researcher found that bacteria in the Gulf of Mexico consumed many of the toxic components of the oil released during the Deepwater Horizon spill in the months after the spill, but not the most toxic contaminants.

In two new studies conducted in a deep sea plume, Assistant Professor Olivia Mason found a species of bacteria called Colwellia likely consumed gaseous hydrocarbons and perhaps benzene, toluene, ethylbenzene and xylene compounds that were released as part of the oil spill. However, her research also shows that bacteria did not consume the most toxic parts of the oil spill in the water column plume or in the oil that settled on the ocean floor. *EHS Today* [Read more](#)

Other news reports from around the world

NEWS REPORTS FROM USA (continued)

July 30 - Colorado residents go 'untold' as oil spills occur twice a day

An analysis conducted by the Denver Post in the US state of Colorado has concluded that oil spills have dramatically increased since last year, often happening twice a day, and without residents being notified, regardless of state law.

With 52,000 active oil drills in the US mid-western state, increases in drilling activity has led to improvements in restrictions and observation of drilling companies. However, legislation does not directly enforce the notifying of residents of communities nearby to oil spills. *Blue & Green Tomorrow* [Read more](#)

July 31 - EPA's Risk Management Program (RMP) Request for Information

EPA's Risk Management Program (RMP) Request for Information (RFI) has been published in the Federal Register. The RFI seeks comment on potential revisions to EPA's RMP regulations and related programs to modernize its regulations, guidance, and policies, as required under Executive Order (EO) 13650: Improving Chemical Facility Safety and Security. The public comment period is for 90 days after publication. The RFI can be found on <https://federalregister.gov/a/2014-18037>

NEWS REPORTS FROM CANADA

July 25 - Opinion: Powerful tugs will protect B.C. coast

These vessels, called escort tugs, are large and powerful, providing emergency steering capability in the unlikely event of a tanker rudder failure. Escort tugs will also act as a very powerful handbrake in case a tanker's propulsion system fails. *Vancouver Sun* [Read more](#)

NEWS REPORTS FROM UK

July 28 - Government opens bidding for fracking licences while 'protecting' National Parks

The government has today (July 28) opened the bidding process for companies seeking exploration licences to extract shale oil and gas using hydraulic fracturing, or fracking

The current exploration licences provide companies with the first step towards starting drilling for shale gas, but further drilling applications will require permits from the Environment Agency, planning permission and agreement from the Health and Safety Executive. *Edie Energy* [Read more](#)

NEWS REPORTS FROM RUSSIA

August 1 – Russia to Hold Arctic 'Oil Spill Response Exercise'

Russia plans to hold the Arctic-2014 exercise, which involves Northern Fleet rescuers, emergency teams and border guards, in early August to test oil spill response in the Pechora Sea in the Arctic, Northern Fleet spokesman, Captain 1st Rank Vadim Serga, said Thursday. *Defence Russia* [Read more](#)

NEWS REPORTS FROM THAILAND

July 27 - In Rayong, oil spill recovery is only surface deep



Then and now: A bird's eye view of Koh Samet's Ao Phrao, taken by a drone-mounted camera immediately after the spill last year

Tourists have returned to Koh Samet to find little trace of last year's disaster, but fishermen and marine scientists tell a different story

On this day last year, about 50 tonnes of crude oil leaked from a PTT Global Chemical (PTTGC) pipeline and blackened the popular Ao Phrao on the island's west coast — sparking the inevitable "paradise... But despite official assurances, hundreds of small-scale fishermen say the sea they have known all their lives hasn't returned to normal as yet — and they do not know if it ever will. *Bangkok Post* [Read more](#)

NEWS REPORTS FROM ITALY

July 27 - Costa Concordia Arrives in Genoa, Marks Completion of Largest Maritime Salvage Project



[Crowley Maritime Corp.](#) subsidiary [TITAN Salvage](#) and project partner Micoperi confirmed that the *Costa Concordia* – the Concordia-class cruise ship that wrecked off Giglio Island, Italy in January 2012 – is safely moored at the Port of Genoa Voltri, Italy, marking the completion of the largest maritime salvage jobs in history.

Towing the disabled ship from the Tuscan Archipelago to the Mediterranean seaport of Genoa was a remarkably delicate task that required a convoy of more than a dozen support vessels, including two tugboats with a combined 24,000 horsepower and 275 tons of bollard pull at the bow for the hull, and two additional auxiliary tugs positioned aft. TITAN Salvage's Nick Sloane, senior salvage master, and Rich Habib, salvage director, were onboard the *Costa* to provide around-the-clock, hands-on monitoring of the vessel's list, ballasting, and speed, among other vitals.

"Our team's goal was to accomplish the project with safety, ingenuity and detail," said Chris Peterson, TITAN Salvage vice president. "We truly believe that we have done just that. Over the past two years, every aspect of this project was handled with the utmost professionalism and an inordinate amount of calculation and planning."

TITAN Salvage will continue working in Italy over the next few months demobilizing equipment and personnel. As for the *Costa*, a Genoa consortium will soon begin dismantling the 114,000-ton vessel, stripping the ship for scrap metal and recyclable materials.

To learn more about this extraordinary engineering project, please visit www.theparbucklingproject.com website, the official source of all project-related news.

Science and Technology

TEXAS TECH DEVELOPS MAT THAT COULD ABSORB OIL SPILLS

A Texas Tech University research team has discovered that low-grade cotton made into an absorbent nonwoven mat is capable of collecting up to 50 times its own weight in oil.

The results were published online in the July edition of the [American Chemical Society's journal Industry & Engineering Chemistry Research](#). The team, led by Seshadri Ramkumar, a professor in the Department of Environmental Toxicology, hopes this becomes an efficient tool to help with the clean-up of oil spills,

"With the 2010 crude oil spill in the Gulf of Mexico, which resulted in the major spill of about 4.9 million barrels of oil, it became apparent that we needed new clean-up technologies that did not add stress to the environment," Ramkumar told [Texas Tech Today](#). "This incident triggered our interest in developing environmentally sustainable materials for environmental remediation." [San Antonio Express News](#) [Read more](#)

ISCO News

NEW SPEAKERS ANNOUNCED – ISCO FORUM ON GROUP V (NON-BUOYANT) OILS

ISCO is pleased to announce three new speakers, additional to those already highlighted in the Provisional Programme issued last week.

ITOPF - Dr Rebecca Coward (Technical Advisor, ITOPF) will deliver a paper on ITOPF's experience of pollution incidents involving high density oils.

UNH - Nancy Kinner, PhD (UNH, Director of the Coastal Response Research Center) will speak on the Effects of Water Velocity and Temperature on Behavior of Sunken Bitumen.

PHSMA - Rob Benedict, Acting Senior Regulations Officer, Standards and Rulemaking Division (PHH-10), Standards and Rulemaking Division, Office of Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation.

The Office of Hazardous Materials Safety oversees the transport of Hazardous materials by highway, vessel, rail and air. On August 1, 2014 PHMSA will be publishing an Advanced Notice of Proposed Rulemaking (ANPRM) that seeks comment on the current Oil Spill Response Plans applicable to rail transport, as well to provide an overview of the pipeline aspects. Mr. Benedict will provide presentation that will summarize the current plan requirements, recent events leading to this ANPRM and an overview of the Rule. **Read more about this on Page 9**

INTRODUCING MORE OF THE SPEAKERS AT THE INTERNATIONAL FORUM ON GROUP V OILS

**Marc K. Shaye
Attorney at Law**



Marc K. Shaye is Managing Director of Lippitt O’Keefe Advisors, LLC. Over many years he has acquired specialised knowledge and legal experience in environmental affairs. His professional activities have included membership of the Oil Spill Response Plan Negotiation Committee to develop Federal Regulations pursuant to the Oil Pollution Act of 1990; Lecturer, Master of Science Program, Hazardous Waste Management, Wayne State University and he has been a member of the ASTM, Committee F-20 since 1974. Other past and present positions held include General Counsel and Executive Director, Spill Control Association of America, 1972-2005; Member, Partnership Action Team, United States Coast Guard.

He was recipient of the 2000 Howard E. Stanfield distinguished service award presented by the Spill Control Association of America in recognition of outstanding service to the spill response industry and has been elected as an Honorary Fellow of the International Spill Control Organization. He has authored and presented numerous papers at major conferences and in technical journals, focusing on legal aspects of environmental protection and liability legislation

Marc Shaye’s paper is on “Changing Legal Landscape because of Spills of Group V Oils

**Dr Merv Fingas
Spill Science**



Merv Fingas is a scientist working on oil and chemical spills. He was Chief of the Emergencies Science Division of Environment Canada for over 30 years and is currently working on research in Western Canada. Dr. Fingas has a PhD in environmental physics from McGill University, three masters degrees; chemistry, business and mathematics, all from University of Ottawa. He also has a bachelor of science in Chemistry from Alberta and a bachelor of arts from Indiana. He has published more than 850 papers and publications in the field. Merv has prepared 7 books on spill topics and is working on 2 others. He has served on two committees on the National Academy of Sciences of the United States on oil spills including the ‘Oil in the Sea’. He is chairman of several ASTM and inter-governmental committees on spill matters. Importantly, he was the founding chairman of the ASTM sub-committee on in-situ burning and chairman of oil spill treating agents and another on oil spill detection and remote sensing, positions he holds today. Dr. Fingas’s specialities include; oil chemistry, spill dynamics and behaviour, spill treating agents, remote sensing and detection, and in-situ burning. He has about 100 papers in each of these topics. He continues to work on developing new technologies in these fields.

Dr Fingas will speak on “The Properties and Behavior of Dilbit and Bitumen”

**LT Sara Booth
US Coast Guard**



LT Sara Booth has served in the U.S. Coast Guard (USCG) for 9 years in a variety of assignments, primarily focused on the service’s marine environmental protection mission. While stationed in the Pacific Northwest, she served as the Chief of the Incident Management Division and qualified as a command duty officer and a foreign and domestic Vessel Inspector.

She currently serves at Coast Guard Headquarters in the Office of Marine Environmental Response Policy, where she holds the positions of: Assistant to the Chair for the Interagency Coordinating Committee on Oil Pollution Research (ICOPR), Assistant Program Chair for the International Oil Spill Conference (IOSC), Industry Quality Partnership Manager, and USCG representative to the National Response Team Science and Technology Committee. LT Sara Booth holds a B.S. in Marine Science from the U.S. Coast Guard Academy and a M.S. in Marine Affairs from the University of Washington.

LT Sara Booth will speak on “Canadian Oil Sands – Adapting Existing Response Capabilities”

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

**Jessica Winter
NOAA**



Jessica Winter is an Environmental Scientist with NOAA's Office of Response and Restoration. Based in Seattle. She works on natural resource damage assessment (NRDA) for hazardous waste sites and oil spills in the Pacific Northwest and Great Lakes.

She is NOAA's NRDA case lead for the 2010 Enbridge pipeline spill in Michigan and focuses on environmental impacts of dilbit spills, including presentations and papers for scientific conferences and spill response training sessions on this emerging issue.

As part of NOAA's Assessment and Restoration Division, she has assessed contamination from PAHs, PCBs, and metals, as well as physical injuries to the environment. She has a bachelor's degree from the University of Chicago and a master's degree in environmental engineering from Carnegie Mellon University.

Jessica Winter's subject will be "NRDA Considerations for release of Dilbit and Bitumen into the Environment"

**Mark Brown
ECRC-SIMEC**



Mark Brown is the Great Lakes Region Manager for ECRC-SIMEC, a Response Organization certified by Transport Canada. Mark is responsible for the overall management of Great Lakes Region, an area spanning from the British Columbia border to the border of Ontario and Quebec. In the 17 years working for the organization he has responded to numerous marine oil spill incidents resulting from accidental releases of oil by; oil handling facilities, pipelines, train derailments and ships.

Prior to joining ECRC-SIMEC, he worked with the Canadian Coast Guard as Emergency Response Contingency Planning Officer responsible for the development and maintenance of Regional Contingency and Area Response plans and responding to incidents on behalf of the Coast Guard. He also has an extensive marine transportation industry background having served as Navigation Officer on board several vessels in the Canadian Coast Guard fleet and worked for eight years with the Canadian Pacific Steamship Lines

Mark Brown will address "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".

**Dr Nancy E. Kinner
UNH**



Nancy Kinner is a professor of civil and environmental engineering at UNH. She has been UNH director of the Coastal Response Research Center, a partnership between UNH and the National Oceanic and Atmospheric Administration (NOAA), and director of the Center for Spills in the Environment since 2004. The centers (www.crrc.unh.edu) bring together the resources of a research-oriented university and the field expertise of NOAA's Office of Response and Restoration to conduct and oversee basic and applied research, conduct outreach, and encourage strategic partnerships in spill response, assessment and restoration.

Kinner's research explores the role of bacteria and protists in the biodegradation of petroleum compounds and chlorinated solvents. She teaches courses on environmental microbiology, marine pollution and control, the fundamentals of environmental engineering, and environmental sampling and analysis.

Kinner received an A.B. from Cornell University in biology (ecology and systematics) in 1976 and an M.S. and Ph.D. in civil engineering from the University of New Hampshire, where she joined the faculty in 1983. She has conducted funded research projects for agencies and research organizations including USEPA, NSF, AWWARF, CICEET and the NH Department of Environmental Services.

Dr Nancy Kinner will speak on "The Effects of Water Velocity and Temperature on Behavior of Sunken Bitumen"

FORUM PROVISIONAL PROGRAMME HAS BEEN UPDATED

You can view the updated Provisional Programme at <http://www.spillcontrol.org/preliminary-programme>

Reminder: Online Registration for reserving your place at the Forum is now open.

Click on <http://www.spillcontrol.org/registration>

A few 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

Press Release from US Department of Transportation



U.S. DOT Announces Comprehensive Proposed Rulemaking for the Safe Transportation of Crude Oil, Flammable Materials *Releases new data on Bakken crude oil to support increased safety measures*

WASHINGTON, July 23, 2014 – The U.S. Department of Transportation today released the details of its comprehensive rulemaking proposal to improve the safe transportation of large quantities of flammable materials by rail - particularly crude oil and ethanol - in the form of a Notice of Proposed Rulemaking (NPRM) and a companion Advanced Notice of Proposed Rulemaking (ANPRM).

The NPRM proposes enhanced tank car standards, a classification and testing program for mined gases and liquids and new operational requirements for high-hazard flammable trains (HHFT) that include braking controls and speed restrictions. Specifically, within two years, it proposes the phase out of the use of older DOT 111 tank cars for the shipment of packing group I flammable liquids, including most Bakken crude oil, unless the tank cars are retrofitted to comply with new tank car design standards. The ANPRM seeks further information on expanding comprehensive oil spill response planning requirements for shipments of flammable materials. Both the NPRM and ANPRM are available for review on www.regulations.gov and will now be open for 60 days of public comment. Given the urgency of the safety issues addressed in these proposals, PHMSA does not intend to extend the comment period.

“Safety is our top priority, which is why I’ve worked aggressively to improve the safe transport of crude oil and other hazardous materials since my first week in office,” said Secretary Foxx. “While we have made unprecedented progress through voluntary agreements and emergency orders, today’s proposal represents our most significant progress yet in developing and enforcing new rules to ensure that all flammable liquids, including Bakken crude and ethanol, are transported safely.”

Today’s NPRM is based on an ANPRM published by the Pipeline and Hazardous Materials Safety Administration (PHMSA) last September, and reflects feedback from more than 152,000 commenters.

PHMSA will concurrently publish an ANPRM on oil spill response plans, specifically current thresholds and their applicability to rail, in part in response to an NTSB recommendation issued in January 2014.

In addition to issuing the NPRM and ANPRM, PHMSA concurrently released a report summarizing the analysis of Bakken crude oil data gathered by PHMSA and FRA between August 2013 and May 2014. The data show that crude oil from the Bakken region in North Dakota tends to be more volatile and flammable than other crude oils. Collected as part of [Operation Classification](#) (OSD), a joint PHMSA and Federal Railroad Administration (FRA) effort, the data were initially gathered to verify that crude oil was being properly classified in accordance with federal regulations, and evolved to include more robust testing to better understand the characteristics of the product.

The safety risk presented by transporting Bakken crude oil by rail is magnified both by an increasing volume of Bakken being shipped by throughout the U.S. and the large distances over which the product is shipped. In 2008, 9,500 rail-carloads of crude moved through our country compared to last year, when there were 415,000 rail-carloads. Moreover, on average Bakken crude oil shipments travel over 1,000 miles from point of origin to refineries on the coasts.

NOTE – The foregoing contains only extracts from the DOT Press Release. To read the complete text visit – <http://www.dot.gov/briefing-room/us-dot-announces-comprehensive-proposed-rulemaking-safe-transportation-crude-oil>



In this issue of the ISCO Newsletter we are printing No. 184 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 184: CONCLUDING REMARKS

In addition to release-response, the new knowledge-only contingency plan will include release-prevention.

Thus, the plan will recognise that while the Powers of Intervention were intended to prevent release, their use to prevent access to safe-havens for cargo/bunker transfer actually increases release; that collaboration of marine-survey staff with the salvor-in-possession best acquires the knowledge needed for casualty-stabilisation and cargo/bunker transfer whether at sea or in a safe haven; that with respect to the latter, such a jointly owned knowledge-only plan best avoids the uncertainties of the belief/counter-belief debates of the adversarial legal processes which currently discourage belief-only applications for access; that oil-well blowouts also need such collaboration of administrations and contractors; and that such collaboration would eliminate politics, and convert administrations from self-styled victims of others' mistakes, to the protectors of the public interest they were intended to be.

The ISCO document for IOPCF/Oct/15 will thus show how coastal states could collaborate with response contractors to create and execute knowledge-only incident-specific response plans derived from the foregoing knowledge-repository and its knowledge-only contingency plan; how these incident-specific plans for at sea, inshore and onshore response would be integrated; and how predictions made, decisions taken, accredited contractors employed, results obtained and costs incurred could thus be reported to the IOPC Fund and P&I Club secretariats in fully documented form and to the IMO secretariat for enhancement of the thus shared repository of knowledge.

Thus, when a liquid non-solidifying release arises from an impact damaged casualty, the format of the incident-specific plan will recognise that the first step is to avoid subsequent weather-damage releases; that the second is to ascertain the values of the physicochemical parameters relevant to its cargo and bunkers; that the third is thus to note the fates and effects of any releases in terms of floating or sinking, of fractional or total evaporation, total solution, or progressive dispersion according to the half-life/viscosity relationship previously tabulated for crude oils and bunkers; that the fourth is to calculate the fractional evaporative loss from any crude oil cargo from its fractional distillation profile as tabulated, this being usually 25 - 30% in < 5 hours; that the fifth is to calculate the time to reach shore from the vector sum of 100% of the tidal vector and 3% of the wind vector; that the sixth is to apply the respective viscosity-dependent dispersion half-lives of the non-volatile fractions of the cargo/bunker oils and of the non-volatile insoluble HNS to the quantified releases and to the time to reach shore, in order to estimate the quantities likely to arrive on the shoreline types identified at these locations; that the seventh is to consider, on the bases of known viscosities and half-life dispersion rates, whether dispersants or recovery, both or neither, should be applied at sea, there being no need to enhance or prevent natural dispersion which of itself would prevent any onshore arrival. Thus, we see that were this sequence to be followed, it would not only give structure to the response, it would also provide a format for claim submission and settlement.

Again, when a solidifying release arises, the format of the incident-specific plan will recognise that all such oils/HNS have been identified; that with recovery being the only option, it will best be achieved onshore; that when a soluble HNS is released it will dilute and biodegrade or neutralise; that the half-life of floating soluble HNS will be shorter than or comparable with the half-lives of floating insoluble HNS of viscosity < 5cSt at 15 °C as most of them are; that there is no need to assist these natural processes, no possibility of recovering evaporators and dissolvers and no need to recover rapid dispersers; but that known toxicity-concentration relationships may require down-tide dilution to be monitored with respect to commercial fishing.

In continuance of the above step-sequence the format of the incident-specific plan will recognise that the eighth step is to repeat the sixth to estimate the quantity likely to strand just prior to its arrival, having further reduced it by the quantities already recovered, and/or dispersed at sea by the quantity of dispersant applied to it; that the ninth step is to revise the identification of shoreline types to be impacted and the lengths widths and thicknesses of these impactions; that the tenth is to identify the techniques applicable to each shoreline type and to its contiguous inshore waters; that the eleventh is to activate transportation of the associated equipment in quantity and sequence appropriate to these various locations; and that the twelfth is to identify and warn all who might receive oils for heat-generating combustion or 'land-farming'.

Again, we see that this sequence would not only give structure to the response, it would also give a format for claim submission and settlement.

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.

Special News Item



CEDRE TURNS 35 - 35 YEARS OF SPILL RESPONSE

Created in January 1979 in the aftermath of the Amoco Cadiz oil spill, Cedre (Centre of Documentation, Research and Experimentation on Accidental Water Pollution) is an association with a public service mission. It boasts unique, internationally recognised expertise in spill preparedness and response.

1979 - 2014, 35 years of expertise - Cedre runs a 24-hour operational service, providing advice and expertise to the public authorities and private operators in charge of response.

During its 35-year history, Cedre has faced spills ranging from small-scale incidents to major disasters (Tanio in 1980; Exxon Valdez in 1989; Erika in 1999 and Prestige in 2002).

It leads or contributes to a variety of significant scientific, technical and operational projects. Cedre also develops contingency plans and trains almost 1500 people each year.

ISCO CONGRATULATES CEDRE ON ITS 35th ANNIVERSARY

Publications

UK: THE NATIONAL CONTINGENCY PLAN - PUBLISHED 1ST AUGUST 2014

From: [Maritime and Coastguard Agency](#)

History: Published 1 August 2014

Part of: [Marine](#), [Environmental management](#), [Pollution prevention](#) and [Ships and cargoes](#)

Providing Environmental management guidance. [See the documents supporting the UK National Contingency Plan](#)

OIL SPILL REMEDIATION. COLLOID CHEMISTRY-BASED PRINCIPLES AND SOLUTIONS

Published: June 2014 392 Pages John Wiley and Sons Ltd

This book provides a comprehensive overview of oil spill remediation from the perspectives of policy makers, scientists, and engineers, generally focusing on colloid chemistry phenomena and solutions involved in oil spills and their cleanup. [More info](#)

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	August 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 16-30 2014
Intertanko Weekly News	International news for the oil tanker community	No 31 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 30 issue
EMSA Newsletter	News from the European Maritime Safety Agency	August 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	July 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

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