



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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ISCO & THE ISCO NEWSLETTER

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

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



a topco event



The 4th Conference and Exhibition

Oil Spill Response Workshop (OSRW 2014)

18-19 November, 2014 Beijing China



International news

IMPLEMENTATION OF UNEP RECOMMENDATIONS OF 2011 - LARGE SCALE CLEAN-UP OF OIL POLLUTION IN Ogoniland DISCUSSED IN ABUJA



UNEP commends the latest efforts by the Federal Government to put the necessary procedures in place for a large-scale clean-up and restoration of the region

September 16 - The Federal Government of Nigeria is setting in motion new efforts to address long-term oil pollution in Ogoniland, Nigeria. The move by Nigeria's Minister of Petroleum Resources, Mrs. Diezani Alison-Madueke, to convene a multi-stakeholder workshop on the implementation of the UN

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International news (continued)

NEW HELCOM STRUCTURE READY FOR MORE EFFECTIVE BALTIC PROTECTION

September 17 - New HELCOM main working groups are now decided on, to better meet with the present needs and challenges in the governments' efforts to protect the Baltic marine environment, and to improve the work flow and overall effectiveness of handling the urgently important task. The decision taken by the HELCOM Heads of Delegation, during a meeting ending this afternoon in Helsinki, Finland, completes the process of modernizing the Baltic Marine Environment Protection Commission – HELCOM – by establishing an upgraded working structure for HELCOM.

"It is exciting to witness the new beginning for HELCOM and finalize the lengthy streamlining process, ending quite aptly during the 40th anniversary year of the Commission. The thorough journey has itself been rewarding and useful – the re-evaluation of HELCOM priorities, which reflect well the priorities of the Contracting Parties; the assessing of the many inter-linkages with other international frameworks; and making even better use of limited resources", states HELCOM Chair Harry Liiv.

The new main groups are designed to optimally match the HELCOM priorities. One of the new groups will address the pressures from human activities on land, including inputs of nutrients and hazardous substances, as well as marine litter and underwater noise. On the other hand, the development of a coherent holistic assessment of ecosystem health as well as ensuring an unbroken chain of monitoring, indicators and assessments will be under one umbrella group, which is, importantly, also dedicated for biodiversity protection and nature conservation as they remain a crucial part of HELCOM work.

Addressing maritime activities and response to pollution at sea and the shore continue as vital for HELCOM as before, not forgetting maritime spatial planning, sustainable agriculture practices and sustainable fisheries. A special group GEAR will continue to ensure the coherent implementation of the ecosystem approach but also a harmonized approach between the HELCOM working groups.

HELCOM Response Group works to ensure swift national and international response to maritime pollution incidents and that in case of an accident the right equipment is available and routines are in place to respond immediately in cooperation with neighbouring states. *HELCOM* [Read more](#)

International news (continued)

Environment Programme's 2011 assessment of Ogoniland marks an important step towards the large-scale clean-up of the region.

The workshop in Abuja today will discuss the measures needed to implement the recommendations outlined in the 2011 UNEP report entitled, "Environmental Assessment of Ogoniland". Participants from civil society, Ogoni communities, government, academia and the oil industry will attend the workshop. The day-long meeting will be held under the leadership of the Federal Government of Nigeria, with Mr. Erik Solheim, chairman of the OECD Development Assistance Committee, chairing the sessions.

Mr. Solheim has, since early 2013, served as a UNEP Special Envoy for Ogoniland, conducting and coordinating high-level political talks related to the planned environmental clean-up in Ogoniland.

Since the release of the Assessment in 2011, UNEP has expressed its readiness to support restoration efforts and commends the latest efforts by the Federal Government to put the necessary procedures in place for a large-scale clean-up and restoration of the region.

The UNEP report, conducted at the request of the Federal Government of Nigeria, was a detailed scientific assessment of environmental contamination in Ogoniland from over 50 years of oil operations in the region. The results from soil, ground water, remote sensing and public health studies showed that pollution was extensive, with widespread contamination of drinking water, land, creeks and vital ecosystems.

UNEP welcomes this positive development in Ogoniland after years of pollution. Environmental restoration will require coordinated action from oil companies, community and the government. UNEP remains ready and available to support stakeholders in making Ogoniland a cleaner and safer place for all

The 2011 report outlined immediate remedial actions needed as well as a series of recommendations for a large-scale clean-up of the region. Analysis indicated that while contaminated areas could be cleaned up within 5 years, catalyzing a sustainable recovery of Ogoniland could take 25 to 30 years

The Environmental Assessment of Ogoniland report is available online at: www.unep.org/nigeria *UNEP News Centre* [Read more](#)

Incident reports from around the world

USA: CHEMICALS SPILL INTO YANTIC RIVER AFTER CT TANK LEAK

September 11 - The DEEP was alerted to the spill when someone noticed the Yantic River was discolored Wednesday morning. Investigators were able to track the source of that spill back to the Freeport McMoRan continuous copper rod facility. The DEEP estimates hundreds of gallons of product flowed into the Yantic river. Two kinds of chemicals, an emulsifier and a machine lube oil used at the plant, were reportedly in tanks which leaked on the Norwich property. *News 8* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

UK: OIL POLLUTION OFF THE PLYMOUTH COAST INVESTIGATED BY EMERGENCY SERVICES

September 13 - Emergency services have investigated a number of reports of an oil slick off the coast of Plymouth. Calls were made to organisations including the Coastguard at around midday on Saturday. They report oil pollution close to the site of the popular dive wreck the James Eagan Lane. The SS James Eagan Layne was a Liberty ship beached and sunk off Whitsand Bay during World War Two. *The Herald* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: MAGDALEN ISLANDS CLEANING UP DIESEL SPILL NEAR PORT



Photo: Booms line the port waters in Cap-aux-Meules in the Magdalen Islands in an effort to contain spilled diesel that might have leaked into the port. (Radio-Canada)

September 13 - Authorities are working to contain a diesel spill along a pipeline near the harbour of Cap-aux-Meules in the Magdalen Islands.

Hydro-Quebec emergency teams and Coast Guard environmental response personnel are at the site trying to clean

up the spill, which authorities say could involve up to 50,000 litres of diesel fuel. Jonathan Lapierre, the mayor of the Magdalen Islands, said the leak happened somewhere along a pipeline connecting the port to a Hydro-Quebec station. *CBC News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: OKMULGEE COUNTY CREWS SEEK SOURCE OF SPILL INTO DEEP FORK RIVER OKLAHOMA

September 14 - Okmulgee County Emergency Management hopes the public can help them track the source of a substance that spilled into the Deep Fork River. Round one tests results, conducted by the Department of Environmental Quality, are so far inconclusive as to what the substance is. Authorities believe it is some type of petroleum product containing diesel, according to OCEM Director Tim Craighton. *News9.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NIGERIA: AGIP OIL SPILL IS KILLING US, BAYELSA FARMERS CRY

September 14 - Farmers impacted by an ongoing oil leak from an oil field operated by Nigerian Agip Oil Company, NAOC, have appealed to the Bayelsa government to assist them to stop the pollution. The leakage, reported on August 15 from a ruptured pipeline, has been discharging a mixture of gas and crude under high pressure into the environment. *AllAfrica.com* [Read more](#)

MALAYSIA: VILLAGERS SEE RED OVER TAR-SPILL IN RIVER



Photo: Tar spilling from the workshops has turned the river at Kampung Sungai Poyan to brown.

September 15 - More than 200 residents of Kampung Poyan and nearby areas are concerned about pollution caused to their river by tar spilling from nearby workshops since a week ago.

They said the strong smell of the oil was causing nausea and headache to them.

What was more worrying, they said, was that the pollution might kill fish and other forms of life in the river, from which they also draw water for irrigation. *Borneo Post* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Incident reports from around the world (continued)

USA: T&T SALVAGE REFLOATS CONTAINERSHIP

September 15 - T&T Salvage and their strategic response partner, Cabras Marine, successfully refloated a 17,000 ton fully cellular containership that went aground near Micro Beach in Saipan, Northern Mariana Islands.

The prompt action of the Hamburg based vessel owners resulted in the immediate activation of their OPA 90 Vessel Response Plan (VRP) and T&T Salvage as its pre-contracted salvage provider. Tugs, pollution response gear, specialty pumping gear, and a 12-strong T&T-Cabras Marine team was dispatched to manage the salvage operation. What began as a typical grounding response quickly turned into anything but when the initial dive survey turned up a World War II era torpedo and other unexploded ordinance around the vessel. [MarineLink.com](#) [Read more](#)

INDIA: OIL SLICK SPOTTED ON WESTERN COASTLINE, MPCB CLUELESS

September 15 - Yet another oil slick has struck the state's coastline, stretching from Revdanada in Raigad district to Satpati in Palghar. Officials said the entire western coast lining Mumbai and Thane has been affected. [Mumbai Mirror](#) [Read more](#)

Other news reports from around the world

NEWS REPORTS FROM USA

September 11 - CSX Launches Industry's First On-Demand Mobile Application to Enhance Railroad Incident Response

As part of its ongoing focus on community emergency preparedness and training, CSX is introducing a new mobile information system which will enhance first responders' ability to access train and cargo information in real time via their mobile devices.

The new program, CSX Operation Respond, will provide firefighters, police officers and other emergency responders with easy mobile access to critical information that supports safe and accurate response to emergencies, helping to protect both communities and responders themselves. The new program is a collaborative product of the Operation Respond Institute, an industry leader in providing real-time rail information, and CSX's public safety and technology teams.

"CSX Operation Respond, the first program of its kind among Class I railroads, is an important new component of our continuing efforts to advance the company's first priority: the safety of communities, employees and customers' freight," said Skip Elliott, vice president, public safety, health and environment. "The CSX team is consistently focused on working with partners like the Operation Respond Institute to provide timely access to critical information, and this tool was developed in response to feedback from our partners across our network."

CSX Operation Respond allows first responders to securely access information about hazardous materials being transported by any individual CSX train using their wireless devices, laptops or desktop computers. In addition to a graphically displayed train list that allows emergency responders to quickly locate and identify the contents of rail cars carrying hazardous materials, CSX Operation Respond provides emergency responders with a portfolio of other useful information designed to assist when responding to a rail-related transportation emergency. [CSX.com](#) [Read more](#) [Thanks to Alan Finkelstein of Hazmat 101 Group]

September 12 - Michigan Needs To Prepare Better For Oil Spills

Officials at energy companies are keeping a close eye on the Great Lakes to transport crude oil. They are concerned over the risk of a spill they are not prepared to handle.

Spokesman Lyman Welch said there's a huge demand to move oil from Canada to the Midwest and it's time to discuss the risks of shipping crude through the region. Meantime, Rear Admiral Fred Midgette, commander of the Coast Guard's District 9, which includes the Great Lakes, said everyone involved in spill response on the Great Lakes is moving with a sense of urgency to come up with a plan to address a major spill. But they haven't found a way forward yet. [WoodRadio.com](#) [Read more](#)

September 14 - Jellyfish Spark Oil Spill Scare in Buzzard's Bay, MA

A large concentration of jellyfish was found to be the source of reported pollution Friday in Buzzard's Bay, Massachusetts. The U.S. Coast Guard says that at 2:00 p.m. on Friday Coast Guard Sector Southeastern New England was notified by a local, experienced mariner of a possible large oil sheen in Buzzard's Bay. [gCaptain](#) [Read more](#)

September 14 - Four Days of Action to recognize tankers' threat to Salish Sea

"Four Days of Action" to protect the Salish Sea will begin Friday. The Salish Sea — from the Strait of Juan de Fuca to the Georgia Strait and Puget Sound — faces unprecedented proposals for increased transportation of coal and oil for export. These Four Days of Action will raise awareness about the risks to these waters through workshops and educational events, oil spill drills, a rally at the Peace Arch at the U.S.-Canadian Border, and the signing of an international treaty. [HeraldNet.com](#) [Read more](#)

NEWS REPORTS FROM USA (Continued)

September 16 - Enbridge plans to bring more tar sands oil into Great Lakes region

There's been a lot of controversy over TransCanada's Keystone XL pipeline. But there's another company working to bring more tar sands oil into the U.S. Enbridge Energy wants to increase the amount of heavy crude oil crossing the border from the Alberta tar sands into the Great Lakes region.

Lorraine Little is with Enbridge. She says Enbridge wants to move more oil on its pipeline known as the Alberta Clipper. That pipeline runs about a thousand miles from northern Alberta to Superior, Wisconsin. "Its purpose is to carry heavy crude oil from the oil sands in Alberta into our Superior terminal where then it can get off on other pipelines and serve refining markets around the Midwest region or other parts of the country," she says. *Michigan Radio* [Read more](#)

September 18 - State launches user-friendly oil spill project map

Trying to keep track of the projects funded by Deepwater Horizon oil spill funds is not an easy task even for government officials close to the action, let alone the public. With a goal of more transparency, Florida Department of Environmental Protection, along with Florida Fish and Wildlife Conservation Commission, launched an interactive map complete with photos and descriptions of projects that have been completed, and those in the works or approved for funding, in the wake of the April 2010 oil spill disaster. *Pensacola News Journal* [Read more](#)

September 19 - 2014 already a nasty year for Wyoming oil spills



In this May 22, 2014 file photo provided by the U.S. Bureau of Land Management, a 25,000-gallon oil spill burns in the Powder River Basin southeast of Buffalo after officials deliberately ignited the crude in what they say was their best cleanup option in the rugged area. State records show the 25,000-gallon spill was one of three big oil spills in northeast Wyoming last spring that involved a storage tank and two pipelines owned by Casper-based Belle Fourche Pipeline. Amid booming oil production, 2014 already is Wyoming's worst year for oil spills since at least 2009. (AP Photo/U.S. Bureau of Land Management, File)

An oil boom in Wyoming is having a filthy side effect. A string of accidents, ranging in geography from a remote gully in the Powder River Basin to a refinery in downtown Cheyenne, already has made this year the state's worst for oil spills since at least 2009, state records show.

Almost 220,000 gallons of oil already has spilled in Wyoming this year, more than double the 90,000 gallons all last year. About 165,000 gallons spilled in 2010, the previous worst year since the Wyoming Department of Environmental Quality began tracking spills in a database that year. *Casper Star Tribune* [Read more](#)

NEWS REPORTS FROM CANADA

September 8 - Tar Sands Oil Development's Impact on Wildlife Populations Continent-wide

Each year tens of millions of migratory birds "overwinter" in the Canadian Boreal forest, a vast tract of mostly uninhabited coniferous woodlands and wetlands stretching from Newfoundland to the Yukon. The area makes up some 60 percent of Canada's total land mass, and serves as the winter home for more than half of America's avian population. But environmentalists are worried about the impact of increasing "tar sands" oil development there and the impact it might have on wildlife populations continent-wide. *Kansas City InfoZine* [Read more](#)

September 19 - Ottawa to study oil-eating bacteria in Nunavut waters

While northerners grapple with the spill potential associated with future oil extraction beneath the waters where they fish and hunt, the federal government's industrial research body is studying whether tiny organisms can help to dispel their fears.

The National Research Council, which conducts research on behalf of Industry Canada, just received funding and territorial approval to continue a multi-year study of oil-eating bacteria that naturally exist in sea water.

Charles Greer, the veteran NRC microbiologist who's leading the study, which will sample waters near Resolute Bay this fall, said recently that the use of naturally existing organisms to help deal with a crude oil spill is not new. *Nunatsiaq Online* [Read more](#)

Other news reports from around the world (continued)

NEWS REPORTS FROM INDIA

September 17 - Seminar on Oil Spills Held

The shoreline of Kerala is vulnerable to the threat from possible oil spills due to the heavy traffic of cargo vessels and oil tankers on the routes close to the coastline, according to experts.

A seminar was organised by the Institute of Land and Disaster Management in coordination Alpha MERS, an international NGO working in global shipping sector, on Tuesday here to discuss the threats of oil spillage by vessels. It was attended by disaster management officials of nine districts of the state, officials of Shipping and Inland Navigation Corporation, Port Trust, Coast Guard, Kochi Refineries, mangrove societies as well as NGOs. The seminar analysed the impact of oil spillages and generating effective strategies in case of a spill. *The New Indian Express* [Read more](#)

NEWS REPORTS FROM MEXICO

September 12 - Mexico mine sets aside \$147 mn for spill damages

Mining firm Grupo Mexico has set aside \$147 million to pay for damages from a massive acid spill that contaminated waterways in the northwest of the country, officials said Thursday. Two subsidiaries of the company will pay for the clean-up and compensate people who suffered material damage in the August 6 environmental catastrophe in Sonora state, which saw sulfuric acid leak out of a copper mine holding tank and into a stream that serves two rivers. *TerraDaily.com* [Read more](#)

Addendum to Obituary Notice

PAUL PISANI, MANAGING DIRECTOR, ALPHA BRIGGS (MEDITERRANEAN LTD., DIRECTOR, OSRA INTERNATIONAL LTD., MEMBER OF THE ISCO EXECUTIVE COMMITTEE.

An Obituary Notice for Mr Paul Pisani appeared in last week's issue of the ISCO Newspaper but at that time it was not possible to announce details of funeral arrangements. The following information has now been received from Paul's son, Derrick Pisani -

The funeral will be held at the Gozo Cathedral, Victoria, on Friday 26 September, at 4:30pm. For those of you coming from abroad, please contact Sandro sandro@aost.com who will try to organise common transport.

If you wish to make your own arrangements, please note the ferry timetable -

<http://www.gozochannel.com/en/schedules.htm#tabsweek> and map to the place of the funeral service <https://goo.gl/maps/XOfg8>

If you decide to sleep over in Gozo, this website could help you: <http://www.visitgozo.com/en/content/where-to-stay-13/>

ISCO News

A MESSAGE TO ALL WHO PARTICIPATED IN ISCO'S FORUM IN DETROIT

The Forum presented a cross section of professionals representing the multi disciplines addressing the issues of spill response to potentially sinking oils. Thank you for your participation and support to help us meet the goal of providing a platform to discuss these important developments in our industry.

We would like to encourage you to give your comments or feedback on any of the issues raised in the presentations or on the Forum in general. Feedback on the Forum will be used to help us evaluate the effectiveness of the Forum and guidance to make future events even better. Please take a moment and share your thoughts.

ISCO Membership is available and we encourage you to look at the value that the Organization offers to professionals. Sign up now at: www.spillcontrol.org/2013-02-05-10-50-47/subscriptions

ISCO, in its 30th anniversary, is proud to have provided a link between International Government agencies, Industry, the Scientific Community, Research and Development and Spill Responders to the issues of today and the trends leading to the future.

We publish a weekly Newsletter which compiles for you a comprehensive look at current news in the environment. This will save readers up to 10 hours a week of scanning, browsing and searching for all the news that matters and puts it in your inbox every week.

We facilitate the collective voice of our members concerns addressing regulation and best practices in our industry.

Our members are a dynamic network of resources to each other and a link to the environmental needs of the world.

The Forum is an example of the ISCO commitment bringing the issues to the professionals and it is our intent to continue to do so with your participation and support. Thank you! Contact ISCO at www.spillcontrol.org or info@spillcontrol.org

PHOTOGRAPHS FROM ISCO'S INTERNATIONAL FORUM ON GROUP V (NON-BUOYANT) OILS



ISCO President David Usher welcomed delegates and opened the forum



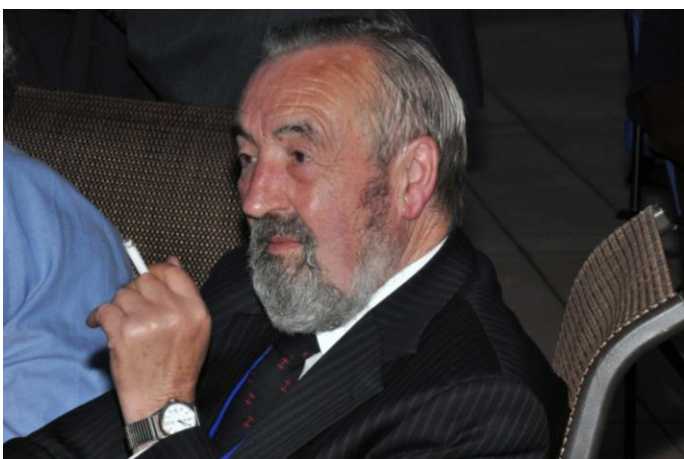
NOAA Director Dave Westerholm acted as Forum Moderator throughout the two days of the event



Dr Rebecca Coward of ITOPF enjoys a drink at the reception held in the riverside gardens



Dr Jacqueline Michel of Research Planning Inc. addressed the detection and recovery of sunken oil



ISCO Secretary John McMurtrie reflects on the first day's proceedings



Jazz in the evening - Famous horn players Marcus Belgrave, Johnny Trudell and friends played at the forum reception

ISCO acknowledges and thanks James Paldan for his help in taking these photographs at the forum. james@jamespaldan.com

USA: GREAT LAKES RACING TO PREPARE FOR A NEW KIND OF OIL SPILL

April Van Buren of WBEZ Radio in Chicago attended the ISCO Forum in Detroit. What she saw and heard is reflected in her article -

The U.S. Coast Guard's Ninth District is in charge of protecting the maritime interests of the Great Lakes. Those interests include industries like shipping, fishing, and tourism that create billions of dollars in revenue for the Great Lakes basin each year. And so, the agency is always thinking about oil spills. It conducts dozens of tabletop and real world preparation exercises every year to prepare.

But the oil spill game is changing. The explosion in tar sands production in western Canada means increasing amounts of crude oil is making its way to the American Midwest. Imports of crude oil to the Midwest reached a record high earlier this month, according to the Energy Information Association. Tar sands bitumen is different than traditional crude oil. It's heavier and it sinks in freshwater. And that has caught the attention of the people in charge of cleaning up oil spills, including the U.S. Coast Guard.

"The Midwest and the Great Lakes lie at a virtual crossroads of production and transportation and distribution. And because those things carry inherent risk, we're faced with some tough questions about how to deal with that," says Rear Admiral Fred Midgette, who commands the U.S. Coast Guard's Ninth District.

"From my perspective, clearly one of the most important things that are going to happen in the next decade is how we handle this issue of heavy oil. We need to get it right," he told a crowd last week in Detroit at the International Spill Control Organization's annual forum. ISCO has been around for decades, but this was the first time its annual forum focused exclusively on responding to heavy, Group V oils that can sink in water.

The reason why has a lot to do with what happened four years ago in the small town of Marshall, Michigan. On July 26, 2010, a 30-inch pipeline belonging to Enbridge Energy Partners LLP burst and spilled over a million gallons of tar sands oil into Talmadge Creek. From there, it made its way to the Kalamazoo River where it traveled over 35 miles downstream, coating birds, turtles, and other wildlife with oil.

Cleaning up the river took longer than anyone expected. That's because tar sands oil is too thick to move through a pipeline on its own--imagine a kind of shiny, black peanut butter. It's thinned out with other chemicals to get it flowing. But when the mixture is exposed to air, those chemicals gradually evaporate over a period of several days. At the Kalamazoo River, that left behind over a million gallons of heavy, sticky goo at the river bottom. Crews are finally wrapping up the dredging process four years and nearly \$1 billion later.

"I can't speak for a lot of the other players, but I know for us the EPA response and the Enbridge response to the Kalamazoo, I think opened a lot of people's eyes in that the threat is real from heavy oils and what they can do to the environment," says Jerry Popiel, incident management advisor for the Coast Guard's 9th District.

Popiel says there aren't any vessels carrying tar sands crude oil on the Great Lakes right now, but at least one company--Calumet Specialty Products Partners in Indianapolis--has expressed interest in the idea. And that has Popiel thinking about the challenges of responding to such a spill in the Great Lakes.

"It's one thing when you have 10 feet of water, 5 feet of water, or maybe 30 feet of water. Well, okay there are tethers and things and divers you might potentially use for there. That's one set of problems. If it happens in Lake Superior in 800 feet of water, that's a different set of problems," he says.

Right now, those are problems without good solutions. The Coast Guard's trying to change that, and so is a whole industry that's grown up to respond to oil spills. In 2011, the Coast Guard awarded \$2.5 million to three companies. They were asked to develop technologies that could better detect and recover sinking oils.

Some of those technologies were on display at last week's forum, including one from Alion Science and Technology called the Seagoing Adaptable Heavy Oil Recovery System or the SEAHORSE. The SEAHORSE looks more like a giant carburetor than a dainty ocean creature. But Al Arsenault, an engineer with the company, says it's safer and more effective than traditional methods.

"The scenarios in the past have used divers. It's a dirty job, it's a very dangerous job to send divers down when this product is on the water column, on the surface, and on the bottom. It sticks to you like peanut butter," Arsenault explains.

The SEAHORSE doesn't use any divers. Instead, its trio of remotely operated vehicles scans the seafloor for oil and pumps it back up to the surface. SEAHORSE and other new technologies let responders reach spills hundreds of feet under water and can detect and recover oil at the same time. The Coast Guard says these new technologies are promising, but they aren't widely available and can be costly to build.

Emergency responders in our region may still have some time to sort out those problems. It isn't clear yet that Great Lakes shipping is going to be a good option for moving tar sands oil. For one thing, the lakes are frozen over for several months every year.

"The other big issue is competition. Shipping oil on the Great Lakes will make sense if it's less expensive than shipping it by rail," says Steve Fisher, Executive Director of the American Great Lakes Ports Association.

Contributed article (continued)

Fisher says a lot would have to change before tankers full of tar sands crude oil set sail on the Great Lakes. It would require the oil industry to make long-term commitments with shipping companies to entice them to make investments in new ships and shoreside loading facilities.

Still, environmentalists say economic pressures are building.

Several refineries in the region, including one just south of Chicago in Whiting, Indiana, have been upgraded to process tar sands oil. Lyman Welch, Water Quality Program Director at the Alliance for the Great Lakes, says shipping by vessel on the lakes also opens up a route for transport to refineries on the East Coast.

Welch says right now, a lot of the decisions that could set the scene for shipping this kind of oil on the Great Lakes are happening at a state or local level. And he says that patchwork approach could have consequences for the entire region.

“A spill could happen anywhere, not just in the state where the initial dock is built to allow for this shipment,” says Welch.

The dock he’s referring to is owned by Elkhorn Industries in Superior, Wisconsin. The company reapplied for a permit to upgrade the dock in August after its first application was rejected by the state earlier this year. It’s considered a first step in the project proposed by Calumet Specialty Products, though Elkhorn says they don’t have concrete plans to partner with the company yet.

But the possibility that it could worries Welch, who says existing spill response preparation measures are inadequate when it comes to responding to a spill of tar sands oil.

There are increasing efforts to beef up those measures. Emergency responders like the Coast Guard and EPA are starting to include heavy oil spills in their preparation exercises. And the spill response industry continues to develop new and better technology for dealing with heavy oil spills.

But Welch says we shouldn’t accept the shipment of tar sands oil on the Great Lakes as inevitable, even as we work out the regulatory kinks.

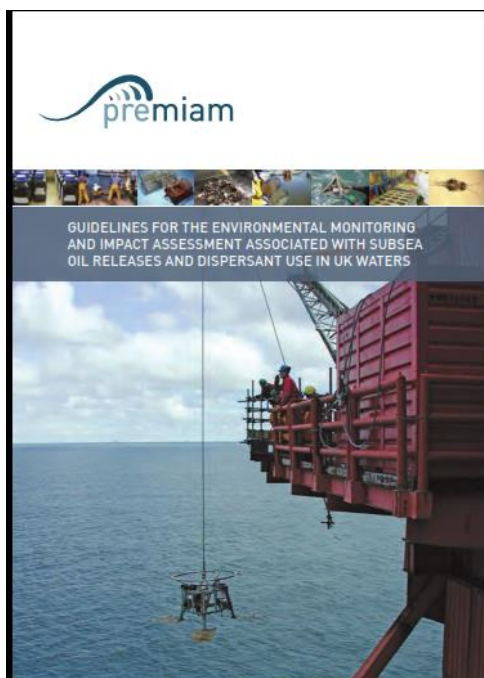
“It’s vital that our Great Lakes region and community has a discussion as to whether the Great Lakes should become this thoroughfare for tar sands crude oil shipping. Are we prepared to accept that risk?”

That’s not a question, Welch says, for industry or government, but for each of the 34 million people who call the Great Lakes basin home.

April Van Buren is an assistant producer at WKAR in East Lansing. You can follow her on Twitter @aprilveebee

Publications

GUIDELINES FOR THE ENVIRONMENTAL MONITORING AND IMPACT ASSESSMENT ASSOCIATED WITH SUBSEA OIL RELEASES AND DISPERSANT USE IN UK WATERS



One of the core objectives of the Premium (Pollution Response in Emergencies: Marine Impact Assessment and Monitoring) initiative is to promote the application of best practice in science and management to post-spill environmental monitoring.

One important way through which this is achieved is the publication of relevant guidelines to facilitate those responsible authorities in the planning and implementation of monitoring programmes.

Therefore the Premium group is pleased to announce the publication of the '[Guidelines for the Environmental Monitoring and Impact Assessment Associated with Subsea Oil Releases and Dispersant Use in UK Waters](#)' which, as a result of government and industry focus after the Deepwater Horizon incident, was seen as a priority to have in place. Also published are a number of supplementary short [Technical Guideline documents](#) which provide more detail for specific techniques and approaches referred to in the core guidelines.

This document has been primarily developed by marine monitoring experts at Cefas ([Centre for Environment, Fisheries and Aquaculture Science](#)) in consultation with the Premium partner organisations, including Marine Scotland. The development of the guideline was funded by Oil & Gas UK as part of activities associated with their Oil Spill Response Forum.

If you would like to know anything more about the Premium initiative and its objectives please visit www.cefas.defra.gov.uk/premium or contact Mark Kirby (mark.kirby@cefas.co.uk).

Publications (continued)

EMSA: SAFEMED III BULLETIN

June 2014 marked the first anniversary of the SAFEMED III project and the successful conclusion of the vast majority of the regional activities. Now, the focus will turn more towards bilateral activities targeting each of the beneficiary countries on an individual basis. *EMSA* [Download the latest issue of the SafeMed III Bulletin](#)

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	September 8 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	September 1 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	Summer 2014 issue
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	July 16-31 2014
Intertanko Weekly News	International news for the oil tanker community	No 38 2014
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	August 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	September 17 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	September 2014 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	August 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
Regenesis Remediation News	Case studies, articles and upcoming events in Europe	Summer 2014 issue

Events

UK: 17TH ANNUAL SALVAGE & WRECK REMOVAL CONFERENCE, 10 - 11 DECEMBER 2014 LONDON

Also - **Salvage Law & Practice Seminar**, Monday 8 – Tuesday 9 December and **Salvage & Wreck of Mega Vessels**, a one day technical workshop on Friday 12 December. [More info on all three events](#)

USA: LLOYDS MARITIME ACADEMY – MARINE POLLUTION USA, 17-18 NOVEMBER 2014, MIAMI

Marine pollution compliance, best practice claims management and effective emergency response. [More info](#)

UAE, ABU DHABI: OIL SPILL RESPONSE MENA CONFERENCE, 26-29 OCTOBER 2014

Understand the critical factors in the preparedness and prevention of oil spills, protecting the environment, understanding the economy of an oil spill recovery effort and learning about the latest technology advancements. [More info](#)

UK: FRACKING NORTH, MANCHESTER, 26 SEPTEMBER 2014

Govtoday and Securing the Future announce Fracking North: Continuing the Debate on Hydraulic Fracturing for Gas. [More info](#)

CHINA: 4TH CONFERENCE AND EXHIBITION – OIL SPILL RESPONSE WORKSHOP (OSRW 2014) BEIJING, 18-19 NOVEMBER 2014

The Chinese government and oil & gas industry aims to minimize risks from its operations and is committed to pursuing improved performance in terms of oil spill prevention, preparedness and response. [More info](#)

Training

USA: PIPELINE EMERGENCY RESPONSE TRAINING

Professional Development Opportunities for Individuals and Organizations [More info](#)

Spill Response Guidance

EMERGENCY RESPONSE GUIDEBOOK UPDATING

September 8 - The Pipeline and Hazardous Materials Safety Administration (PHMSA) is taking input on ways to improve the Emergency Response Guidebook (ERG) as it develops the 2016 version.

The ERG is used by emergency services personnel and provides guidance for the initial response to hazardous materials incidents. The book is updated every four years as a joint effort involving the transportation agencies of the United States, Canada, and Mexico.

PHMSA has established a special email address to receive comments on the current (2012) version of the ERG and how it can be improved: ERGComments@dot.gov

The agency says it is particularly interested in getting comments from those who have experience using the ERG. *The Essential Hazmat News* [Read more](#)

Company News

HAPPY 150TH BIRTHDAY TO MCALLISTER TOWING



Founded by Captain James McAllister in 1864, McAllister has served the maritime industry with a variety of services uninterrupted until this day. In a world of corporate giants with the family operations rapidly disappearing, it is always refreshing to see a family-owned company not only surviving, but also thriving. In the past decade they have continued to build and launch new generation high horsepower tractor tugs, in total 11 boats and counting for over 45,000 combined HP, for a variety of the ports they service from Maine to Puerto Rico. This in addition to a fleet that currently boasts 70 vessels with roughly a dozen others also being tractor tugs. So, on the occasion of their 150th birthday, let's all raise a glass to McAllister towing, and wish them the same continued luck and success that has allowed them to be an industry leader for the last 150 years! *Maritime Executive* [Read more](#) *McAllister Towing is a member of ISCO Corporate Member, MRA.*

EMSA RESPONSE VESSEL TESTS ACCEPTED FOR THAMES FISHER AND MERSEY FISHER

The tankers Thames Fisher and Mersey Fisher owned by James Fisher Everard Ltd entered into operational service with EMSA on 14 August after passing the acceptance tests held in Sunderland, United Kingdom. *EMSA Newsletter* [Read more](#)

TITAN SALVAGE RECEIVES NAMEPA'S CORPORATE MARINE ENVIRONMENT PROTECTION AWARD

The North American Marine Environment Protection Association (NAMEPA) announced earlier this month that Houston-based TITAN Salvage, a subsidiary of Crowley Maritime Corp., is the recipient of its 2014 Corporate Marine Environment Protection Award. The prestigious award recognizes TITAN's proactive approach towards protecting and preserving the oceans. Earlier this year, TITAN marked the completion of the largest maritime salvage job in history when the Costa Concordia – the Concordia-class cruise ship that wrecked off Giglio Island, Italy in January 2012 – was safely moored at the Port of Genoa Voltri, Italy. The project required 48,000 engineering man-hours and 1,200 total workers, and more than 22,000 dives totaling 30,000 hours. More info: www.titansalvage.com *Titan Salvage is a member of ISCO Corporate Member, The Marine Response Alliance*

In next week's ISCO Newsletter

LESSONS LEARNED FROM LATIN AMERICA - FORTY YEARS AGO: THE METULA INCIDENT

Exactly 40 years ago, on 25th September 1974 the grounded VLCC Metula was refloated after spilling more than 53,000 tons of oil. The story will be recounted in a mini-serial by Carlos Sagrera MISCO starting next week.

Carlos Sagrera is a MISCO member and has specialised in prevention and control of onshore and offshore spills in Latin America for 20 years. He is a retired LCDR (Uruguayan Navy, 1992) and graduated from the Chilean Naval Polytechnic Academy (1978).

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