



# 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 organisation.

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The Register of ISCO Members is maintained by **Ms Mary Ann Dalgleish** (Membership Director) and you can contact her at [mrydetroit@aol.com](mailto:mrydetroit@aol.com)

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 Psaraftis** (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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## International news

### IOPC FUNDS: SPECIAL SESSION AND BROCHURE TO COMMEMORATE THE 1971 FUND

April 17 - On Friday 17 April 2015, the Secretary General of IMO held the final meeting of former Member States of the 1971 Fund to review and approve the Financial Statements for 2014, following the dissolution of the 1971 Fund on 31 December 2014.

Following that meeting, a special session was held to commemorate the 1971 Fund, with a number of key figures taking the opportunity to look at the establishment and operation of the 1971 Fund over its 36-year existence.

Former Assistant Secretary-General and Head of Legal Affairs and External Relations Division of IMO, Dr Rosalie Balkin, gave an IMO perspective on the international compensation regime. Dr Reinhard Ganten, the very first Director of the IOPC Fund, spoke of the origins of the regime and of the initial setting up of the organisation. Mr Måns Jacobsson, former Director of the Funds, discussed the development of Fund's policy over the years and Dr Karen Purnell, ITOPIF Managing Director, spoke of the role of experts working with the IOPC Fund in the early days. Mr Alfred Popp QC, Administrator of the Ship Source Oil Pollution Fund in Canada, referred to the role of Member States, offering a delegate's perspective and the session was closed by Captain David Bruce, the last Chairman of the 1971 Fund Administrative Council. The event was followed by a lunchtime reception.

A commemorative brochure was distributed to all delegates and has been made available to download under the publications section. [Download the brochure](#)

## NEW BALANCE OF POWER

*[Editor: This article by Clifford Krauss April appeared in the 22 April issue of the New York Times analyses crude oil pricing in the context of supply and demand and the effects of the fracking boom in the USA. Nothing to do with oil spills but well worth reading on a subject that affects all in our community]*

April 22 - For the better part of the last century, crude oil prices have swung like a pendulum, pushing and pulling the fortunes of nations. More often than not, global supplies of the volatile commodity were controlled by the rulers of desert domains who would otherwise have been powerless had it not been for the oil that bubbled beneath their thrones.

That pendulum is on the move again, sending the price of oil cascading to less than \$45 this winter from more than \$100 a barrel last June, and it may fall further in the months ahead. On the surface, this latest oil boom gone bust may feel like history repeating itself, but there is a vital difference this time: The center of the oil world has spun from the sands of Saudi Arabia to the shale oil fields of Texas and North Dakota, a giant new oil patch some wildcatters have begun to call "Cowboyistan." [Read the complete article](#) [Thanks to Michael Rancilio]

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## International news (continued)

### DESPITE TENSIONS, US, RUSSIA VOW CO-OPERATION ON CLIMATE CHANGE, OIL SPILL PREVENTION IN ARCTIC

April 24 - The U.S., Russia and other Arctic nations say they're looking past Ukraine's civil war and other tensions to prevent oil spills near the North Pole and combat climate change in a place warming faster than the rest of the world.

Delegates at the eight-nation Arctic Council are pledging to address black carbon, or soot, a greenhouse gas that is particularly potent in the Arctic. No goals for emissions reductions were immediately set.

They also spoke of furthering plans to avoid an Arctic oil disaster and starting joint search-and-rescue drills. *Fox News* [Read more](#)

#### April 24 - Arctic Council Meeting Starts Amid Russia Tensions

Leona Aglukkaq, Canada's environmental minister and the chairwoman of the Arctic Council for the past two years, reiterated her country's condemnation of the intervention in Ukraine during a private meeting with Mr. Donskoi. She and Canada's foreign minister, Robert Nicholson, did so again when asked about it at a closing news conference, which was dominated by questions about Russia's moves in the Arctic and beyond.

At Friday's meeting, Mr. Donskoi declared that Russia opposed any politicization of the Arctic. "There is no room here for confrontation or for fear mongering, particularly from forces outside," he said.

Other officials also emphasized that broader political disputes should not disrupt the council's work to address the effects of climate change. "It's in no one's interest to let problems elsewhere impact cooperation in the Arctic," said Finland's foreign minister, Erkki Tuomioja.

With the conclusion of the meeting here, the United States took over the chairmanship of the council from Canada, allowing it to set the organization's agenda for the next two years until the next summit meeting, to be held in Alaska. *The New York Times* [Read the complete article](#)

## Incident reports from around the world (in chronological order)

### CANADA: ALBERTA ENVIRONMENT RESPONDS TO DIESEL SPILL ON NORTH SASKATCHEWAN RIVER

April 10 - Alberta Environment and Edmonton Fire Rescue are investigating a diesel spill on the North Saskatchewan River. Katrina Bluetchen with Alberta Environment says the spill happened near the Buena Vista dog park.

Fire officials say because of the icy conditions on the river, they are unable to set up a boom to contain the spill. City officials say spills are taken very seriously. *Global News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### SOUTH AFRICA: REFINERY FIRE AN ENVIRONMENTAL DISASTER

April 10 - The scale of the devastation caused by the blaze that swept through the Africa Sun Oil Refineries in Mobeni two weeks ago has shocked investigators as they continued to sift through the ruins of the south Durban factory this week.

A furnace-like fire, bricks turned to ash, containers and steel girders melted by the temperatures that went up to 1 3000C – and the consequential environmental disaster in the nearby mangroves in Durban Harbour – mean the clean-up will take months, possibly years.

KwaZulu-Natal Department of Labour spokesman, Nhlanhla Khumalo, said on Wednesday: "The clean-up operation started on the afternoon of March 26 (the day of the fire). To date, 490 000 litres of oil and water mix have been recovered from drains."

The blaze had torn through bund walls (a kind of retaining wall) and caused massive oil leaks under the neighbouring railway tracks and through the area's canal system – which had been plugged on Friday – into the sandbanks and the mangroves. *Io! News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## Incident reports from around the world (continued)

### USA: TRENTON SC TRAIN DERAILMENT

April 10 - Crews on the scene said a Norfolk Southern train derailed on Salters Pond Road at Highway 121 Friday night between 9:00 p.m. and 9:30 p.m.

A total of 39 cars derailed, according to South Carolina Emergency Management's Twitter account. No leaks have been reported and the scene has been turned over to Norfolk Southern.

Earlier in the evening, Derrec Becker with the South Carolina Emergency Management Division confirmed 15 cars derailed. One car carrying ammonium nitrate spilled and another car carrying anhydrous ammonia did overturn but nothing spilled, Becker said. The other cars are not dangerous and have no spills, Becker said.

Update April 24 - Edgefield County Emergency Management officials have said crews are still cleaning up after a Norfolk Southern train derailed earlier this month.

Environmental workers are monitoring air quality and making sure there are no lasting environmental effects. Edgefield County EMA said they do not believe there will be long-term effects. *WRWD.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### USA: PHILLIPS 66 ESTIMATES 25,000 GALLONS OF DIESEL LEAKED NEAR WOOD RIVER REFINERY

April 17 - Phillips 66 estimates about 25,000 gallons of diesel fuel leaked on Friday into the Cahokia Canal, a waterway that drains into the Mississippi River.

The spill prompted the Coast Guard to close a 35-mile section of the river.

Phillips 66 discovered a leak in a pipeline that runs from its storage terminal to a barge loading dock. The facilities are near the Wood River Refinery, which Phillips 66 co-owns with Cenovus Energy.

Company spokeswoman Melissa Erker said the fuel was spotted in the canal and the leak detected about 8:45 a.m. Friday. The pipeline was shut off immediately and by 10 a.m. the company confirmed the leak had stopped, she said. The barge loading dock is offline while the company continues to investigate the cause of the leak. *St. Louis Post – Dispatch* [Read more](#)

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### USA: GREENSBORO POND NC OIL SPILL CLEANUP COST THOUSANDS OF DOLLARS

April 20 - Hazmat crews will continue cleanup efforts throughout the weekend and into early next week at a Greensboro retention pond where someone dumped a tar-like substance this week.

Testing shows it was number six heavy crude petrol, the type of oil used in heavy machinery. The cleanup expense continues to grow, now amounting to thousands of dollars. *Time Warner Cable News* [Read more](#)

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### SPAIN: FUEL OIL REACHES COAST OF GRAN CANARIA

April 23 - Fuel oil, possibly from a fishing vessel that sank off the Canary Islands in mid-April, has reached the west coast of Gran Canaria.

The first stains were detected on Wednesday night on Veneguera beach, a popular tourist destination, and some also turned up in a cove located within the Gran Canaria Biosphere Reserve.

The Spanish government has raised the emergency level, in acknowledgment of the damage risk to the coastline.

The main slick is reportedly moving south “at hell-bent speed” due to favorable winds and currents *El Pais* [Read more](#)

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### BRAZIL: FOUR PETROBRAS PLATFORMS HALT OUTPUT

April 24 - Four Petrobras oil platforms off the northeast coast of Brazil have halted production after a leak of about 7,000 liters of oil was detected coming from a pipeline linking them, a local oil workers union head said on Friday.

Brazil's oil regulator, ANP, confirmed the leak in the Camorim field, 16 kilometers (10 miles) off the coast of the city of Aracajú, and said it had been contained by Petrobras.

Stoessel Chagas, director of the Sindipetro-ES, which represents Petrobras offshore oil workers in Brazil's Alagoas and Sergipe state, said the leak was detected coming from a pipeline linking the PCM-5 and PCM-6 production platforms. *The Maritime Executive* [Read more](#)

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## Incident reports from around the world (continued)

### ECUADOR: FREIGHTER SCUTTLED AFTER GALAPAGOS GROUNDING



Photo: The MV Floreana aground in the bay of Puerto Baquerizo Moreno off the coast of San Cristóbal. Photo courtesy COE

April 24 - An Ecuador-flagged cargo ship has been successfully refloated and scuttled after running aground earlier this year in the Galápagos Islands.

The salvage and scuttling was carried out by the U.S.-based salvage firm T&T Salvage, which ensured that all fuel, oil and other pollutants were removed from the vessel prior to being refloated.

The ship, the MV Floreana, ran aground on January 28th off the coast of San Cristóbal, the easternmost island in the Galápagos archipelago, shortly after

departing San Cristóbal for Santa Cruz and other islands. The vessel was reportedly carrying some 1,400 tons of cargo and about 13,000 gallons of fuel when it became stranded, forcing authorities to declare a state of emergency for the UNESCO World Heritage Site. *gCaptain* [Read more](#)

## Other news reports from around the world (countries in alphabetical order)

### CANADA: EDITORIAL: MARINE POLLUTION RESPONSIBILITIES ARE MUDDLED

April 18 - It's becoming more difficult by the day to figure out which federal agency is responsible for marine pollution. When a grain ship accidentally discharged bunker oil into the waters off Vancouver two weeks ago, the coast guard took the lead role. After environmental groups raised questions about pleasure craft dumping sewage in Saanich Inlet, the federal Environment Ministry got involved. And when two small boats sank recently in Oak Bay harbour, a game of hide-and-seek began. Oak Bay police first queried Transport Canada, which passed them on to the Victoria harbourmaster.

They were then handed off to the coast guard, and from there to the Receiver of Wrecks. Subsequently, they were told Environment Canada would handle the matter. In the end, Ottawa simply punted. Transport Canada reluctantly stepped forward, but declined to do anything. The agency was quoted as saying that it was "monitoring" the situation, but that it had no authority to remove vessels unless they become an obstacle to navigation. *Times Colonist* [Read more](#)

### INDIA: FOOLPROOF PLAN TO CONTAIN PIPELINE OIL SPILLS IN PLACE

April 23 - Pipelines may be one of the main modes of transfer of oil with Goa having its own, as well as the major pipeline coming from the Mumbai High Field, the risk of an oil spill may be dangerous; however, with the recently released Goa State Oil Spill Disaster Contingency Plan, all seems to be well, on paper.

ONGC in its response to an enquiry to the assessment of risk of an oil spill listed its 30" diameter main oil line from Mumbai High Field to Uran shore as the potential source of oil spill saying, "if ruptured would cause a major oil spill."

They are however quick to respond that in the event of a rupture, a decrease in the pipeline pressure would be proof enough for action. "Any rupture in the oil line will be indicated by a sudden loss of pipeline pressure from the farthest pumping Platform Control Room and reduction in quantity of oil received at Uran terminal," ONGC said in its assessment.

The quantity of oil to be recovered will depend on the loss due to evaporation and studies have shown that with a wind speed of 20 knots and a 23°C to 30°C sea temperature, loss due to evaporation is approximately 50 per cent in the first 2 hours.

In the event of a "total rupture, the pump will shut down automatically within a few minutes and the volume of oil spill will be around 20 m3 only," they said. *Goa Herald* [Read more](#)

### IVORY COAST: IVORY COAST TOXIC SPILL VICTIMS HOPE FOR REPARATIONS

April 22 - Andoudoua Blonde says he will have to live forever with blindness in one eye, headaches and skin rashes caused by a 2006 dumping of toxic waste near his farm in Ivory Coast.

Like thousands of others, he says he still has not received any compensation for his suffering from the European multinational oil trader Trafigura, which offloaded the materials at the port of Abidjan, the west African nation's capital. Now more than 100,000 victims are making one last charge for compensation for their ordeal, but it is unclear how far they will get. *Terra Daily*

[Read more](#)



## KAZAKHSTAN: KAZAKHSTAN HOSTS OIL-SPILL ROUNDTABLE

April 24 - The government in oil-rich Kazakhstan hosted a roundtable discussion on developing a regional response to spills, the OSCE said Friday.

The Organization for Security and Cooperation in Europe in coordination with the Kazakh Energy Minister and the U.S. Embassy in Kazakhstan organized a discussion on how best to plan a [regional response to an oil spill](#) program.

"Once approved, the regional oil spill plan will be an important tool to ensure that the regional authorities have a system that will ensure effective co-ordination and integration of all relevant resources both from government and private sectors," Peter Taylor, a manager for the regional oil spill response organization, said in a statement. [UPI.com](#) [Read more](#)

## NIGERIA: SHELL BLAMES SABOTAGE FOR BAYELSA OIL SPILL

April 22 - Shell Petroleum Development Company Limited, on Tuesday, said the oil spill at its Kolo Creek Manifold in Bayelsa State was caused by sabotage of the facility.

The company explained in a statement said a report of the Joint Investigation Visit (JIV) on the incident, which occurred on April 15, 2015, revealed that a section of the metal protection to the manifold had been cut and components of the pressure control system removed. [AllAfrica.com](#) [Read more](#)

## PHILIPPINES: OIL SPILL HASTENS DETERIORATION OF RIVER

April 23 - The release of some 300 liters of oil from a capsized fishing boat into the Balincaguig River in Agno, Pangasinan, last week has alarmed local residents, who say it could happen again and hasten the river's deterioration.

Lydia Colobong, vice president of the Agno Concerned Citizens for Ecologically Secured and Sustainable Development Inc., said the incident should serve as a wake-up call for the town's officials to act now. [Inquirer.net](#) [Read more](#)

## SINGAPORE: LEADING MARITIME EXPERTS GATHER AT INTERNATIONAL CHEMICAL AND OIL POLLUTION CONFERENCE AND EXHIBITION 2015



Picture: The opening of the International Chemical and Oil Pollution Conference and Exhibition

April 22 - Around 300 international maritime experts and participants from major oil and chemical companies, emergency response companies, ship owners and operators, as well as port authorities, have gathered at the International Chemical and Oil Pollution Conference and Exhibition or ICOPCE 2015, which is held from Apr 22 to 24, 2015 at the Sands Expo and Convention Centre, Marina Bay Sands.

The event is organised by the Maritime and Port Authority of Singapore (MPA) in conjunction with the 10th Singapore Maritime Week 2015. Mr Lucien Wong, Chairman of MPA, was the guest of honour at the opening ceremony today. [AsiaOne.com](#) [Read more](#)

## SINGAPORE: SINGAPORE WORKS TO EASE NAVIGATING STRAITS

April 22 - The Maritime and Port Authority of Singapore (MPA) has started developing a new-generation vessel traffic management system to enable smooth and efficient navigation in the Singapore Strait.

This was announced by MPA chairman Lucien Wong at the International Chemical and Oil Pollution Conference and Exhibition in Singapore on 22 April. The Straits of Malacca and Singapore are two of the world's busiest and vital shipping lanes, being at the crossroads of East-West trade. [IHSMaritime360](#) [Read more](#)

## SINGAPORE: NEW DRONE TO GIVE MPA BETTER VIEW OF OIL SPILLS



Photo: The Water Spider aerial surveillance system.

April 22 - The Maritime and Port Authority of Singapore (MPA) expects to soon have an extra pair of "eyes" to assess oil spills at sea, in the form of a drone which can be deployed from its patrol boats. The authority is working with local engineering firm Hope Technik to develop an unmanned aerial vehicle (UAV) that is waterproof and can take off from and land on water. In flight, the drone will be able to "see" for at least 150m around the vessel to which it is tethered. "Using the UAV, we can have a comprehensive overview of the extent of the oil spill, and we can deploy our craft in a more efficient manner," said Captain Daknash Ganasen, port master and deputy director of marine operations at the MPA. "From the surface, you have a limited line of sight, but with a UAV you can see further."

Asia One Singapore [Read more](#)

## SINGAPORE: SHOWCASES RESPONSE CAPABILITIES AT A JOINT OIL SPILL EXERCISE

April 24 - Code-named JOSE 2015, the exercise was organised by the Maritime and Port Authority of Singapore (MPA) on the last day of the International Chemical and Oil Pollution Conference and Exhibition 2015 (ICOPCE), held in conjunction with the 10th Singapore Maritime Week (SMW).

JOSE 2015 comprised a tabletop management exercise at MPA's Port Operations Control Centre Vista and a full scale oil and chemical spill response equipment deployment. Over 180 personnel from various agencies participated in the table top exercise and seaward exercise, located along Sudong Holding Anchorage, 4.5 km south of Jurong Island.



The exercise scenario involved a simulated collision between a Very Large Crude Carrier (VLCC) and a chemical tanker. The VLCC suffered damages to two cargo tanks and some 5,000 tonnes of oil was spilled. Due to the impact of the collision, the chemical tanker sustained damage to the cargo tank cover on deck. The exercise included responses to combat oil and chemical pollution from both the vessels and tested multi-agency responsiveness and co-operation. [Green4Sea](#) [Read more](#)

## USA: GULF HEALTH 5 YEARS AFTER BP SPILL: RESILIENT YET SCARRED

April 17 - five years after the BP well explosion, the Gulf of Mexico looks clean, green and whole again, teeming with life — a testament to the resilience of nature.

But there's more than surface shimmering blue and emerald to the aftermath of the Deepwater Horizon spill. And it's not as pretty a picture — nor is it as clear.

Federal data and numerous scientific studies show lingering problems. Splotches of oil still dot the seafloor and wads of tarry petroleum-smelling material hide in pockets in the marshes of Barataria Bay. Dolphin deaths have more than tripled. Nests of endangered Kemp's Ridley sea turtles suddenly plummeted after the spill. Some fish have developed skin lesions along with oil in internal organs. Deep sea coral are hurting.

In some cases the connection to the BP spill is solid, in other cases it is harder to prove a direct causal link to the spill of millions of gallons of oil over 87 days.

"Look, we put nature on a treadmill and I think it did very very well. We should consider ourselves lucky," said Chris Reddy of the Woods Hole Oceanographic Institute. But then he said, "It's the things that we don't see that have been a concern." [AP](#) [Read more](#)

## USA: ON BP OIL SPILL ANNIVERSARY, TRUSTEES AND BP ANNOUNCE \$134M IN PROPOSED EARLY RESTORATION PROJECTS

April 20 - Federal and state trustees and BP announced tentative approval of 10 more [natural resource early restoration projects](#), totaling \$134 million, on Monday (Apr. 20), the 5th anniversary of the [Deepwater Horizon accident](#) that killed 11 workers and resulted in the release of 3.19 million barrels of oil in the Gulf of Mexico. [The Times Picayune](#) [Read more](#)

## Other news reports from around the world (continued)

### USA: ON BP OIL SPILL ANNIVERSARY, EX-NOAA DIRECTOR URGES MAJOR CHANGES IN FEDERAL SPILL CONTINGENCY PLAN

April 20 - Five years after the [BP oil spill](#), the [National Contingency Plan](#) used by federal agencies to respond to major environmental threats still needs to be revamped to adjust to the lessons from the 2010 Gulf of Mexico disaster, said [Jane Lubchenco](#), a marine biologist who ran the [National Oceanic and Atmospheric Administration](#) during the spill.

The response strategy, which guides how the government and the companies responsible for a disaster must respond, was conceived after the 1989 [Exxon Valdez](#) oil tanker spill in Prince William Sound, Alaska.

That's a key part of the problem, Lubchenco said. When federal officials used the strategy to respond to the BP spill, they found it was an outdated outline created to fight a limited source of oil, rather than the seemingly never-ending flow of oil from the Macondo well. *The Times Picayune* [Read more](#)

### USA: ANDREW HAMMOND: NEXT DEEPWATER OIL SPILL COULD BE CAUSED BY CYBER ATTACK

April 25 - April 20th marked the fifth anniversary of the landmark Deepwater Horizon disaster that saw millions of gallons of crude oil leak into the Gulf of Mexico.

Yet despite the cost to its reputation – not to mention many billions of dollars – BP, the oil major that had leased the Deepwater Horizon oil drilling rig, is emerging more strongly than some anticipated in the wake of the spill. Its comeback has partly relied on off-shore drilling, a practice that still carries environmental risks – along with a potential new set of cyber security concerns.

“Risk free” drilling is unrealistic. And modern technology brings additional potential hazards, as well as opportunities, for oil companies.

A report last year by reinsurance broker Willis Group asserted that too much of the energy sector has no insurance against major cyber attacks. This could threaten “a major energy catastrophe – on the same scale – as Exxon Valdez or Deepwater Horizon.” *The Gulf Today* [Read more](#)

## People in the news

### INTERTANKO WELCOMES NEW SENIOR MARINE MANAGER – CAPT JOHAN GAHNSTRÖM



Capt. Gahnström will join INTERTANKO from SSPA Sweden AB later this spring, where he currently works with LNG as marine fuel, nautical risk assessment, logistics and business development.

He joined SSPA in 2013 after overseeing the start-up and hand over of the new PetroPort AB chemical, ethylene and ethane terminal in Stenungsund, Sweden, as CEO and Harbourmaster. Previously, he spent 13 years with the Swedish national maritime administration (SMA), working as Marine Pilot, Vessel Traffic Service (VTS) Manager and Deputy Area Manager for the Swedish West Coast. He has also worked for Qatar Petroleum as Senior Port Supervisor and marine pilot, as well as Chevron/Angola LNG where he started up the LNG port operations in Soyo, Angola. *Intertanko News* [Read more](#)

## Science and Technology

### PROTOTYPE SPILL TECHNOLOGY DOESN'T EMULSIFY OIL

April 13 - Inventor Christopher Bispham has developed a new concept for the simultaneous recovery of marine debris and oil at sea that can be manufactured quickly for comparatively little cost.

The Seaskip is a self-propelled, sea-going oil spill skimmer that only needs a three man crew. Key to the design is a pair of powered, controllable recovery booms.

“Our test vessel works in calm or choppy waters. Debris and oil are ejected separately from the Seaskip and can be deposited to barges at sea or to a shore facility,” says Bispham.

“Current regulations are not protecting the environment properly, as they should. My concerns for the marine environment have resulted in the development of the Seaskip technology. The Seaskip can recover very thin oil and mousse, or coagulated lumps of oil and marine debris from coastlines with ease.”

The Seaskip can also act as a lifeboat, ferry, fireboat or barge. It is designed to be unsinkable, says Bispham, who is looking for development partners to further the concept to manufacturing and marketing stage.

Christopher Bispham can be contacted at [Cbispham@btinternet.com](mailto:Cbispham@btinternet.com) *The Maritime Executive* [Read more and watch video](#)



### NATURE INSPIRES NET TO FIGHT BACK AGAINST OIL SPILLS

April 15 - Previous oil spills have brought to light that our limited responses to such catastrophes are exceedingly expensive and often fall short of the intended goals. The longer an oil spill persists, the wider it spreads, and the deadlier it is to local communities, wildlife, and habitats.

Researchers at The Ohio State University have created a stainless steel mesh that can separate oil from water. They believe that if this technology is scaled up, it could drastically lower the time and money it costs to clean up an oil spill. Created with non-toxic and relatively inexpensive materials, researchers estimate that a larger mesh net could be created for less than \$1 per square foot.

In a demonstration, researchers mixed blue-colored water with oil dyed red. The mixture was poured onto the mesh, which allowed the blue water to filter through, while causing the red oil to collect on top.

The technology is part of a collection of nature-inspired nanotechnologies under development at Ohio State University. This particular invention was inspired by the bumpy texture of lotus leaves that naturally repel water, but not oil. The undetectable mesh coating flips those properties to do exactly the opposite, using bumps created by a fine spray of silica nanoparticles, covered with a polymer embedded with molecules of surfactant—a primary ingredient in soap and detergent. *Good Magazine* [Read more](#)

### SPONGE COULD CLEAN UP FUTURE OIL SPILLS

April 19 - EMPA's highly absorbent material separates oil from water and can hold up to 50 times its own weight. Once soaked, it continues to float, making it easy to recover and recycle.

"The sponges can be easily cleaned with an organic soap and reused directly, which makes it interesting," EMPA researcher Philippe Tingaut told swissinfo.ch.

To produce the sponge, cellulose materials such as wood, plants or recycled paper are specially ground into fibres to create a distinctive pulp, and then mixed with water. Tingaut's colleague Tanja Zimmermann explained that when the combination is freeze-dried, a bonding of chemical compounds occurs, creating a sponge with large surface areas and high absorbability.

Wicor Holdings, the world's largest maker of cellulose-based materials for major power transformers, partnered with EMPA in November to develop the sponge further.

The company has begun to manufacture cellulose batches to be used in the sponge's trial stage. Wicor will also be refining the grinding process for cellulose and the subsequent chemical process to manufacture the absorbent. *Swissinfo.ch* [Read more](#)

## Technical support

### ONLINE TOOL AIDS OIL-SPILL RESPONSE



*Photo: Tesoro personnel Peter Ribbens (left) and Marc Johnson (right) use the Cook Inlet Response Tool to plan an oil spill drill during a training in March 2014 at the Cook Inlet Spill Response and Prevention, Inc headquarters in Kenai.*

April 21 - Chemical oceanographer Sue Saupe said in 1990 and 1991, when she studied the long-term impact of the 1989 Exxon Valdez oil spill, she had trouble finding locations for productive study because the coastline of Prince William Sound was incompletely surveyed.

"I was working for the University (of Alaska Fairbanks) and we used a state database about the shorelines," Saupe said. "We were doing what's called a matched pair design — you try to pick two sites that are as similar as possible in habitat, but one got oiled and one didn't. They knew where the oil had hit the shoreline, but when we got to these beaches, they didn't match what the database said."

Because the spilled oil was most likely to come ashore between minimum and maximum tide, the oil spill response studies needed to look at the intertidal zones. But Saupe said that intertidal shorelines were often excluded from the studies she found in 1989.

Saupe later found that many of the studies in the state database she used had not been made at low tide, so that researchers had not collected data on the areas submerged during their visits to the sites.

Saupe, now Director of Science and Research for the non-profit oil spill prevention group Cook Inlet Regional Citizen's Advisory Council, has gathered aerial video and photography of all the coastline of the Kenai Peninsula, Cook Inlet, and Kodiak Island. This shoreline imagery has been layered over other data — including satellite and topographic maps, habitat studies, and real-time wind



## Technical support (continued)

and temperature sensors — in an online visual database called the Cook Inlet Response Tool. All the imagery in the database was taken at low tide during neap-tide periods, exposing the crucial intertidal zone.

“Different entities were funding different parts of the state, and they wanted the data for different reasons,” Saupe said of the Shore Zone Partnership. “But we all agreed that the value of this habitat mapping was that it would all be done the same way, with the same protocols, but it would all be linked together and integrated so that it would be seamless to the user.”

Saupe said that in order to accomplish this goal, as well as “to integrate the Shore Zone habitat data and imagery with all of these dozens and dozens of other data-sets we need to access for oil-spill planning and response,” CIRCAC contributed its coastal video footage to the Alaska Ocean Observing System, a non-profit that maintains a database of public information related to coastal habitats.

This large set of geographical and ecological data — which Alaska Ocean Observing System has gathered from entities including state agencies, academic institutions, and non-profit groups like CIRCAC — is hosted in an online map-based interface.

The Cook Inlet Response tool, hosted in AOOS servers, is [publicly available online](#). The Cook Inlet shoreline imagery and video currently available on through the AOOS interface was taken in 2009, when Saupe said that imaging technology had advanced far enough past the original 2001 video to make a re-survey desirable. Saupe estimates that the 2009 survey required between 30 and 40 hours of flight time in contracted helicopters with a four person crew. *Peninsula Clarion* [Read more](#)

## Contributed item

### MEDITERRANEAN OIL INDUSTRY GROUP: CHAIRMAN MAHMOUD ABDESSALEM CAMOUR, NOC LIBYA, COMMENTS ON MOIG’S OBJECTIVES AND THE FORTHCOMING MEDITERRANEAN OIL SPILL RESPONSE EXERCISE

In carrying out its activities, MOIG has specific regard to translate its vision and declared objectives into actions that can be measured and improved. This is done through its Business Plan that contains activities and programs aimed at helping MOIG members in their in their continuous endeavours to strengthen measures for prevention, preparedness and response to accidental oil spills in the Mediterranean region. I believe that for MOIG to achieve successful implementation of the Business Plan, it needs the collective support and contribution of all members.

While we all know that the prime objective is to prevent spills, there’s nevertheless a need to be prepared should one occur and to be able to respond appropriately when one does occur. Therefore, I strongly believe that MOIG’s mission is to help members establish and maintain competent resources that are capable of responding to potential spills in the Mediterranean region and to continuously improve their ability to minimize the impact of such spills on the environment.

The forthcoming Tier 2 Oil Spill Response Exercise scheduled to be held over 26-28 May 2015 at the Zazis Terminal in Tunisia in co-operation with MARETAP, IEMS and most companies operating in the terminal is a good example of the strong commitment and efforts of MOIG to enhance coordination and develop best practices within the oil industry in the Mediterranean region in oil spill preparedness and response.

#### MOIG’s MISSION STATEMENT

1. To promote regional cooperation within the industry and between governments and industry by creating a regional network of industry oil spill response co-ordinators in all Mediterranean countries.
2. To enhance preparedness and response to oil spill incidents in the Mediterranean region by acting as a regional forum for information exchange and discussion on oil spill matters and by making best use of industry resources of equipment and expertise for education and training.

## Links for recent issues of other publications (in alphabetical order)

<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	April 2015 issue
<a href="#">ASME EED EHS Newsletter</a>	News and commentary on HSE issues from George Holliday	Most recent issue
<a href="#">Bow Wave</a>	Sam Ignarski’s Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	March 2015
<a href="#">Celtic Biogenie enGlobe Newsletter</a>	Latest Remediation and related technology news	Spring 2015 issue
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	Current issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	April 2015 issue
<a href="#">Energy Institute eBulletin</a>	News from the Energy Institute	April 2015 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	April 2015 issue
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 1, 2015
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	February 2015
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	No 17 2015
<a href="#">IPIECA eNews</a>	Int’l Petroleum Industry Environmental Conservation Assoc’n	February 12 issue
<a href="#">JOIFF “The Catalyst”</a>	Int’l Organisation for Industrial Hazard Management	April 2015 issue
<a href="#">MOIG Newsletter</a>	News from the Mediterranean Oil Industry Group	16 April 2015 Issue
<a href="#">NOAA update</a>	Oil spill response news from NOAA OR&R	April 2015
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	March 2015 issue
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	April 22 issue

## Links for recent issues of other publications (continued)

<a href="#">Sea Alarm Foundation Newsletter</a>	News from the Sea Alarm Wildlife Protection Organisation	Spring 2015 issue
<a href="#">SAC News</a>	Oil spill related and other news from Alaska	April 2015
<a href="#">Technology Innovation News Survey</a>	From US EPA - Contaminated site decontamination	March 1-15 2015
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	March 23 issue
<a href="#">Transport Canada Newsletter</a>	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	April 1 2015 issue
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	Winter 2015 issue

## Events

### CANADA: 38TH AMOP TECHNICAL SEMINAR ON ENVIRONMENTAL CONTAMINATION & RESPONSE

The 38th AMOP Technical Seminar on Environmental Contamination and Response will take place from June 2 to 4, 2015 at the Sheraton Wall Centre Hotel in Vancouver, British Columbia, Canada. The Seminar provides a forum for professionals working in the field of oil and hazardous materials spills. The forum facilitates the transfer of scientific results and is intended to link research and the operational community. All submitted papers are peer-reviewed by scientific and technical experts.

More info: <https://www.ec.gc.ca/amop/>

### USA: USCG, ECOLOGY TO HOLD SPILL PREPAREDNESS CONFERENCE IN SEATTLE

The U.S. Coast Guard and Washington Department of Ecology will host a spill preparedness conference May 20 – 21 at the Jackson Federal Building in Seattle.

The two-day seminar is an opportunity to discuss the latest in spill-recovery theory and technology. The sessions focus on topics including remote oil sensing technology, sinking oils, software tools and best practices. [More info](#)

### UK: OFFSHORE PREPAREDNESS & RESPONSE 2015

July 1-2, 2015 Aberdeen Exhibition & Conference Centre

With 200 new rigs expected for delivery within the next six years, emergency response policies and equipment for future platforms will be at the forefront of key stakeholder's agendas. Combined with the 140 ageing rigs due to be decommissioned, this means safety preparation, assessments and procedures will be brought into sharp focus for the offshore sector. [More info](#)

## Business opportunities

### EMSA: A NEW PROCUREMENT PROCEDURE HAS BEEN LAUNCHED! DEADLINE TO SEND AN APPLICATION: 15 JUNE 2015

The **Procurement procedure** EMSA/NEG/8/2015 for Service Contract for Equipment Assistance Service (EAS) has been launched by the European Maritime Safety Agency (EMSA) for the provision, upon demand and at short notice, of oil pollution response services, more particularly the availability on-site of specialised Oil Spill Response (OSR) equipment in order to respond to oil spills in the European regional sea basins.

The **Invitation to Apply and associated Enclosures**, which can be downloaded in a zip file from this [link](#), include the details on how to participate and the relevant requirements at this stage.

For any request, contact the following e-mail address [NEG82015@emsa.europa.eu](mailto:NEG82015@emsa.europa.eu).

The relevant Contract Notice for this procedure (reference 2015/S 077-135320) as published in the Official Journal of the European Union can be found in the following link: <http://ted.europa.eu/udl?uri=TED:NOTICE:135320-2015:TEXT:EN:HTML>

## Company news

### SWIRE PACIFIC OFFSHORE IS THE WINNER OF THE SRS SHIPOWNER OF THE YEAR AWARD AT THE SINGAPORE INTERNATIONAL MARITIME AWARDS (IMA) CEREMONY

SPO is a fully owned subsidiary of Swire Pacific Limited. Since its inception in 1975, the company has expanded beyond conventional anchor-handling and platform supply operations to include a wide range of marine services including salvage, seismic survey, oil spill response, windfarm installation, decommissioning and subsea/ROV support. [Read more](#)

### CROWLEY AND SVITZER AGREE TO CREATE NEW GLOBAL MARINE SERVICES COMPANY

Crowley Maritime Corp. and Svitzer have reached an agreement to merge their salvage divisions to create a new company named "Ardent". The company will be equally owned by Crowley and Svitzer, and will commence operations on 1 May 2015.

Svitzer Salvage, a longstanding market leader in emergency response, and Titan Salvage, a leading wreck removal company among other things known for raising the Costa Concordia, will bring together their strong heritages and expertise in an entirely new entity that will offer customers an even broader range of capabilities and marine related services. "The company will become an industry leader in wreck removal and emergency response," said Peter Pietka, chief executive officer of "Ardent" (formerly CEO of Svitzer Salvage). "Further, while remaining integral to our new company, emergency response and wreck removal will be part of a wider ecosystem of services. We have come together to build a more modern and effective offering for the maritime sector."

Chris Peterson, vice president of Titan Salvage adds, "This merger brings together some of the most experienced, highly regarded salvage experts in the world. Our combined strength means we can provide a stronger network in key global locations, it means best practices shared globally and it means a broad range of proven marine capabilities that will best serve the maritime industry for a long time to come."

"Ardent" will be headquartered in Houston, Texas, and also have operational offices in the Netherlands, the United Kingdom and Singapore. The company will also have supporting offices in Australia, Brazil, South Korea, Greece, South Africa, among other regions. "The real power and benefit for the industry of our merged business will be its capacity and ability to adapt to the changing needs of our customers," said Pietka. "Ardent will serve as a strong platform for organic growth and new expansion opportunities in complementary businesses such as underwater services and offshore decommissioning. Structured for growth and diversification, we will create new opportunities for the company and its employees."

In recent years, Svitzer has focused on being the loss mitigation partner for the marine industry through their preparedness department and emergency response services. "The creation of the new company with Titan is the next step to becoming the safe choice for the industry," said Pietka. "Not only can clients trust that operations will be carried out safely, but they can also rest assured that their interests will be cared for to the highest standards."

The new company will operate under the name "Ardent", which means intensely devoted, and that is the culture the company wishes to create – absolute commitment to the things it does and to the clients and stakeholders it serves. The new executive management team will be led by Peter Pietka; with Jeff Andreini, chief financial officer; Renier van den Bichelaer, chief commercial officer; and Paul van't Hof, chief operations officer; and Chris Peterson, merger manager.

"Ardent" will begin operating 1 May as one legal and financial entity under a singular management team, after which there will be a short transitional period in which the two companies will fully integrate all operational systems including IT, HSEQ, financial, commercial and operations. During this transitional period all customers should initially continue to contact Titan or Svitzer Salvage via existing phone numbers and email addresses. Clients will immediately begin receiving the benefit of the increased strength and the broader support network associated with the merged companies.

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### T&T SALVAGE PROTECTS THE GALAPAGOS ISLANDS

April 25 - On April 4, 2015, T&T Salvage successfully refloated the grounded cargo ship Floreana in San Cristobal, Galapagos Islands, Ecuador.

Leading operations in the Galapagos Islands World Heritage Site, T&T Salvage ensured all fuel, oil and other pollutants were successfully removed prior to refloating the ship wreck that lie sunk on a rocky volcanic shoreline for over two months. The salvage team's efforts were credited with protecting the historic and environmentally sensitive island where the HMS Beagle first landed in 1835 with naturalist Charles Darwin.

The T&T Salvage team included Salvage Master Ted Hosking, with over 50 years of experience salvaging ships around the world, Jim Elliott former USCG COTP and Certified Type-1 Incident Commander, plus seasoned project managers, naval architects, salvage engineers, and technicians. Throughout the salvage operation, T&T Salvage worked closely with the governments of the Galapagos and Ecuador to achieve both safety and environmental objectives.

The Floreana wreck removal included repairing the hull, sealing the damaged engine room and ballast tanks, and removing cargo from the flooded holds. All pollutants were removed, including draining all fuel and hydraulic lines, prior to pumping water from the flooded ship to a receiving barge to ensure no environmental damage. T&T Salvage then towed the Floreana outside the boundaries of the Galapagos Marine Reserve where it was subsequently scuttled in over 3,000 meters of water on April 6, 2015 under the direction of the government to prevent future environmental impacts to the World Heritage Site. *The Maritime Executive* [Read more](#)

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