

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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International news

JIP TESTS HERDERS, IN-SITU BURNING FOR ARCTIC OIL SPILL RESPONSE POTENTIAL



The Arctic Response Technology JIP continues testing oil spill response technology with its recent field trials for herders and in-situ burning.

September 7 - The Obama administration's recent decision to let Royal Dutch Shell plc resume oil and gas drilling in the Chukchi Sea offshore Alaska and ENI S.p.A.'s plan to start production soon from Norway's first Arctic oil development highlight the continued interest in exploring the Arctic for oil and gas and need for tools to response to oil spills in this environment.

Formed in 2012, the IOGP Arctic Response Technology Joint Industry Programme (JIP) has been examining the effectiveness of oil spill response technologies. In April of this year, JIP scientists conducted tests in Fairbanks, Alaska of the first operational combination of the aerial application of herders and in-situ burning, where herders are applied to an oil slick by manned helicopters.

The study – which sought to validate the use of herders by manned and robotic helicopters – found that herders are effective in the open sea and in fresh and marine waters for addressing oil spills. It also found that herders are effective with or without the presence of ice, up until the point that breaking waves are present.

Five successful tests were conducted over a 10-day period, including cleaning of the tank between tests. Each test took between 10 and 20 minutes from start to completion. The trials took place in a completion. The trials took place in a

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International news (continued)

purpose-built, above ground, fully-lined, 8,400-square meter simulated ice basin at the Poker Flat Research Range, in collaboration with the University of Alaska Fairbanks and SL Ross Environmental Research.

A project technical report is being prepared, after which research findings will be published in a peer-reviewed scientific journal and presented at a scientific/technical conference. *Rigzone* [Read the complete text of this article](#)

DNV GL HELPS INDUSTRY NAVIGATE ENVIRONMENTAL REQUIREMENTS



September 10 - The recently implemented EU Offshore Safety Directive is now mandatory and requires identification of major environmental incidents (MEIs) and the associated safety and environmental critical elements (SECEs). However, to date there has not been a common approach within the industry to determine what SECEs and environmental critical elements (ECEs) are, or for developing their corresponding performance standards. Now the leading technical advisor to the oil and gas industry, DNV GL, has published a new Recommended Practice (RP) to address this issue.

The DNVGL RP-G104 "Identification and management of environmental barriers" is based on the barrier management concept, which applies to knowledge, communication and management of major accidents. It provides guidelines and recommendations for the processes required to identify MEIs, SECEs and ECEs for offshore installations and operations. It establishes related performance standards in line with regulations, industry practice for managing safety hazards, and barrier management best practices. The RP also provides guidance to implement assurance and verification processes to demonstrate that the required level of performance of the SECEs and ECEs is being achieved.

The Maritime Executive [Read more](#)

IMO: AMENDMENTS TO MARPOL ANNEX I

September 8 - MEPC 68 adopted the amendments to Regulation 12 of Annex I of the MARPOL Convention, by MEPC.266(68). The amendments are expected to enter into force on 1 January 2017.

The amendments have re-structured the provisions of regulation 12 of MARPOL Annex I related to tanks for oil residues (sludge) on the requirements for discharge connections and common piping arrangement to ensure oil residues are properly disposed of.

Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) to reception facilities through the standard discharge connection referred to in regulation 13, or to any other approved means of disposal of oil residue (sludge), such as an incinerator, auxiliary boiler suitable for burning oil residues (sludge) or other acceptable means which shall be annotated in item 3.2 of the Supplement to IOPP Certificate Form A or B. *Green4Sea* [Read more](#)

POSOW II'S FIRST NEWSLETTER RELEASED

September 10 - Since January 2015, the Centre has been involved in the Preparedness for Oil-polluted Shoreline cleanup and Oiled Wildlife interventions – POSOW II Project, a follow up to the POSOW I Project, co-funded by the European Commission's Humanitarian Aid and Civil Protection department (DG ECHO) and coordinated by the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (Cedre, France). This first newsletter presents the project and its partners, the progress made, including the development of new technical documentation. It also contains the dates of the Train the Trainers courses scheduled in April 2016.

International news (continued)

The POSOW II partners, namely [Cedre](#), [REMPEC](#), the Istituto Superiore per la Protezione e la Ricerca Ambientale ([ISPRA](#)), the Instituto Portuario de Estudios y Cooperacion de la Comunidad Valenciana ([FEPORTS](#)), the Arab Academy for Science, Technology and Maritime Transport ([AASTMT](#)) and the General Directorate of Maritime and Inland Waters ([DG-MARINWA](#)) will produce regular newsletters to provide update on the implementation progress of the Project. The first newsletter is now available and can be [downloaded from the POSOW's website](#) or by clicking on the enclosed thumbnail. More information on POSOW: www.posow.org [Thanks to REMPEC]

QATAR: REGIONAL WORKSHOP ON CONTINGENCY PLANNING FOR RESPONSE TO HNS AND OIL IN THE MARINE ENVIRONMENT



September 8 - A regional workshop in Qatar (6 – 8 Sept) brought together participants from Member States of the Regional Organization for the Protection of the Marine Environment (ROPME) to review preparedness for responding to oil spills and incidents involving hazardous and noxious substances (HNS). The workshop, attended by more than 60 participants from six countries, has been organized by ROPME's Marine Emergency Mutual Aid Centre (MEMAC) in cooperation

with IMO. Participants will review the status of the ROPME regional HNS spill contingency plan and consider the different response techniques for HNS and oil. IMO's Murat Korcak is in attendance. The Member States of ROPME are Bahrain, the Islamic Republic of Iran, Iraq, Kuwait, Oman, Qatar, Saudi Arabia and the United Arab Emirates. *IMO Press Release*

Incident reports from around the world (in chronological order)

USA: ALASKA - SUNKEN FISHING VESSEL REMAINS UNDERWATER OFF SITKA COAST

September 3 - A 58-foot fishing vessel that ran aground Tuesday, Sept. 1, is surrounded by boom. On Thursday plans were still being made to defuel the ship, which holds around 600 gallons of diesel fuel. *Alaska Dispatch News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: WASHINGTON - PEPSCO LINE SPILLS THOUSANDS OF GALLONS OF MINERAL OIL IN ROCK CREEK PARK

September 6 – A damaged Pepco pipeline in Northwest Washington has spilled several thousand gallons of a “non-toxic” mineral oil into Rock Creek Park, and authorities are likely to spend the next several weeks repairing the damage, a spokesman for the utility said Sunday. *The Washington Post* [Read more](#) [Another related report](#)

SPAIN: MAERSK CONTAINERSHIP SPILLS FUEL OFF BARCELONA DURING BUNKERING OPERATIONS

September 9 - Cleanup is underway off Spain after a Maersk containership spilled fuel oil during bunkering operations Tuesday night. Spain's maritime emergency agency Salvamento Marítimo reports that it was informed by crew of the MV Nele Maersk of an accidental spill that occurred during routine fuel transfer operations Tuesday night while approximate 140 km (87 miles) from Barcelona. *gCaptain* [Read more](#) [Related report in The Maritime Executive](#)

MALTA: OIL SPILL AT MALTA FREEPORT TERMINALS UNDER INVESTIGATION

September 10 - Transport Malta is coordinating the clean-up operation of an oil spill that was reported at the Malta Freeport Terminal, Marsaxlokk. The basin of terminal 1 and 2 was boomed to ensure that no oil drifts to the public beaches and remains contained within the segregated area. Transport Malta personnel were on site early this morning to coordinate operations and to ensure that all action is taken to minimise impact to third parties. *Green4Sea* [Read more](#)

PHILIPPINES: OIL SPILL LEAVES FOUL ODOR, STOMACH PAINS IN RIZAL VILLAGES

September 10 - Government and company officials rush to contain the spill from Solid Cement plant before it reaches Laguna Lake. Late at night on Monday, September 7, one of the cement plant's oil-filled tanks leaked, spilling around 2,000 liters of bunker oil into Teresa River. *Rappler* [Read more and watch video](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Incident reports from around the world (continued)

NAMIBIA: RADAR FINDS SWAKOPMUND MARINE OIL SPILL

September 10 - On 5 July 2015 oil-covered penguins coming ashore in Swakopmund indicated yet another bilge dump by a passing ship. The Polytechnic of Namibia was notified to find the oil spill and appeals for aid sent to Airbus and the European Space Agency (ESA) who both tasked urgent image acquisitions by their radar satellites without cost.

The state-of-the-art Sentinel 1A and TerraSAR-X radar satellites provided high resolution and wide coverage of Namibia's coast and found two oil spills about 20km offshore Swakopmund and another 45 km south-west of Henties Bay. This information was relayed to Namibian authorities for their action. The oil-covered penguins were rescued and treated by Mark Boorman and Sandra Dantu of Swakopmund. *AllAfrica.com* [Read more](#)

USA: MINNESOTA - OIL SPILL REPORTED AT OLE MISS MARINA

September 10 - Red Wing Fire Department responded to reports of an oil spill Thursday afternoon at Ole Miss Marina in Colvill Park. Firefighters used a boat to assist Red Wing Public Works and Wilson Oil to stretch booming material to contain the spill in the harbor, according to a news release. *Republican Eagle* [Read more](#)

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

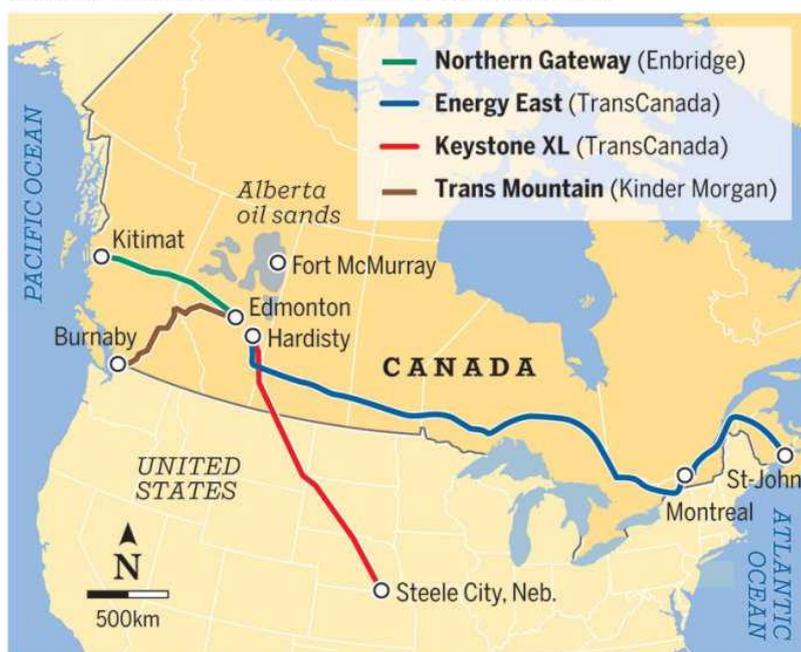
CANADA: SUPREME COURT OF CANADA RULES ECUADOR VILLAGERS CAN GO AHEAD WITH US\$9.5-BILLION LEGAL CASE AGAINST CHEVRON

September 8 - A group of Ecuadoran villagers can proceed with a legal claim that asks an Ontario court to help them collect on a US\$9.5-billion judgment they obtained in Ecuador against global oil giant Chevron Corp., the Supreme Court of Canada has ruled. The Supreme Court's ruling, issued Friday, upholds a similar finding reached by the Ontario Court of Appeal in December 2013.

The court found simple reasons to confirm Ontario's jurisdiction to hear the Ecuadoran villagers' enforcement case. It said the original lawsuit, a claim for environmental damages in the Amazon jungle, was properly brought in Ecuador. And it said the Ecuadoran plaintiffs had every right to bring the claim against Chevron, since it was able to serve notice of the enforcement claim at the company's office in Mississauga, Ontario. *Financial Post* [Read more](#) [Thanks to Walter Putman, Marine Pollution Control]

CANADA: A BREAKDOWN OF PIPELINE PROJECTS IN CANADA

PROPOSED PIPELINE PROJECTS



GRAPHIC NEWS

September 4 - Over the next decade, Canadians could see the development of four pipeline projects totalling \$34 billion in private investments and about 7,500 kilometres of infrastructure. Here's a look at those projects, their status and cost.

Northern Gateway - Last year, the National Energy Board approved Enbridge's proposed 1,150-kilometre, twin pipelines linking terminals in Bruderheim, Alta., to a port in Kitimat, B.C. One pipeline would import natural gas from Kitimat to Bruderheim, while the other one would send oil across the Pacific to Asian markets.

Energy East - TransCanada's whopping 4,600-kilometre pipeline is expected to cost more than \$12 billion. It will link the Alberta oil sands to terminals in Quebec and New Brunswick, passing through more than 150 traditional First Nations territories in the process

Keystone XL - TransCanada's pipeline would begin in Hardisty, Alta., and run some 1,897 kilometres south to Steele City, Neb. The structure would route through the Bakken oil fields in Baker, Mont., where the light crude would be added to the oil sands bitumen from Alberta.

Trans Mountain pipeline expansion - The project would see Kinder Morgan build a second 1,150-kilometre pipeline carrying oil from Edmonton to stations in Burnaby, B.C. The route is expected to mirror the current Trans Mountain and will carry 540,000 barrels of oil per day

This is an abbreviated version of an article that appeared in the Montreal Gazette. It is recommended to read the full text of this article and you should click [HERE](#)

Other news reports from around the world (continued)

INDIA: BHOPAL - FIRST TRIAL BURNING OF TOXIC WASTE CLEARS GREEN TEST, CLAIM OFFICIALS

September 8 - Around 346 tonnes of hazardous waste has been lying in the Union Carbide factory since Dec 1984. A decade after it snowballed into a constant feud between the government and environmentalists, the first trial incineration of about 10 tonnes of toxic waste from the Bhopal gas tragedy has been completed with officials saying that the level of emissions and ambient air quality from the burning was within permissible limits.

"Trial burning emissions were within limit for particulate matter, sulphur dioxide and nitrogen dioxide. Combustion efficiency results of other parameters are expected in four-five days but we expect them also to be within limits," said officials associated with the trial. *The Indian Express* [Read more](#)

JAPAN LIFTS 4-YEAR EVACUATION OF FUKUSHIMA TOWN

September 4 - For the first time since the 2011 Fukushima nuclear disaster, residents of a certain town can return full-time if they wish. The Japanese government on Saturday lifted an evacuation order for the small town of Naraha, about 16 kilometers (10 miles) south of the crippled Fukushima Daiichi plant in Fukushima prefecture, Japan's Kyodo news agency reported.

The town is within the 20-kilometer radius that the government evacuated after a March 2011 earthquake unleashed a tsunami that damaged reactors at the nuclear plant. The damage caused a series of meltdowns and a major release of radioactive material. The government said radiation levels at Naraha have fallen to acceptable levels after decontamination work, Kyodo reported. *CNN* [Read more](#) [Thanks to Walter Putman, Marine Pollution Control]

NEW ZEALAND: RENA: WHAT TO DO WITH A SHIPWRECK



September 7 - The MV Rena caused our worst maritime environmental disaster when it ploughed into the Bay of Plenty's Astrolabe Reef. Nearly four years later, a round of hearings - starting today - will determine whether it stays there.

Photo: The Rena wreckage on the Astrolabe reef. Photo / Darryl Torckler

Over 24 days, an expert panel of commissioners chaired by retired Environment Court judge Gordon Whiting will hear arguments and evidence for and against a resource consent application by the ship's owners

to abandon the wreck on the reef and authorise any further discharges of contaminants from it.

More than 150 submissions, from people and groups ranging from iwi to councils and fishing clubs, have been lodged on the application, which includes three volumes of evidence and technical reports each numbering hundreds of pages. *New Zealand Herald* [Read more](#) [Thanks to Rob Service, Maritime New Zealand]

NIGERIA: AGIP OIL EXPLOSION: IMO ASKS NESREA TO REVIEW SPILLAGE LEVEL

In the picture: Imo State Governor, Rochas Okorocha

September 7 - Imo State Government has called on the National Environmental Standards and Regulations Enforcement Agency to evaluate the level of pollution in the Ohaji-Egbema communities linked to the hydro carbon vapour caused by the explosion of crude oil storage facilities of AGIP in Rivers State.

The state government's decision was disclosed by the Deputy Governor of Imo State, Mr. Eze Madumere, when he paid a working visit to Director-General of NESREA, Dr. Lawrence Anukam, in his office in Abuja.

Addressing Anukam and other directors of the agency, Madumere said he personally paid a verification visit on behalf of Governor Rochas Okorocha to the affected areas.



He stated that he visited major affected areas like Obokofia River, Mmahu and other communities in Egbema, where he confirmed the pollution of their water, vegetation and other natural resources especially the major source of their drinking water. *Gbooz.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Other news reports from around the world (continued)

USA: BIG CITIES SCRAMBLE TO BE PREPARED FOR AN OIL TRAIN DISASTER

September 3 - They rumble past schools, homes and businesses in dozens of cities around the country — 100-car trains loaded with crude oil from the Upper Midwest.

While railroads have long carried hazardous materials through congested urban areas, cities are now scrambling to formulate emergency plans and to train firefighters amid the latest safety threat: a fiftyfold increase in crude shipments that critics say has put millions of people living or working near the tracks at heightened risk of derailment, fire and explosion.

After a series of fiery crashes, The Associated Press conducted a survey of nearly a dozen big cities that, collectively, see thousands of tank cars each week, revealing a patchwork of preparedness. Some have plans specifically for oil trains; others do not. Some fire departments have trained for an oil train disaster; others say they're planning on it. Some cities are sitting on huge quantities of fire-suppressing foam, others report much smaller stockpiles.

The AP surveyed emergency management departments in Chicago; Philadelphia; Seattle; Cleveland; Minneapolis; Milwaukee; Pittsburgh; New Orleans; Sacramento, California; Newark, New Jersey; and Buffalo, New York. The responses show emergency planning remains a work in progress even as crude has become one of the nation's most common hazardous materials transported by rail. Railroads carried some 500,000 carloads last year, up from 9,500 in 2008.

"There could be a huge loss of life if we have a derailment, spill and fire next to a heavily populated area or event," said Wayne Senter, executive director of the Washington state association of fire chiefs. "That's what keeps us up at night." AP [Read more](#)

USA: COAST GUARD IDENTIFIES WORST POTENTIAL OIL SPILLS IN ARCTIC

September 3 – There are two types of oil spills in the Arctic that federal agencies have decided would be their worst nightmares and would trigger calls for help from other Arctic nations.

One would be from a well bursting in the Chukchi Sea, such as where Shell is drilling now, and the other would be from a crude oil ship running aground on Akun Island, through the Unimak Pass. These are conceivable scenarios that the US Coast Guard has posed to help it and other federal agencies practice emergency responses with other Arctic nations. The Coast Guard will present them at its headquarters in Washington, D.C. to the [Emergency Preparedness and Response Working Group](#) of the Arctic Council later this month. The other countries will share their worst scenarios too, but since the U.S. chairs the Council, it is leading the exercise. *Alaska Dispatch News* [Read more](#) [Thanks to Dr Merv Fingas, Hon.FISCO, and SAS News]

USA: AP EXCLUSIVE - DRILLING BOOM MEANS MORE HARMFUL WASTE SPILLS

September 8 - An Associated Press analysis of data from leading oil- and gas-producing states found more than 175 million gallons of wastewater spilled from 2009 to 2014 in incidents involving ruptured pipes, overflowing storage tanks and other mishaps or even deliberate dumping. There were some 21,651 individual spills. And these numbers are incomplete because many releases go unreported.

Though oil spills tend to get more attention, wastewater spills can be more damaging. And in seven of the 11 states the AP examined, the amount of wastewater released was at least twice that of oil discharged.

Spilled oil, however unsightly, over time is absorbed by minerals in the soil or degraded by microbes. Not so with the wastewater, also known as brine, produced water or saltwater. Unless thoroughly cleansed, a costly and time-consuming process, salt-saturated land dries up. Trees die. Crops cannot take root. *ABC News* [Read more](#)

USA: USCG ALERT RE POLLUTION RESPONSE VESSELS

September 9 - The USCG has issued Marine Safety Alert to remind to owners/ operators of pollution response vessels to employ knowledgeable operators with appropriate seamanship skills. The Alert emphasizes the responsibilities of owners and operators to ensure a safe working environment for employees and passengers irrespective of the absence of applicable federal regulations regarding the need for vessel inspections or credentialed mariners.

Recently on the Lower Mississippi River two pollution response vessels collided while traveling in opposite directions at speeds of approximately 30 and 40 mph respectively. Onboard the northbound 30-foot vessel was an operator and 17 other persons from pollution response organizations. The operator was not a licensed mariner and was not familiar with the Inland Rules of the Road. Onboard the southbound 36-foot vessel, were two persons, an operator possessing a license and another employee. Neither operator was using their radar equipment or posted a lookout during the evening transit. Witnesses reported that the southbound vessel did not have its bow lights illuminated and it was determined that the northbound operator had never taken a formal boating safety course.

As the vessels approached each other, the southbound vessel operator noticed the red bow light of an oncoming vessel and turned towards starboard in accordance with the Rules of the Road, while the northbound vessel saw just a black silhouette and turned towards port. A few moments later, the vessels collided as the northbound vessel's starboard bow corner struck the southbound vessel's square front bow.

As a result, both vessels sustained moderate damage and 15 people were hurt including multiple head, neck, and back injuries that required on-scene triage and emergency transport to local hospitals. The incident could have been much worse as accident investigators noted that there would likely have been numerous fatalities if the angle of impact been slightly different. Both operators contributed to the collision by not understanding or adhering to the Inland Rules of the Road. *Safety4Sea* [Read more](#)

Other news reports from around the world (continued)

USA: DELAYED EFFECTS OF OIL SPILL COMPROMISE LONG-TERM FISH SURVIVAL

September 10 - For 25 years, methodical research by scientists has investigated the effects of the Exxon Valdez oil spill in 1989 on Alaskan communities and ecosystems. A new study regarding the effects of the 1989 Exxon Valdez oil spill in Alaska shows that embryonic salmon and herring exposed to very low levels of crude oil can develop hidden heart defects that compromise their later survival, indicating that the spill may have had much greater impacts on spawning fish than previously recognized.

The herring population crashed four years after the spill in Prince William Sound and pink salmon stocks also declined, but the link to the oil spill has remained controversial. The new findings published in the online journal *Scientific Reports* suggest that the delayed effects of the spill may have been important contributors to the declines.

The study concludes that the impacts of the Exxon Valdez spill on nearshore spawning populations of fish are likely to have been considerably underestimated in terms of both the geographic extent of affected habitat and the lingering toxicity of low levels of oil. The findings will likely contribute to more accurate assessments of the impacts of future oil spills, Incardona said. *Green4Sea*

[Read the complete article](#)

USA: NORTH DAKOTA OIL SPILL CLEANUP SLOWED BY LACK OF NATURAL GAS



This Oct. 11, 2013 photo shows cleanup at the site of a Tesoro Corp. pipeline break that spilled more than 20,000 barrels of oil into a Tioga, N.D., wheat field. Cleanup is being hampered by a lack of natural gas needed to power special equipment that cooks hydrocarbons from crude-soaked soil, a state regulator said Wednesday, Sept. 9, 2015. Kevin Cederstrom / Associated Press

September 10 - The cleanup of a massive 2013 oil spill in northwestern North Dakota is being hampered by a lack of natural gas needed to power special equipment that cooks hydrocarbons from crude-soaked soil, a state regulator said.

Crews have been working around-the-clock to deal with the Tesoro Corp. pipeline break that spilled more than 20,000 barrels of oil into a Tioga wheat field two years ago this month.

Bill Suess, an environmental scientist with the state Health Department, said Wednesday that workers will be at the site at least another two years baking oil from the soil using a process called thermal desorption, which involves excavating contaminated soil and heating it before putting it back in place. *Power Source Post-Gazette* [Read more](#)

People in the news

USA: CHEMICAL SAFETY BOARD GETS NEW CHIEF



September 7 - With two weeks on the job, Vanessa Allen Sutherland, the new chair of the Chemical Safety & Hazard Investigation Board (CSB), on Sept. 2 announced an organizational review that she says will lead to an "agency wide improvement plan" in three months.

The board's top slot had been vacant since March, when former chair Rafael Moure-Eraso resigned at the urging of President Barack Obama. His departure followed a lengthy Republican-led congressional investigation of mismanagement charges at the small agency that investigates chemical-related industrial accidents. *Chemical & Engineering News* [Read more](#)

IOPC FUNDS: NEW LEGAL COUNSEL JOINS THE SECRETARIAT

August 27 - The Director is very pleased to announce that Mr Kensuke Kobayashi has recently joined the Secretariat on 24 August 2015 as the new Legal Counsel. Mr Kobayashi has an extensive legal and international policy and affairs background, having worked for the Japanese government since 1996. He joins the IOPC Funds from the International Planning and Coordination Office of the Japanese Maritime Bureau and has in the past represented the Japanese Government in various international forums including the IMO and the IOPC Funds' governing bodies



People in the news (continued)

UK: HANDING OVER HIS BOATBUILDING EXPERTISE AFTER 50 YEARS AT THE HELM



September 11 - With over 50 years behind him in ship & boatbuilding and civil engineering, Alastair Brown, Commercial Manager of Almaritec in Blyth, Northumberland, has announced his well deserved retirement at the end of a long, varied and successful career.

With a family background in engineering, it was almost inevitable that Alastair would follow in his father's footsteps to become an engineer, starting his working life as an apprentice draughtsman with Vickers-Armstrong Shipbuilding and Swan Hunter Shipbuilders in Newcastle. *Maritime Jobs News* [Read more](#)

ISCO news

ISCO WELCOMES NEW MEMBER – HAZMAT SOLUTIONS LLC.

ISCO is pleased to welcome Hazmat Solutions LLC as a new corporate member. The company is based in Dubai, United Arab Emirates,

Publications

USA: PODCAST FROM NOAA: WHAT WAS IT LIKE RESPONDING IN THE AFTERMATH OF HURRICANE KATRINA?

Photo (below left); Damage from Hurricane Katrina at the Sundown Energy facility included ruptured tanks and piping, releasing oil into surrounding waters. The site, located in Potash, Louisiana, is remote. (U.S. Coast Guard)



Photo (above right): Hurricane Katrina caused significant damage to beachfront homes on Dauphin Island, Alabama. (NOAA)

August 27 --- On today's episode of [Diving Deeper](#), we remember one of the most devastating natural disasters to hit U.S. shores: Hurricane Katrina, which made landfall 10 years ago this week.

What was it like working in New Orleans and the surrounding area in the wake of such a storm?

In this podcast, we talk with Charlie Henry and Dave Wesley, two pollution responders from NOAA's Office of Response and Restoration who were working in the area in the aftermath of not just one massive hurricane, but two, as Hurricane Rita swept across the Gulf Coast just a few short weeks later.

Hear about their experiences responding to these storms, find out which memories stand out the most for them, and reflect on the toll of working in a disaster zone:

[Listen to the podcast](#)

Learn more about [our work after Hurricanes Katrina and Rita](#), [explore the progress made in the 10 years since](#), and [see photos of the destruction](#) these storms left across the heavily industrialized coast of the Gulf of Mexico.

[Home](#) > Podcast: What Was It Like Responding in the Aftermath of Hurricane Katrina?

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

AMSA Aboard	News from the Australian Maritime Safety Authority	August 2015 issue
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 2015
Celtic Biogenie enGlobe Newsletter	Latest Remediation and related technology news	Spring 2015 issue
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	Sept. 2015 issue
Energy Institute eBulletin	News from the Energy Institute	April 2015 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	Sept. 2015 issue
IMO News Magazine	News from the International Maritime Organization	No 2, 2015
IMO Publishing News	New and forthcoming IMO publications	August 2015
Intertanko Weekly News	International news for the oil tanker community	No 37 2015
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	July 2015 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	Most recent Issue
NOAA update	Oil spill response news from NOAA OR&R	April 2015
OCIMF Newsletter	News from the Oil Companies International Marine Forum	August 2015 issue
Pollution Online Newsletter	News for prevention & control professionals	Sept 9 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Spring 2015 issue
SAC News	Oil spill related and other news from Alaska	August 17 issue 2015
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	July 16 - 31 2015
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	August 24 issue
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	Sept. 1 2015 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2015 issue
WMU Newsletter	News from the World Maritime University	June 2015 issue

Events

MEDITERRANEAN OIL INDUSTRY GROUP OIL SPILL RESPONSE WORKSHOP

September 7 - Received from Houcine Mejri, MOIG Director - On behalf of the MOIG Management Committee Members, I am pleased to invite you to participate to the MOIG Regional Workshop entitled "**National and Regional Oil Spill Response Capability and Cooperation**" that shall be held in Sheraton Hotel in Adana City-Turkey over 17-19 November 2015, in cooperation with BIL, BTC Turkey and NRC International. The workshop will open on Tuesday, 17th November 2015 at 08:30 hours and expected to close on Thursday, 19th November at 15:00 hours.

Regionally, we are witnessing a trend that petroleum development activity is gradually escalating throughout the Mediterranean Region, in addition to the increased level of shipping traffic and various new oil terminals and subsea pipeline activity. It is without any doubt that all who are operating in the Mediterranean Region have a vested interest in recognizing the consequences of a major oil spill in the Mediterranean. Potentially all countries and their environs could be affected to some degree, by such an incident.

MOIG Members from various Mediterranean countries have expressed an interest to hold a workshop where various parties particularly from the petroleum industry can come together to openly discuss tiered oil spill response and preparedness. This event will provide an excellent forum for networking, addressing areas of common interest, sharing knowledge and experience by bringing together MOIG Members and relevant people from responsible organizations, National authorities, Regional and international Oil Spill Response entities, Manufactures, Research and Development institutions and key personnel from national and international oil and gas companies to discuss MOIG membership, technical issues, challenges and possible solutions related to preparedness and emergency response. This event will be an ideal environment to develop and work toward mutual objectives, through the exchange of lessons learned from previous incidents and research around the world.

The main objectives of the workshop are to:

1. Enhance communications and expert networking (MOIG Initiative);
2. Recognize regional efforts and identify further actions;
3. Benefit from Manufacturers and Responders technical expertise;
4. Clarify regional preparedness and response expectations;
5. Establish key recommendations.

The working language of the Workshop will be English. The agenda is currently being drafted and will be released shortly. The first two days will be dedicated to oral presentations that will be given by members, technical partners and relevant people from several National and International organizations. The third day will be dedicated to a visit of the BOTAS International Ltd., Tier 2 Oil Spill Response Base at the Ceyhan marine oil loading, managed and operated by NRC Turkey. Attendees will be able to tour the Oil Spill Response Base and observe a number of static and interactive demonstrations showing numerous different types of oil spill resources. In addition to the Tier 2 base visit, NRC Turkey personnel will conduct an on water deployment of marine response equipment, including offshore oil containment boom, skimmers, barges, purpose built oil recovery vessels and boats.

Following the presentations and Ceyhan visit, an open session will be facilitated enabling attendees to engage in a free discussion with the presenters and other participants, so as to allow a more in depth understanding of the issues. Key concerns and recommendations shall be noted and included within the workshop report. In order to ensure we have satisfactory commitment for this workshop and enable MOIG to proceed with the logistical arrangements in a timely manner, it would be appreciated if you would register your interest no later than 16th of October 2015. Please contact info.moig@planet.tn or houcine.mejri@moig.org.tn at your earliest convenience.

Events (continued)

NEW CONTENT AND EXPANDED SCHEDULE AT THE 25TH ANNUAL CLEAN GULF CONFERENCE & EXHIBITION

The CLEAN GULF Conference & Exhibition will celebrate its 25th Anniversary November 10-12 at the Ernest N. Morial Convention Center in New Orleans, LA. In order to make the 25th year the best yet, CLEAN GULF has expanded its conference agenda to cover more of the issues most important to the spill preparedness and response community. Sessions will now begin on Tuesday, November 10, allowing for an extra day of education and more time to connect with attendees.

CLEAN GULF has also added a dedicated track of sessions to cover inland preparedness and response issues due to the significant growth in crude transportation by pipeline and rail. Because this is such a timely and relevant topic to the spill response community, it was important to add extensive coverage of inland issues to the CLEAN GULF agenda. Conference sessions in the Inland Preparedness and Response Track include Inland Response Perspectives, Pipeline 360, Enhance Responsibilities through Partnerships, Crude by Rail, and Inland Response. Other tracks at CLEAN GULF include Planning and Preparedness, Response, Research and Existing and Emerging Technologies, Subsea, and Special Interest.

To view the complete agenda or register for CLEAN GULF, visit www.cleangulf.org For the latest information on attendance or exhibiting opportunities, please contact Senior Marketing Manager [Carey Buchholtz](mailto:Carey.Buchholtz@oilspillresponse.com) at 713-343-1878.

Training

UK: OSRL DECC COURSE DATES FOR 2016

COURSE	ABERDEEN	SOUTHAMPTON
DECC 3 & 4 Refresher	3 February 2016 & 14 September 2016	13 April 2016 & 12 October 2016
DECC 2 - Corporate Manager	4 February 2016 & 15 September 2016	14 April 2016 & 13 October 2016
DECC 3 - Onshore Emergency Responder	9-11 February 2016 & 20-22 September 2016	19-21 April 2016 & 18-20 October 2016
DECC 4/MCA 4 - On-Scene Commander	Not held in Aberdeen	9-12 May 2016 & 5-8 September 2016

OSRL's full course schedule will be released in the next few weeks and our 2016 Training Directory distributed before the end of the year.

OSRL is still accepting bookings for our Aberdeen [DECC 2, 3 and DECC Refresher](#) courses which are running in the next few days. London (DECC 2, DECC 3, DECC Refresher) and Southampton (DECC 4/MCA 4) courses are scheduled to run in October. For those wanting to upgrade their DECC 3 certificates to DECC 4, contact us for details.

To register/ view our [2015 DECC schedule](#) or [2015 Published schedule](#)

If you require any training information, please contact: stevewoods@oilspillresponse.com

Safety briefing

STEAM CLEANING AND FLAMMABLE ATMOSPHERE DON'T MIX

A chemical tanker in ballast was en route and the crew were preparing the tanks for loading. The crew had just completed washing of one of the tanks, which had previously carried benzene. The next steps were to strip the tank, ventilate it for a few hours, and then carry out tests to determine the cleanliness of the tank.

A crew member decided to carry out steam cleaning before ventilating the tank. A steam hose was inserted into the tank, steam pressure was increased and a cargo pump was started to remove any water collecting in the tank. A few minutes later there was an explosion and fire. Unable to contain the fire, the crew abandoned ship and were later rescued. However, one crew member went missing and was presumed deceased.

The investigation found that the explosion was the result of the ignition of the tank atmosphere, which contained benzene gas that was within the flammable limit. The source of the ignition was most likely an electrostatic discharge from the end of the steam hose coming into contact with the tank side or other structure. The steaming of the tank, which was performed immediately after washing and before ventilation, also likely gave rise to an electrostatically charged mist.

Lessons learned

- Prior to tank cleaning, a pre-cleaning meeting should be held to ensure that crew members understand their duties and the proper procedures to be followed. Any deviation from the procedures must be reported immediately.
- After carrying a flammable cargo, always assume that the atmosphere within a tank is flammable.
- Be aware of the extreme danger of using steam injection to clean flammable cargo tanks due to the risk of static electricity.
- Benzene is a significant fire and explosion hazard based on its physical properties, including its flash point, vapour pressure, and boiling point. It can quite readily form explosive mixtures in air as a result of its high vapour pressure. Preventive measures against the accumulation of static electricity should always be employed. [Source: Nautical Institute]

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