



ISCO NEWSLETTER

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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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International news

ECSA, ICS AND BIMCO URGE EU MEMBER STATES TO RATIFY THE 2010 PROTOCOL ON HAZARDOUS AND NOXIOUS SUBSTANCES

September 21 - In a joint position paper submitted by ECSA, ICS and BIMCO to EU member States' maritime attachés, member States have been urged to ratify or accede to the Protocol of 2010 to the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (the 2010 Protocol).

In its paper, ECSA, ICS and BIMCO highlight a number of reasons for their call to member States, including that a speedy ratification of the 2010 Protocol will establish an international regime for HNS damage, which will provide victims (claimants) of HNS damages with compensation on a very high level (i.e. 350 million USD / 310 million Euros per incident).

The position paper also highlights that failure of the 2010 Protocol to enter into force is an important gap in the current successful and effective framework of liability and compensation for pollution damages developed by the International Maritime Organization. This is in line with BIMCO's strong support to international regulation for shipping.

The issue of EU member States' ratification of or accession to the 2010 Protocol is currently being discussed in the European Council's Shipping Working Party and ECSA, ICS and BIMCO believe it is important, in this process, to stress their support for the early entry into force of the 2010 Protocol.

Source: international@bimco.org

EIGHT COUNTRIES PARTICIPATE IN INTERNATIONAL BALTIC SPILL RESPONSE EXERCISE BALEX DELTA 2015



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International news (continued)

September 10 - Twenty ships under the HELCOM flag conducted today a successful operation to contain and recover two simulated oil spills from vessels collided off the Polish coast in the Pomeranian Bay, as part of the annual Baltic Sea pollution response exercise Balex Delta 2015. A large-scale national onshore exercise was organized simultaneously for deployment of the clean-up units as well as coordination between all the actors involved.

For over 25 years HELCOM has sustained the international operational preparedness in maritime emergencies and polluting accidents at sea, in one of the most vulnerable and busiest sea areas in the world.

The largest maritime emergency and counter-pollution drill of its kind in the Baltic Sea area – and one of the largest worldwide – involve the release of simulated oil; the mobilization of pollution response vessels from several coastal countries; as well as the establishment of a unified command structure and communication system. In addition, a full-scale oil recovery operation at the site of the accident was set up, including actual deployment of oil containment booms and skimming equipment along with the onshore response of more than a hundred trained staff and 40 fire engines, and other necessary equipment.

Eight HELCOM Member States – Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden – took part in the exercise with both pollution-combating ships and smaller vessels with over 400 participants in total. Almost 50 observers from all the nine HELCOM countries as well as Brazil, Canada, Portugal and USA monitored the actions of the response units. The Exercise Evaluation Team consisted of representatives of Latvia, Lithuania and Poland.

This year's HELCOM annual exercise was organized by the Polish Maritime Search and Rescue Service, Gdynia (Maritime part), and the West Pomeranian Regional Headquarters of the State Fire Service (Onshore part). The exercise involved a scenario where a middle size tanker collides with a smaller container vessel, resulting in oil slicks of 500 m³ and 150 m³ of heavy fuel oil from the drifting ships. Units from the HELCOM countries were tasked to jointly prevent the oil slicks from coming ashore to the nearby National Park and Natura 2000 areas. Having two sources of pollution on different locations, the pool of response vessels were divided into two groups.

Source: *Helcom News* [Read more](#)

Incident reports from around the world (in chronological order)

SWEDEN: BULK CARRIER HARD AGROUND



September 21 - A bulk carrier is stuck on a shoal off the west coast of Sweden with a 3-meter gash in its hull after running hard aground Saturday night, the Swedish Coast Guard says.

The 190-meter ship was en route from Rostock, Germany to Guinea in West Africa with a cargo of wheat when it ran aground at about 11:30 p.m. local time Saturday night off the coast of Varberg, Sweden. The vessel was also loaded with 1,000 cubic meters of heavy bunker fuel and 200 cubic meters of diesel, the Coast Guard said. *gCaptain* [Read more](#)

USA: SOUTH DAKOTA - ETHANOL TANKER CARS DERAIL, CATCH FIRE NEAR SCOTLAND

September 21 - A 98-car train partially derailed early Saturday, leaving a bridge toppled and tanker cars scattered across a rural pasture. Seven cars of a Burlington Northern Santa Fe Railroad train derailed and three leaked their cargo at about 6:15 a.m. in rural Scotland. *The Daily Republic* [Read more](#)

ANGOLA: OIL SPILL IN CACONGO CONFIRMED

September 23 - An oil spill of small proportion took place on 16 September, this year, in the localities of Tchississi and Tchissossi, Cacongo Municipality, in the northern Cabinda Province, thus causing a stop in the fishing activity in the zone. The information was confirmed by a Chevron oil company investigation team and the provincial government's office for urbanisation and environment that inspected the situation on the spot. *AllAfrica.com* [Read more](#)

Incident reports from around the world (continued)

UK: ENVIRONMENT AGENCY STEM LEICESTERSHIRE OIL SPILL

September 24 - A mile-long section of the River Soar, between Birstall and Thurmaston was affected after the oil spill, thought to have been deliberate, was spotted on Tuesday morning. *Leicester Mercury* [Read more](#)

AUSTRALIA: 'SIGNIFICANT' AMOUNT OF DIESEL SPILLED INTO PRINCE OF WALES BAY ON RIVER DERWENT, EPA SAYS

September 25 - A pollution incident at Hobart's Prince of Wales Bay which resulted in a "significant amount" of diesel fuel released into the River Derwent is being investigated. The Environment Protection Authority (EPA) and Glenorchy City Council are investigating an incident which happened last week. Diesel fuel was released into the bay via a stormwater drain from an unknown land source. *ABC News* [Read more](#)

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

CANADA: ALBERTA SHOULD STRENGTHEN ENVIRONMENTAL RULES - LEADER

September 22 - The Canadian oil-producing province of Alberta wants to strengthen its environmental regulations and bend the curve on its rapidly-rising greenhouse gas emissions, Premier Rachel Notley said in a radio interview broadcast on Tuesday.

Notley said her government is proceeding with promises to review royalty rates paid by the oil and gas industry and improve its climate change policies. Her left-leaning New Democrats were elected in May, ending 44 years of Conservative rule in the western Canadian province.

Alberta's oil sands, vast deposits of tar-like bitumen, are the world's third-largest crude reserves, but also carry some of the highest costs globally because of the scale of projects and energy-intensive production methods.

The federal environment department has estimated that the oil sands industry is Canada's fastest growing source of heat-trapping greenhouse gas emissions, making it difficult for the country to meet Canadian Prime Minister Stephen Harper's international climate change commitments. *Reuters* [Read more](#) [Thanks to Walter Putman, Marine Pollution Control]

GABON: SHORELINE CLEAN-UP AND WASTE MANAGEMENT WORKSHOP



September 18 - An IMO workshop on effective shoreline clean-up and waste management operations concludes today (18 September) in Libreville, Gabon.

Participants from ten French-speaking countries in the region, as well as the oil and gas industry, covered topics such as incorporating shoreline clean-up and waste management into national oil spill contingency plans, spill management and related decision-making processes and waste management and shoreline clean-up techniques.

The workshop was organised within the framework of the Global Initiative for West, Central and Southern Africa (the GI WACAF Project), a partnership between IMO and IPIECA, the global oil and gas industry association for environmental and social issues. It was hosted by Gabon's Department of Environmental Affairs. Source: *IMO Press Release*

NIGERIA: ISOKO YOUTHS HOLD CONTRACTOR HOSTAGE OVER OIL SPILL

September 25 - TROUBLE is looming in the oil bearing community of Emede, in Isoko South Local Government Area of Delta State, as youths of the community are daggers drawn against the management of Nigerian Petroleum Development Company, NPDC, over an oil spill they claimed destroyed their agricultural produce in the area.

The youths, on Wednesday, held an NPDC contractor hostage and prevented him from embarking on a clean-up exercise at an oil spill site said to have been caused by vandalized crude oil pipeline located at Owhehogbo in the community. Demanding compensation before the contractor would be allowed to work at the site, the youths accused NPDC and the contractor in-charge of surveillance of the pipeline, of setting fire at the scene of the spill which led to the destruction of their agricultural produce, their source of livelihood.

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

The traditional ruler of the community, Johnson Egbo Ewhiri II, who is in charge of the security and surveillance of the vandalized pipeline, lamented the acts of the youths describing same as barbaric. Speaking to Vanguard, he said: "I got news of the incident today (Thursday) and have contacted my supervisor to ensure that the matter is resolved amicably while the contractor goes about his job of cleaning up the spill peacefully. "As for compensation, there is a standing rule by NPDC which states that compensation should not be paid to communities were oil spill occur as a result of vandalism, hence there was no compensation to the community." *The Biafra Times* [Read more](#)

RUSSIA: IMO PRESENTATION ON POLAR CODE GIVEN at NEVA 2015 IN ST. PETERSBURG

September 25 - To promote safe and environment-friendly navigation in polar regions, IMO has developed the Polar Code. The code covers a broad range of matters related to polar navigation, including ship design, construction and equipment; operational and training concerns; search and rescue; and the protection of the unique environment and eco-systems of the polar regions. A technical overview of the code was presented by IMO's Mikhail Gappoev to the NEVA 2015 maritime conference in St. Petersburg, Russian Federation(22 -25 September). Mr. Gappoev also delivered the conference opening address. *IMO News*

USA: IMPROVED CONTROLS NEEDED FOR OIL SPILL REMOVAL DISBURSEMENTS

September 18 - The U.S. Coast Guard's National Pollution Funds Center (NPFC) has responsibility for disbursements from the Oil Spill Liability Trust Fund (Fund).The Fund enables the Coast Guard and the Environmental Protection Agency (EPA) to respond to oil spills. The Oil Pollution Act of 1990 (OPA) authorizes the Fund to pay for certain damage claims and oil removal costs. The federal government may subsequently seek reimbursement of these costs from responsible parties.

Damage claims - GAO found that for fiscal years 2011 through 2013, internal controls were designed and implemented to reasonably assure that damage claim expenses were appropriately disbursed from the Fund.

Oil removal - GAO identified several internal control deficiencies, which demonstrated that NPFC was unable to reasonably assure that oil removal disbursements were appropriately disbursed from the Fund. GAO's statistical tests of oil removal disbursements less than or equal to \$500,000 identified design and implementation control deficiencies involving invoices that lacked required certifications, high visibility spills that were not identified, and missing supporting documentation for some costs. Also, GAO identified other issues, including that NPFC lacked policies and procedures for tracking and reconciling cash advances to EPA. *Green4Sea* [Read more](#)

USA: BSEE CONDUCTS OIL SPILL EXERCISE WITH GULF OF MEXICO OPERATOR



September 22 - Analysts and engineers from the Bureau of Safety and Environmental Enforcement's (BSEE) Oil Spill Preparedness Division and Gulf of Mexico Region recently conducted an unannounced spill drill of Arena Offshore.

The Sept. 9 one-day exercise simulated a loss of well control event from a platform in shallow water, approximately 35 miles south of Port Fourchon, La. These exercises test an operator's response to an incident using their oil spill response plan.

As part of the drill, Arena Offshore was required to respond to a simulated loss of well control due to a potential blowout of the well. During an exercise an operator demonstrates successful notifications

and implements other elements included in its oil spill response plan. The operator worked from its offices in The Woodlands, Texas while coordinating simulated response actions with its contracted spill response company in Slidell, Louisiana throughout the exercise. BSEE staff observed the operator's response in both locations. The U.S. Coast Guard and U.S. Fish and Wildlife Service also attended the exercise. *Green4Sea* [Read more](#)

USA: NEW PHMSA DIRECTOR TO ATTEND MACKINAC STRAITS OIL SPILL EXERCISE

Photo: Marie Therese Dominguez, left, head of the Pipeline and Hazardous Materials Safety Administration, alongside Todd Denton, president of Phillips 66 LLC, at a U.S. Senate hearing on pipeline safety in Montana on Sept. 18, 2015.

September 22 - A top federal pipeline regulatory official will participate in an oil spill exercise simulation happening this week in the Straits of Mackinac. Marie Therese Dominguez, head of the Pipeline and Hazardous Materials Safety Administration (**PHMSA**), will be on hand this week while a collection of local, state and federal agencies are doing a **full-scale oil spill drill**.

Enbridge Inc., which operates a controversial twin 62-year-old pipeline under the Mackinac straits, is funding the response exercise. The Canadian pipeline giant has faced intense scrutiny over the Line 5 pipeline, which environmental groups are demanding be **shut down** before the straits ice-over this winter. *MLive.com* [Read more](#)



USA: MICHIGAN'S SENATORS PUSH OIL TANKER BAN ON LAKES

September 23 - The environmental threat to the Great Lakes posed by the transport of oil on and underneath its waters has prompted two Michigan's U.S. senators to craft a bill aimed at reducing the likelihood of a catastrophic spill. The legislation calls for a ban on tankers and barges transporting crude oil through the Great Lakes, but U.S. Sen. Gary Peters, D-Bloomfield Township, said Wednesday no crude oil is currently being shipped through the lakes.

The bill also requires a "top-to-bottom" review of the region's pipeline system. Oil pipelines, particularly a pair that run beneath the Straits of Mackinac, have become a hot-button issue since a rupture of a pipeline near Marshall five years ago resulted in the largest in-land oil spill in U.S. history.

The Pipeline Improvement and Preventing Spills Act — announced Wednesday by Peters and Debbie Stabenow, D-Lansing — would have no immediate impact on the region's pipelines. Conservation and environmental groups have called for the Mackinac pipelines, operated by Alberta-based Enbridge Energy, to be shut down. *The Detroit News* [Read more](#) [Thanks to Marc K. Shaye, Hon.FISCO] Related report in [UpNorthLive.com](#)

USA: FEDERAL, TRIBAL, STATE AND LOCAL AGENCIES EXERCISE OIL SPILL RESPONSE IN THE STRAITS OF MACKINAC

September 24 - The Coast Guard along with the Pipeline and Hazardous Materials Safety Administration, Michigan Department of Environmental Quality, and other federal, tribal, state and local response agencies are participating in a functional oil spill response exercise coordinated by Enbridge in St. Ignace and Mackinaw City, Michigan, Thursday from 7 a.m. to 5 p.m.

More than 400 participants are involved in this exercise of a simulated worst-case discharge of light crude oil from Enbridge's Line 5 pipeline that runs on the bottom of the Straits of Mackinac from St. Ignace to Mackinaw City, Michigan.

The exercise will include many operations involved in an emergency response to an oil spill including creation of a Unified Command; establishing the incident planning, finance, logistics and public information components; multi-agency coordination; and oil recovery strategies.

Other participants include representatives from the Environmental Protection Agency, Michigan State Police, and Mackinac County Emergency Management. Source: *US Coast Guard Press Release* [Read more](#)

September 24 - Enbridge Line 5 oil spill response drill tackles dynamic Mackinac straits

There are a lot of Enbridge trucks in St. Ignace this week.

The Canadian pipeline giant's ability to respond to a fair weather oil spill in the Mackinac straits will be tested on Thursday, Sept. 24, when a full-scale exercise involving hundreds of responders kicks off at 7 a.m.

The U.S. Coast Guard is leading the planned event, which will simulate a break in the controversial Line 5, a 62-year-old twin pipeline that has continually pumped light crude oil and natural gas liquids under the straits since it was constructed in 1953.

Although the exercise has been planned for more than a year, the exact cause of the fake break — be it a strike from a ship anchor, natural wear and tear or something else — won't be known by first responders until the simulation begins. *Michigan Live* [Read more](#)

September 25 - Enbridge practices oil containment at controversial pipeline crossing Straits of Mackinac

The company that owns an oil pipeline crossing below the Straits of Mackinac practiced responding to a spill in case the 61-year-old pipe ever bursts.

Officials with the Calgary-based Enbridge Inc. practiced oil-spill response drills on Thursday. They deployed booms, boats and people for shoreline and open-water clean up.

The exercise came one day after U.S. Sens. Gary Peters and Debbie Stabenow of Michigan introduced federal legislation to review the safety of pipelines and require more oil-spill drills. The bill would also ban transporting crude oil by vessel.



Photo: The drill was intended to prove the effectiveness of coordinated cooperation among Enbridge, government agencies and law enforcement agencies. "We all have insurance policies," said Enbridge CEO Al Monaco, left. "We don't go cheap on insurance. We don't necessarily want to have to use it but it's going to be there." Image: Mahmoud Haidar

The emergency response scenario at the pipeline linking Michigan's Upper and Lower peninsulas included officials with the U.S. Environmental Protection Agency, U.S. Department of Transportation, Coast Guard and Michigan departments of Natural Resources and of Environmental Quality.

"Everyone needs insurance," said Al Monaco, the chief executive officer of Enbridge. "This isn't cheap insurance either."

Other news reports from around the world (continued)

Photo: Marine Pollution Control has assisted Enbridge with response drills in different types of weather. "If the sea state gets to the point where the operator is uncomfortable, the safety of the operation is at risk and it has to shut down," said Charlie Usher, right, president of the Detroit-based oil-response company. Image: Mahmoud Haidar

Recovering oil is particularly difficult with open-water spills and winter conditions – both red flags in a Straits spill, said Charlie Usher, president of Marine Pollution Control, an oil cleanup and recovery company hired by Enbridge. "These practices are real important."

In the past three years, Enbridge said it has bought thousands of feet of boom material, practiced air monitoring and prepared for spill response in various types of weather. *Great Lakes Echo* [Read more](#)



USA: EPA LAUNCHES NEW WEBSITE FOR UNDERGROUND STORAGE TANKS

September 25 - The U.S. Environmental Protection Agency announced their [new website](#) for underground storage tanks. EPA's new site streamlines information pertaining to USTs, such as requirements, preventing and detecting releases and storing alternative fuels in USTs. The "What's New" box in the upper right section links directly to new areas, such as the 2015 revised UST regulations, EPA's guide for petroleum vapor intrusion and UST corrective action training. New information will also be posted to this box.

Approximately 569,000 underground storage tanks (USTs) nationwide store petroleum or hazardous substances. The greatest potential threat from a leaking UST is contamination of groundwater, the source of drinking water for nearly half of all Americans. EPA, states, and tribes work in partnership with industry to protect the environment and human health from potential releases. *EPA Press Release* [Read more](#)

Revising Underground Storage Tank Regulations – Revisions to Existing Requirements and New Requirements for Secondary Containment and Operator Training; Final Rule

In the July 15, 2015 Federal Register (PDF)(119 pp, 1.5 MB), EPA published the 2015 underground storage tank regulation and the 2015 state program approval regulation. The revisions strengthen the 1988 federal underground storage tank (UST) regulations by increasing emphasis on properly operating and maintaining UST equipment. The revisions will help prevent and detect UST releases, which are a leading source of groundwater contamination. The revisions will also help ensure all USTs in the United States, including those in Indian country, meet the same minimum standards. This is the first major revision to the federal UST regulations since 1988. *EPA Press Release* [Read more](#) [Thanks to Don Johnstone of ISCO Industry Partner, DG & Hazmat Group]

People in the news

STEVEN CANDITO LAUNCHES FORESEA CONSULTING



September 22 - An Advisory Firm For The Maritime and Environmental Communities - After over 20 years leading NRC, a premier oil spill response organization and environmental services firm, Steven Candito observed a need that was not filled by existing specialists within the maritime and environmental industries. Mr. Candito noted: "I saw that the clients were not being well served by the existing myriad of service providers. Their consultants were not working well together as a team and were often not cost effective because their interests were not necessarily aligned with their client's interests. I started Foresea to address these shortcomings by using my experience, leadership skills and industry contacts to better coordinate their existing service providers while using an innovative fee structure to ensure the client's and advisors' interests are properly aligned." *Marine Link and Press Release from www.foreseaconsulting.com* [Read more](#)

SWIRE PACIFIC OFFSHORE (SPO) ANNOUNCES CHANGES IN SENIOR LEADERSHIP

September 22 - Swire Pacific Offshore (SPO) announces a change in leadership with the appointment of a new Managing Director in Singapore. Mr Ron Mathison has taken over the helm as the new Managing Director on Monday, 21st September 2015. Mr Mathison has also been appointed as Director of John Swire & Sons (S.E. Asia) Pte Ltd, with effect from 1st August 2015.

Mr Mathison embarked on his career with John Swire & Sons Limited ("Swire") when he joined Cathay Pacific Airways in 1984 and has more than 30 years of experience within various divisions of the Swire Group. Prior to his new appointment in SPO, he was the Group Managing Director of James Finlay Ltd in UK for the last seven years. Before that, from 2004 to 2008, he was the Director of Cargo in Cathay Pacific Airways. Mr Mathison was previously the Director and General Manager of Cathay Pacific Loyalty Programmes Ltd and held a number of other senior management positions in the airline in various countries around the world. *Marine Link and Press Release from Swire Pacific* [Read more](#)



Case history

TEN YEARS AFTER BEING HIT BY HURRICANE KATRINA, SEEING AN OILED MARSH AT THE CENTER OF AN EXPERIMENT IN OIL CLEAN-UP - A CASE HISTORY CONTRIBUTED BY NOAA



During Hurricane Katrina in 2005, one of the Chevron oil terminal's storage tanks was severely damaged on top, possibly after being hit by something extremely large carried by the storm waters. The thick, black smoke from the burning marsh as it blew back over the oil tank, which had spilled oil into the nearby marsh after being damaged by the hurricanes of 2005. (NOAA)

AUGUST 25, 2015 -- On August 29, 2005, not far from Chevron Pipe Line Company's oil terminal in Buras, Louisiana, Hurricane Katrina made landfall.

Knowing the storm was approaching, residents left the area, and Chevron shut down the crude oil terminal, evacuating all personnel.

The massive storm's 144 mile per hour winds, 18 foot storm tide, and waves likely twice the height of the surge put the terminal under water.

At some point during the storm, one of the terminal's storage tanks was severely damaged on top, possibly after being hit by something extremely large carried by the storm waters. The tank released crude oil into an adjacent retention pond designed to catch leaking oil, which it did successfully.

However, just a few short weeks later, Hurricane Rita hit the same part of the Gulf and the same oil terminal. Much of the spilled oil was still being contained on the retention pond's surface, and this second hurricane washed the oil into a nearby marsh.

A Double Impact

Built in 1963, Chevron's facility in Buras is one of the largest crude oil distribution centers in the world and is located on a natural levee on the east bank of the Mississippi River.

These back-to-back hurricanes destroyed infrastructure at the terminal as well as in the communities surrounding it. Helicopter was the only way to access the area in the weeks that followed.

Chevron wildlife biologist and environmental engineer Jim Myers witnessed the storms' aftermath at the terminal. He described trees stripped of leaves, and mud and debris strewn everywhere, including power lines. Dead livestock were found lying on the terminal's dock. And black oil was trapped in the marsh's thick mesh of sedge and grass. This particular marsh is part of a large and valuable ecosystem where saltwater from the Gulf of Mexico and freshwater from the Mississippi River come together.

Even after using [boom and skimmers](#) to remove some oil, an estimated 4,000 gallons of oil remained in the 50 acre marsh on the back side of the terminal.

Delicate and unstable, marshes are notoriously difficult places to deal with oil. The chaos of two hurricanes only complicated the situation.

Decision Time

Lit with propane torches, the fire on the first day, October 12, 2005, was dramatic, generating dense black smoke and burning for three hours. The thick smoke was the result of burning the part of the marsh closest to the Chevron terminal, where the oil was thickest.

Once the terminal's substantial cleanup and repair activities began, an environmental team was assembled to consider options for dealing with the oiled marsh. Dr. Amy Merten and others from NOAA's Office of Response and Restoration, Jim Myers and others from Chevron, and personnel from the U.S. Coast Guard, Louisiana Department of Wildlife and Fisheries, and U.S. Fish and Wildlife Service rounded out this team.

The team considered several options for treating the marsh, but one leapt to the top of the list: burning off the oil, a procedure known as [in situ burn](#).



Case history (continued)

In situ burning was the best option for several reasons: the density and amount of remaining oil, remote location, weather conditions, absence of normal wildlife populations after the storms, and the fact that the marsh was bound on three sides by canals, creating barriers for the fire. Also, for hundreds of years, the area had seen both natural burns (due to lightning strikes) and prescribed burns, with good results.

Yet this recommendation met some initial resistance. In situ burning was a more familiar practice for removing oil from the open ocean than from marshes, though its use in marshes had been well-reviewed in scientific studies. Still, in the midst of a hectic and widespread response following two hurricanes, burning oil out of marshes seemed like a potentially risky move at the time.

Furthermore, some responders working elsewhere followed conventional wisdom that the oil had been exposed to weathering processes for too long to burn successfully. However, the oil was so thick on the water's surface and so protected from the elements by vegetation that the month-old oil behaved like freshly spilled oil, meaning it still contained enough of the right compounds to burn. The environmental team tested the oil to demonstrate it would burn before bringing the idea to those in charge of the post-hurricane pollution cleanup, the Unified Command.

Burn Notice

Fortunately, the leader of the Unified Command approved the carefully crafted plan to burn the oiled marsh. The burns took place on October 12 and 13, 2005, a month and a half after the spill. After dividing and cutting the affected marsh into a grid of six plots, responders burned two areas each day, leaving two plots unburned since they were negligibly oiled and did not have the right conditions to burn.

Lit with propane torches, the fire on the first day was dramatic, generating dense black smoke and burning for three hours, the result of burning the part of the marsh closest to the terminal, where the oil was thickest. The second fire generated less smoke but burned longer, for about four and half hours. Afterward, you could see how the burn's footprint matched where different levels of oil had been.

Observations after the fact assured the environmental team that most (more than 90 percent) of the oil had been burned in the four treated areas. Small pockets of unburned oil were collected with sorbent pads, and any residual oil was left to degrade naturally. Within 24 hours of burning, traces of regrowth were visible in the marsh, and in less than a month, sedge grasses had grown to a height of one to two feet, according to Myers.

A Marsh Reborn



The marsh that was oiled after Hurricanes Katrina and Rita in 2005, and subsequently burned to remove the oil. This is how it looked in August of 2015, showing an abundance of diverse vegetation.

Ten years later, in August of 2015, NOAA's Vicki Loe was curious to see how the marsh had come back. She had seen many photos of during and after the burn, and subsequent reports were that the endeavor had been a great success.

Knowing she would be in the New Orleans area on vacation, Loe was pleased to learn that Jim Myers would be willing to give her a tour of this marsh. She met him at the ferry dock to cross to the east side of the Mississippi River and the Chevron terminal.

They looked out over the marsh from an elevated platform behind the giant oil storage tanks. All they could see were lush grasses, clumps of low trees, and birds, birds, birds. Their calls were nonstop. They saw cattails uprooted next to flattened paths leading to the water's edge, evidence of alligators creating trails from the water to areas for basking in the sun and of cows, muskrats, and feral hogs feeding on the cattails' roots.

Case history (continued)

The water level was high, so rather than hike through the marsh, Loe and Myers traveled the circumference in a flat-bottomed boat. They saw many species of birds, as well as dragonflies, freely roaming cows, fish, and an alligator.

Today, the marsh is flourishing. Loe could see no difference between the areas that were oiled and burned 10 years ago and nearby areas that were untouched. In fact, [monitoring following the burn](#) [PDF] found that the marsh showed recovery across a number of measures [within nine months](#).

This marsh represents one small part of a system of wetlands that has historically provided a buffer against the high waters of past storms. Since the 1840s, when it was settled, Buras, Louisiana, has survived being hit by at least five major hurricanes. But Hurricane Katrina was different.

Gradually, marshes across the northern Gulf of Mexico have been disappearing, enabling Hurricane Katrina's floodwaters to overwhelm areas that have weathered previous storms. Ensuring existing marshes remain healthy will be one part of a good defense strategy against the next big hurricane. Given the successful recovery of this marsh after both an oil spill and in situ burn, we know that this technique will help prevent the further degradation of marshes in the Gulf. <http://www.noaa.gov/>

[See more photos](#) of the damaged tank, the controlled burn to remove the oil, and the recovered marsh 10 years later.

Find more information about the [involvement of NOAA's Office of Response and Restoration after Hurricanes Katrina and Rita](#).

[Your editor expresses his gratitude to NOAA for this most impressive case history. Note that the decision to carry out an in-situ burn was only made after a very thorough environmental damage risk assessment. The operation was also carried out in a careful and controlled way. In considering possible options for in-situ burning, it is essential that the matter be approached in a careful and responsible way (as exemplified by the NOAA team) to avoid potential long term harm to flora and fauna]

Publications

IMO: MANUAL ON CHEMICAL POLLUTION (SECTION 3), 2015 SPANISH EDITION.

September 21 – Publication announced in IMO Publishing Newsletter see - http://www.imo.org/en/Publications/Documents/Newsletters%20and%20Mailers/Newsletters/sep_b2c.html

UK SPILL ASSOCIATION: SPILL ALERT EDITION 15

September 24 – Link for downloading is at <http://www.ukspill.org/spillalert/Spill-Alert-Issue-15.pdf> Contents include InterSpill 2015 Review and many other interesting articles.

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

AMSA Aboard	News from the Australian Maritime Safety Authority	September 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	July-August 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	September 2015
Intertanko Weekly News	International news for the oil tanker community	No 39 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 23 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	August 1-15 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

KOREA: KOREA AND VIETNAM JOINT WORKSHOP, INCHEON, REPUBLIC OF KOREA, 5-8 OCTOBER 2015

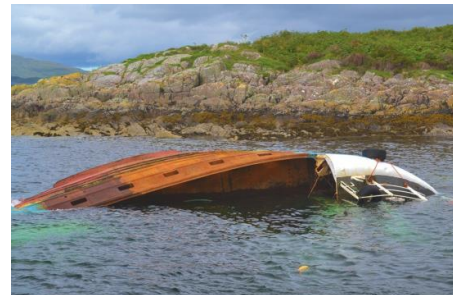
September 24 – News received from ITOPF - Dr Nicola Beer will be making a presentation on the role of international organisations and participating in a SCAT exercise at this joint workshop organised by the Korean Coast Guard (KCG) to facilitate cooperation between the two countries in the field of marine pollution response.

Representatives from the KCG and Vietnam Ministry of Natural Resource and Environment and Vietnam Administration of Sea and Island will be in attendance. <http://www.itopf.com/news-events/>

Contributed article

UK: AUGUST 2015 - FISHING VESSEL SAINT APOLLO – OIL REMOVAL AND SALVAGE

A Report received on 26 September 2015 from Captain Bill Boyle, MNI, FISCO, General Manager BMES



The FV St APOLLO, an 18.21m 1979-built fishing vessel registered in the port of Ballantrae, ran aground in the approximated position 56° 30'N; 005° 42'W on Eilean Rubha an Ridre, in the early hours (0345 BST) of 24 August 2015. The location is in the vicinity of the south eastern entrance to the Sound of Mull.

On grounding the vessel later capsized on the falling tide and lay on her starboard side, partially submerged. Subsequent tidal variation did not refloat the vessel.

The vessel originally contained various quantities of diesel oil and lubricating oil in her storage tanks. The controlled removal of these potential pollutants was assessed as a high priority, prior to any other work to raise the vessel was attempted.

The P & I insurers (Coastal Marine Services Ltd) represented by the legal firm Davies Johnson contracted North West Marine – Diving and Marine Specialists (NWM) and Briggs Marine Environmental Services to survey the wreck and remove pollutants. This operation was successfully undertaken between 27 Aug and 1 Sep with some 10500 lts of Diesel Oil removed from the fuel tanks, with sundry other potential pollution substances cleared and cleaned from the wreck.

On completion, the wreck including internal tanks, was flooded to ballast it down in-place pending wreck removal action.

The re-float operation was successfully undertaken on the 16 Sep, with the FV St APOLLO raised and stabilised on-scene.

The vessel was then taken under alongside tow by the MV HEADCORN and was berthed alongside at North Pier, Oban at 21:30

<http://www.briggsmarine.com/environmental-services/>

Company news

DESMI'S NEW STEP INTO POLAND

September 17 – Report from ISCO Corporate Member, Desmi - To strengthen our local presence in Poland we established a company in Warsaw on 1 September 2015. Poland is a very important growth market to DESMI in all business segments, i.e. marine & offshore, industry, oil spill response, defence & fuel, and utility.

“We have done business in Poland for many years, and by setting up a DESMI entity in Poland we are able to offer direct local service to our customers and in this way ensure growth in activity and market presence, focusing on liquid-handling solutions and proven technology,” says Henrik Sørensen.

For the new company in Poland, DESMI has employed Mr. Dariusz Kozieł as General Sales Manager. Dariusz Kozieł is an experienced person in the pump industry and has more than 16 years of experience in Poland - a strategic market for DESMI. *The Maritime Executive* [Read more](#)

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