



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 503 5 October 2015

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



ISCO & THE ISCO NEWSLETTER

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

ISCO COMMITTEE & COUNCIL

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

The Register of ISCO Members is maintained by **Ms Mary Ann Dalglish** (Membership Director). She is also responsible for collecting membership dues.

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 Psarafitis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

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

INTERNATIONAL DIRECTORY

Click on these links to view websites

[CONSULTANTS](#)

[EQUIPMENT & MATERIALS](#)

[RESPONSE ORGANISATIONS](#)

[TRAINING PROVIDERS](#)

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

25TH ANNUAL
November 10-12, 2015
New Orleans, LA
MORIAL CONVENTION CENTER

CLEAN GULF

Inland. Offshore. Coastal.
Solutions for Spill Preparedness
and Response

Register Now

International news

NEW ISO 14001 IS PUBLISHED

September 28 - ISO 14001:2015 was published on September 15 after being approved by the vast majority of the member countries.

The standard is by far the most used and recognized standard for environmental management, used by several hundred thousand organizations worldwide.

Starting in 2011 it has been a long-lasting and extensive process to come to the final result. The revised standard is the culmination of the work done by around 120 experts from more than 80 countries. These are mainly delegates representing several national member countries, but also some other stakeholder groups. DNV GL has actively contributed to the process from the beginning, also with representation in the ISO Working Group. *Green4Sea*
[Read more](#) [Discover the new ISO 14001:2015 \(Video\)](#) [More on ISO Website](#)

SHELL ABANDONS ALASKA ARCTIC DRILLING



Photo: The Transocean Polar Pioneer, a semi-submersible drilling unit leased by Shell, was used to explore Arctic deposits. Photograph: Daniella Beccaria/AP

September 28 - Shell has abandoned its controversial drilling operations in the Alaskan Arctic in the face of mounting opposition in what jubilant environmentalists described as "an unmitigated defeat" for big oil.

The Anglo-Dutch company had repeatedly stressed the enormous hydrocarbon potential of the far north region in public, but in private began to admit it had been surprised by the popular opposition it faced.

BECOME A MEMBER OF ISCO

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

PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

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

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

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

You can apply for Student Membership, Associate Membership (AMISCO), MEMBERSHIP (MISCO) or FELLOWSHIP (FISCO)

[All about Professional Membership Application Form](#)

To receive the free ISCO Newsletter

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

International news (continued)

Shell said today it had made a marginal discovery of oil and gas with its summer exploration in the Chukchi Sea but not enough to continue the search for the "foreseeable" future. *The Guardian* [Read more](#)

Exuberance and Disappointment at Shell's About-Face in the Arctic

New York Times [Read more](#)

Royal Dutch Shell suspends Arctic drilling indefinitely

Washington Post [Read more](#)

EU MEETS TO DECIDE ON HNS CONVENTION 2010

September 28 - European Union member states met to consider ratification of the carriage of hazardous and noxious substances by sea convention (HNS Convention 1996) as amended by the 2010 Protocol.

The updated regulation, which shipping associations have called on member states to ratify, would ensure higher compensation for victims of pollution and accidents caused by hazardous and noxious substances.

The HNS Convention was adopted in 1996 but due to practical problems with the convention member states were prohibited from ratifying it.

Under the convention (also as amended), an HNS fund will be established. Countries that ratify the convention will become members of the fund that provides an additional tier of compensation in the event of damage resulting from the carriage of hazardous and noxious substances. *HIS Maritime 360* [Read more](#)

REPORT: PLASTIC POLLUTION IN THE OCEAN IS REACHING CRISIS LEVELS

October 1 - There are 5.25 trillion pieces of plastic trash in the world's oceans, and each year, 8 million tons of plastic are added to the count. That's equivalent to one municipal garbage truck pulling up to the beach and dumping its contents every minute. Though the oceans seem vast enough to stomach a lot of plastic, the level of waste is starting to reach a crisis point: According to a new report by the Ocean Conservancy, in partnership with the McKinsey Center for Business and Environment, by 2025, the ocean could contain one ton of plastic for every three tons of finfish. *Fortune* [Read more](#) [Thanks to Walter Putman, MPC]

Incident reports from around the world (in chronological order)

PHILIPPINES: OIL SPILL FEARED AFTER CARGO SHIP SINKS OFF SULU

September 11 - A cargo vessel, loaded with 76,000 liters of diesel, sank off the coast of Parang in Sulu province Tuesday afternoon, raising fears of a massive oil spill in the area. M/L Haynoline, which was also carrying assorted automotive parts and accessories headed for the Tawi-Tawi Nickel Corporation, sank three miles west of Bunga Point in Parang, according to a military report. *Manila Bulletin* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: LARGE VOLUME OF JET FUEL SPILLS AT BRADLEY INTERNATIONAL AIRPORT

September 17 - State officials are responding to Bradley International Airport in Windsor Locks after jet fuel spilled from a pipeline Wednesday, according to the Department of Energy and Environmental Protection. The section of pipeline in question about half a mile long and runs from a bulk storage fuel terminal to a loading rack at the airport, DEEP officials said. It's not clear what caused the fuel to seep out. *NBC Connecticut* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CHINA: CHEMICAL TANKER SPILLED PROPYLENE DURING CARGO HANDLING

September 18 - The chemical tanker Tong Zhou 6 spilled propylene during cargo handling operations to hazardous cargo terminal at Basuo Port in Dong Fang, China. The local authorities activated emergency contingency plan for pollution and started containing the leakage at the port, evacuating all the people in vicinity. *Maritime News* [Read more](#)

SWEDEN: 'VICTORIA' SALVAGE CONTINUES

September 25 - Salvors have removed a total of 977,000 liters of heavy oil from the tanks of the grounded MV Victoria off Sweden, but the effort to refloat the vessel is taking longer than expected, the Swedish Coast Guard said Friday. The Coast Guard reports that the operation to transfer the oil to a tanker was completed Thursday and focus now shifts to removing some the vessel's cargo. *gCaptain* [Read more](#)

Incident reports from around the world (continued)

September 28 - Bulk Ship Refloated Off Sweden - The Liberian-flagged MV Victoria was refloated Sunday after spending more than one week hard aground on a shoal off Sweden. The 46,000 DWT Victoria was pulled off the shoal on Sunday with the help of a tugboat after an operation to remove some of the ship's wheat was completed late Saturday. *gCaptain* [Read more](#)

ANGOLA: FISHERMEN ACCUSE CHEVRON OF OIL SPILL, DEMAND COMPENSATION

September 29 - About 500 fishermen in Angola's Cabinda province are demanding compensation from Chevron Corp, saying it was behind an oil spill that prevented them from catching fish for nearly two weeks, an industry body said on Tuesday. Environmental authorities in the southern African country found traces of oil more than two weeks ago on the shores of the beach in the northern Cabinda province but has not given the size of the spillage or who it believes is responsible. *Reuters* [Read more](#)

USA: WASHINGTON DC - CHEMICAL SPILL TRAVELING DOWN POTOMAC RIVER FASTER THAN EXPECTED

September 28 - Local officials in Washington County and surrounding areas are trying to figure out what the impact of a chemical spill in Allegany County will have on their drinking water. Nearly 10,000 gallons of synthetic latex was spilled at the Verso paper mill in Luke on Wednesday, triggering a response from environmental agencies and water treatment facilities. *Your4State* [Read more](#)

BAHAMAS: ANOTHER OIL SPILL OFF EIGHT MILE ROCK

September 29 - The discovery of an apparent oil spill along the bayside of the Hepburn Town, Eight Mile Rock community on Monday, September 28 has caused serious concern for residents, who have had to contend with several such occurrences including a gasoline tanker that ran aground in December last year. *The Freeport News* [Read more](#)

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

BULGARIA: SHELL TO DRILL IN BLACK SEA

September 29 - One day after shutting down exploration in Alaska's Chukchi Sea, Bulgaria wants Shell to conduct deepwater oil and gas exploration off the Black Sea. Bulgaria would like to reduce its reliance on Russian oil imports and expects to sign a contract with the multinational oil and gas company by the end of October.

Shell big on a five-year exploration permit at Silistar and will invest about \$21 million into the project and will pay an additional \$5.5 million bonus to Bulgaria. The Silistar Block is about 6,893 square kilometers and is expected to produce up to 84 billion cubic meters of gas. Drilling is expected to begin February 2016. *The Maritime Executive* [Read more](#)

CHINA: TIANJIN BLAST SITE GOES GREEN IN RAPID MAKEOVER



A Weibo screenshot showing a Chinese state media photo of the restored Tianjin blast site in late September. —Weibo.com

September 29 - The deadly warehouse blasts in Tianjin last month ravaged a dockside district and left smoldering ruins resembling a war zone. In just six weeks, the site has been transformed again, regaining a semblance of normalcy with a lush luster of green.

It's a rapid and radical makeover for an area that featured sprawling storage facilities for cars and chemicals before [the explosions on Aug. 12](#), which killed 173 people and damaged more than 17,000 homes in one of China's worst industrial disasters in recent years.

Since then workers have since toiled continuously to clear debris and contaminants that coated the blast site, where hundreds of tons of toxic chemicals were stored in violation of safety regulations. *The Wall Street Journal* [Read more](#)

INDIA: BANGALORE LAKE OF TOXIC SNOWY FROTH

September 28 - Is it snowing in India's tropical southern city of Bangalore?

The pictures below would certainly make you think so.

Unfortunately, the reality is quite different: what looks like snow is actually harmful snow-white froth that floats up from the city's largest lake and spills over into neighbouring areas.

Over the years, the 9,000-acre Bellandur lake in India's technology capital has been polluted by chemicals and sewage. IT professional Debasish Ghosh has been taking pictures of the lake of "harmful snowy froth" for months now. Here is a selection of his pictures.

Other news reports from around the world (continued)



The foam rises so high that it flows into the neighbourhoods around the lake



The foam usually covers a key road connecting the airport to the border town of Hosur

BBC News [Read more and see more photos](#)

JAPAN: FUKUSHIMA REACTOR COULD HAVE SUFFERED TOTAL MELTDOWN – REPORT



September 26 - Fukushima's reactor No.2 could have suffered a complete meltdown according to Japanese researchers. They have been monitoring the Daiichi nuclear power plant since April, but say they have found few signs of nuclear fuel at the reactor's core.

The scientists from Nagoya University had been using a device that uses elementary particles, which are called muons. These are used to give a better picture of the inside of the reactor as the levels of radioactivity at the core mean it is impossible for any human to go anywhere near it.

However, the results have not been promising. The study shows very few

signs of any nuclear fuel in reactor No. 2. This is in sharp contrast to reactor No.5, where the fuel is clearly visible at the core, the Japanese broadcaster NHK reports. The team believes that 70 to 100 percent of the fuel has melted, though they did add that further research was needed to see whether any fuel had managed to penetrate the reactor. *RT.com* [Read more](#) [Thanks to Walter Putman, Marine Pollution Control

NIGERIA: NOSDRA BLAMES AGIP OIL SPILLS ON SABOTAGE

October 2 - The National Oil Spill Detection and Response Agency,(NOSDRA) said sabotage was responsible for oil spill recorded at Agip operating fields.

Nigerian Agip Oil Company, NAOC a subsidiary of the Italian multinational Eni, recorded six cases of crude oil spill in the month of September. It also recorded 11 cases in August.

But NOSDRA report indicated that sabotage largely contributed to the incidents. NOSDRA confirmed all 17 cases were mainly caused by sabotage and theft. *Leadership* [Read more](#)

POLAND: FORGET THE GOLD: NAZI TRAIN COULD BE LOADED WITH TOXIC CHEMICALS USED TO DEFEND BERLIN

September 16 - A Polish expert has warned that the fabled 'gold train' of Walbrzych could actually be loaded with Nazi chemical agents that were being transported to defend Berlin in a last-ditch stand against the advancing Red Army.

Stanislaw Popiel of the Military Technical Academy of Warsaw told Poland's *Gazeta Wroclawska* newspaper that the nerve gas Tabun could be among the doomsday weapons aboard the buried freight cars. Tabun is one of the most toxic nerve agents known to man. Exposure to even minute quantities leads to agonising death as the body's defences collapse.

Other news reports from around the world (continued)



Photo: The train is thought to be somewhere in this huge underground rail network in Pola

Gold fever was triggered in the region 250 miles from Berlin nearly a month ago when a Pole and a German said they used ground-penetrating radar to find the train buried deep underground.

There had been rumours for decades of a train filled with Nazi plunder that was heading west before the advancing Russians vanishing before it reached the heart of the Reich. Consequently treasure hunters from across Europe descended on the area to try to find it.

Ever since then some experts have poured scorn on the find and claimed the discoverers had manipulated a computer picture showing something buried under the earth. But at the weekend Bild newspaper in Germany

claimed it had seen shapes of railway cars on another scan allegedly taken by the two men. The hunt for the train is temporarily stalled while local officials squabble with Warsaw about who will foot the bill for any excavation. *Daily Express* [Read more](#)
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

SINGAPORE DEVELOPS REGIONAL SPILL CONTINGENCY PLAN



September 30 - From 29 September to 2 October 2015, the Maritime and Port Authority of Singapore (MPA) Academy hosted technical experts from 10 ASEAN member States who will gather for the first time for a Regional Workshop on the Development of a Regional Spill Contingency Plan for ASEAN.

The workshop was jointly organised by the International Maritime Organization (IMO), Singapore's Ministry of Foreign Affairs (MFA) and the MPA Academy.

During the workshop, participants discussed regional spill strategies and drafted the contingency plan for the region. This is a significant step following the signing of the Memorandum of Understanding on the ASEAN Oil Spill Response Action Plan last year. It signifies the close cooperation among the ASEAN member States in oil spill preparedness and response.

During the four-day workshop, MPA Academy also shared its own contingency plan to respond to oil spills as well as hazardous and noxious substances. The MPA Academy will also host a visit to the Port Operations Control Centre (POCC). The POCC is equipped with a Vessel Traffic Information System capable of monitoring and tracking up to 10,000 vessels and integrating data from various sources. The POCC is also an important venue which acts as the main Emergency Operations Centre where responses to oil spills or any other maritime emergencies are coordinated. *Green4Sea* [Read more](#)

USA: GAO URGES CONGRESSIONAL ACTION TO MAINTAIN OIL SPILL RESPONSE FUND

September 16 - A fund that helps pay for federal oil spill responses faces uncertainty because one of its revenue streams is about to expire and it is limited in the amounts it can recover from parties responsible for accidents, a government watchdog warns in a report that urges Congress to take action.

Other news reports from around the world (continued)

The Government Accountability Office, in a report prepared for House and Senate committee leaders, examined the National Pollution Funds Center's disbursement of the Oil Spill Liability Trust Fund, used to pay for oil removal, damage assessments, damage claims and research in the wake of spills. *EnergyGuardian.net* [Read more](#) [Thanks to Dr Merv Fingas, Hon.FISCO and SAC News]

USA: OHIO - THOUSANDS OF PETROLEUM LEAK INVESTIGATIONS BACKLOGGED

September 19 - More than 35,000 petroleum leaks have been reported in Ohio since the state began monitoring underground storage tanks in the mid-1980s, and about 12 percent of them are still in need of cleanup years or even decades later. Ohio has a current backlog of about 4,300 active cases, according to the Ohio Bureau of Underground Storage Tank Regulations. *Dayton Daily News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: MICHIGAN - A READINESS TEST: WHAT IF OIL SPEWED INTO GREAT LAKES?

September 25 - Concern about a spill in such a critical area of the Great Lakes was heightened by a report from University of Michigan researchers that showed a spill there could be catastrophically far reaching, prompting state officials to form a committee to study what could be done pre-emptively to ward off a disaster. That committee recently reached an agreement with Enbridge to make sure heavy crude -- the substance involved in the Marshall spill -- would never be transported through Line 5. The company notes it has never transported heavy crude through Line 5, nor does it plan to do so.

Enbridge officials say the chances of a spill on Line 5 are slim. Still, the company along with the other local, state and federal agencies wanted to show what they were prepared to do in the event the unthinkable were to happen.

Thursday's exercise included about 24 boats, from the Coast Guard cutter Alder deploying its spilled oil removal system to "vessels of opportunity," tugs and barges in the Straits area put into service to pull booms, the floating, net-like spill-containment devices, said Steven Keck, the Coast Guard's oil spill contingency specialist based in Sault Ste. Marie. Shoreline protection booms also were deployed near St. Ignace; the imaginary spill funneled into small bays and inlets around the area's little islands for collection by rotating, squeegee-like skimmers that move the oil into vacuum trucks onshore. Helicopters and drones from Enbridge and other responding agencies patrolled the skies overhead.

"This is pretty much what you'd see after the first 24 hours," Keck said. "If the incident went beyond that, a lot more assets would be coming in."

But the staged response drill was of little comfort to some residents who live nearby. Mackinaw City resident Anabel Dwyer rejected the premise of Thursday's exercise. It's not about showing how well Enbridge and responders can address a burst pipeline, she said. "We must not have a spill," she said. "A spill would be catastrophic. This section of the line should be closed, and before another winter."

Charles Usher, president of Detroit-based Marine Pollution Control, is Enbridge's contracted oil spill responder in the Straits and elsewhere. While some of the response equipment needed to address a Straits oil spill is kept in the area, much would have to come from Detroit, a nearly five-hour drive, he said. A spill would likely make its way to shoreline areas along the northern tip of the Lower Peninsula -- and that's helpful for Usher's purposes, he said. "If you're near shore, you can get more assets out there," he said. *Military.com* [Read more](#)

September 26 - Agencies join in oil recovery exercise

Data and feedback from the exercise will be studied over the next 60 days and evaluated by Enbridge and the U.S. Coast Guard, but according to Michael Barnes, senior manager, corporate and business communications from Enbridge, feedback from participating agencies has been good.

"The exercise went well," said Barnes. "It is very important that the various organizations are coordinated and know what roles they play in case of an incident." Barnes said although the data has not been fully analyzed yet, one problem that the company will need to work on is communication to the public in the event of an emergency like the one simulated Monday. "We need more robust communications," said Barnes. "We found we will need to add more staff to the communications side to be able to communicate to the public things like where the spill is confined to and where not to go."

Barnes also praised the work of contractors like Marine Pollution Control, MPC, who also participated in the exercise. "It's critical to have contractors like MPC staged around the area with equipment like skimmers and booms," said Barnes. "Many of their employees know the area very well and know how the Straits behave with the varying wind conditions and the currents. They are a critical part of our response for an emergency situation." *Cheboygan Daily Tribune* [Read more](#) {Thanks to Walter Putman}

USA: VIRGINIA - COAST GUARD, OTHERS EXERCISE OIL SPILL RESPONSE IN PORTSMOUTH

September 26 - The Coast Guard and other federal, state and local agencies participated in a two-day, government-led, full-scale exercise Tuesday and Wednesday to evaluate the capabilities and effectiveness of the Coast Guard Sector Hampton Roads area contingency plan.

Coast Guard Sector Hampton Roads, along with Naval Station Norfolk, Virginia Department of Environmental Quality, Hampton Roads Incident Management Team, Virginia Port Authority, and others participated in the exercise simulating a worst-case discharge of fuel oil in the vicinity of Coast Guard Base Portsmouth and the Craney Island Fuel Depot on the Elizabeth River and included more than 200 participants engaged in multi-agency coordination.

Other news reports from around the world (continued)



The exercise required participants conduct operations of an emergency oil spill response, including creating a unified command, establishing the incident planning, finance, logistics, public information components and oil recovery strategies. Participants coordinated pollution incident response, providing an opportunity for the response community to improve preparedness, identify weaknesses and strengths, and share best practices within an incident command and unified command framework. This exercise allowed players to assess the adequacy of resources, plans and policies to support the pollution response mission.

Source: US Coast Guard [Read more](#)

USA: ALASKA - REGIONAL OIL SPILL CONTINGENCY PLAN TO BE UPDATED IN 2016

September 27 - When it comes to oil spills, U.S. Coast Guard Lt. Matthew Mitchell says it's not a matter of if, but when. "As long as you have ships on the ocean, trucks on the roads, and oil being stored in man-made tanks, someday the bad thing is going to happen," Mitchell said. "You're going to have some type of an incident. So if the bad thing happens, what do you do?"

For the Bering Strait region, that question is answered in the northwest Arctic subarea plan, an oil spill contingency plan that covers lands owned by the Northwest Arctic Borough and the Bering Straits Native Corporation — from Kivalina to St. Michael, and from St. Lawrence Island to the source of the Kobuk River.

But the plan is in need of an update. And last week, the Coast Guard — along with Alaska Department of Environmental Conservation (ADEC) and the U.S. Environmental Protection Agency — held a meeting at Nome's Northwest Campus to get the community involved. *Knom Radio Mission* [Read more](#)

USA: HAWAII - THE MASSIVE OIL PLUME BENEATH PEARL HARBOR ISN'T NEW, BUT IT IS SHOCKING

September 28 - The 12,600 acres of land and water that make up the Pearl Harbor Naval Complex were added to the Environmental Protection Agency's National Priority List of hazardous waste sites in 1992. This list identified the area as a Superfund site, or one that could harm local people or ecosystems due to hazardous waste. In 1998, the health department had issued an advisory to warn people against eating shellfish and fish caught in Pearl Harbor.

One of the base's more than 700 documented areas of contamination sits beneath Joint Base Pearl Harbor-Hickam's Halawa-Main Gate. There, bunker fuel and other petroleum products -- some of which the Navy says date back to World War II -- have been leaking from a tank farm and collecting in a large underground plume for decades.

Current estimates put the amount of spilled fuel at around 5 million gallons, or nearly half the volume of the 1989 Exxon Valdez oil spill in Alaska, Hawaii News Now reported earlier this month. The plume is approximately 20 acres, or 15 football fields, in size, according to the Navy. *Huffington Post* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: NORTH DAKOTA - TWO YEARS AFTER BIGGEST OIL SPILL IN STATE HISTORY, ND STILL WITHOUT PIPELINE INSPECTORS

September 29 - Two years after experiencing the biggest oil spill in state history, North Dakota still has no state or federal inspectors stationed within its borders to oversee hazardous liquids pipelines — but it's not for lack of trying. During a meeting Tuesday with the state's Public Service Commission, officials with the federal Pipeline and Hazardous Materials Safety Administration said they advertised jobs within the past year for pipeline inspectors who could work remotely from Bismarck and Fargo. *Inforum* [Read more](#)

People in the news

PAUL JENNINGS IS NEW CHAIRMAN OF IG P&I REINSURANCE COMMITTEE

North P&I Club's joint managing director Paul Jennings has been appointed chairman of the International Group of P&I Clubs' reinsurance subcommittee. The subcommittee is responsible for buying one of the world's largest reinsurance contracts, providing shipowners with protection against the cost of major incidents. Jennings (52) succeeds Hugo Wynn-Williams, chairman of Thomas Miller, who has led the subcommittee since 2009. Wynn-Williams is succeeding Grantley Berkeley to become overall chairman of the International Group in November *Nepia.com* [Read more](#)

THE T/B APEX 3508 SPILL IN THE MISSISSIPPI RIVER: A SUCCESSFUL SUNKEN OIL ASSESSMENT



An article contributed by Dr. Jacqueline Michel, President of Research Planning, Inc. She is a geochemist with 36 years of experience in spill planning, response, and assessment. Much of her expertise has come from being part of the US National Oceanic and Atmospheric Administration's Scientific Support Team that is on 24-hr call to support the US Coast Guard nationwide, since 1978. Having worked in 33 countries, she has also extensive international experience and has worked in many different coastal and marine environments. One of her areas of special interest is in the behavior and fate of submerged and sunken oils, having responded to spills where some or all of the oil did not float since 1991.

On 2 September 2015, a collision occurred between northbound and southbound barges on the Lower Mississippi River near Columbus KY, resulting in a complete breach of the #3 starboard cargo tank on the T/B Apex 3508. Approximately 2,870 barrels of clarified slurry oil were discharged into the Mississippi River in the vicinity of mile marker 937. A sample of the slurry oil had a specific gravity of 1.14 (API of -7.4) and a viscosity of 160,000 centiStokes (it was almost the consistency of peanut butter), thus the oil was expected to sink as a cohesive mass. No oil was observed on the water surface or on shorelines up to 16 km downriver from the collision area; an overflight conducted 1-2 days after the incident only showed light on-water sheening in isolated locations.

A technical workgroup was mobilized to identify and determine the extent of any sunken oil on the riverbed, which was mostly sand. An initial side-scan sonar (SSS) survey was conducted by local authorities, utilizing a vessel of opportunity and an off-the-shelf sonar system operated in 450 kHz mode; this preliminary survey indicated areas with anomalously low acoustic backscatter in the vicinity of the collision location. A diver survey and snare/pom-pom drags were subsequently conducted in the same area and confirmed the presence of sunken oil on the river bottom in the anomaly areas.

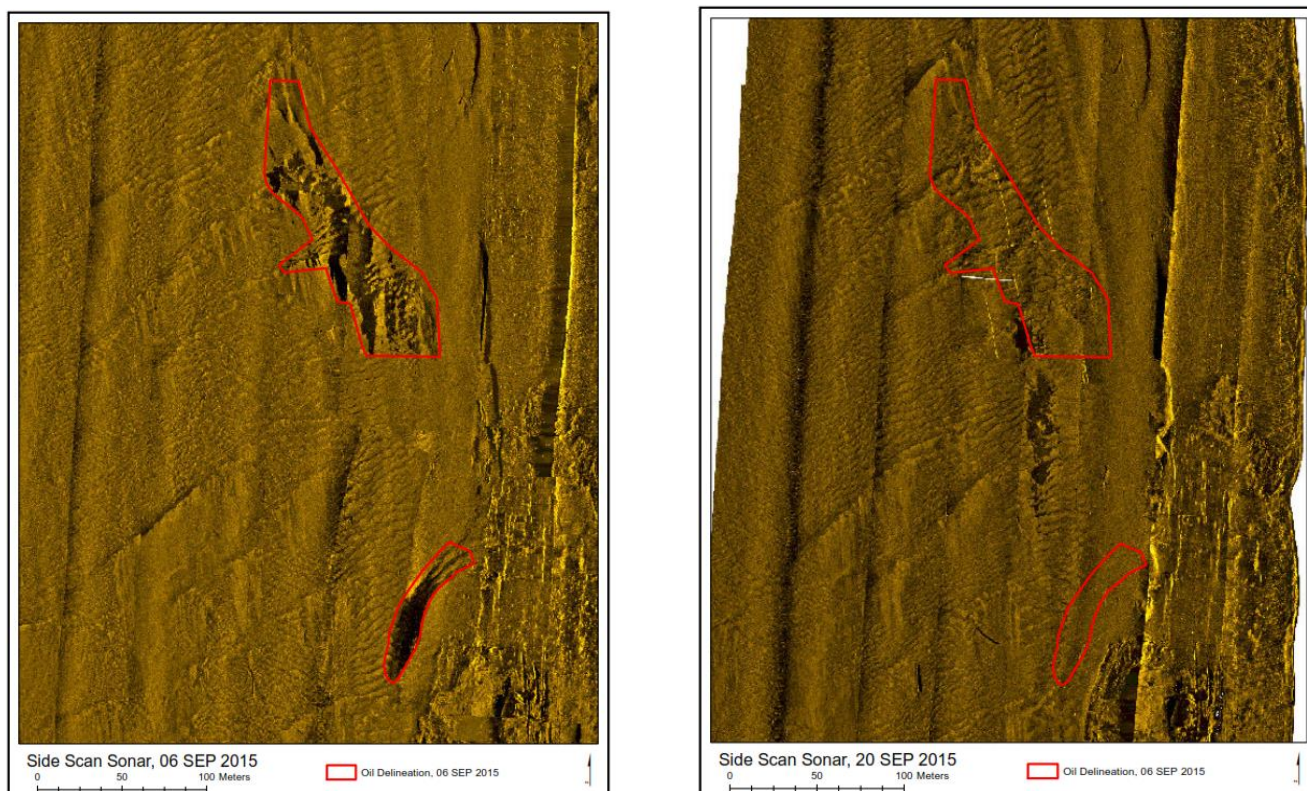


Figure 1. Side scan sonar backscatter imagery on: 6 September 2015 showing the sunken oil (as black areas of low backscatter) in the two areas delineated; and 20 September 2015 to document oil removal to the cleanup endpoints in the northern area. The southern spread of the sunken oil in the northern area can be seen on this image. By 20 September, the southern area had been covered by a thin layer of sediment.

Additional surveys were then conducted with the 450 kHz sonar system to better delineate the bottom anomalies and to identify any additional anomalies; no other anomalies were detected up to 10 km downstream of the incident location. The sunken oil assessment team then developed more detailed assessment plans for the focused operations zone enclosing the SSS anomalies. Geophysical surveys were conducted using a commercial survey vessel with a 445 kHz SSS and multibeam echosounder, generating high-resolution backscatter and bathymetry that served as a basemap for sunken oil recovery planning and operations. The sunken oil occurred in two areas: the northern area (7,850 m²) near the collision site and the southern area (789 m²) where the barge was lightered. Both areas of sunken oil were removed using an environmental clamshell dredge. There was some

Contributed article (continued)

downstream migration of the oil in the northern area, so removal operations were extended there. Side scan sonar surveys were repeated after removal to determine compliance with the cleanup endpoint no more than 10% observable oil. All treated areas met these endpoints. In all, 1,730 m3 of solids were removed, and the response ended on 25 September 2015. This spill demonstrated how sonar data (both backscatter and bathymetry) can be a valuable tool in a response where the oil sinks.

Prepared by Jacqueline Michel, Research Planning, Inc. This work was conducted as part of the Scientific Support Team to the U.S. Coast Guard provided by the Emergency Response Division of the Office of Response and Restoration, National Oceanic and Atmospheric Administration. We want to acknowledge the work of the many responders who contributed to this response.

ISCO news

DR MERV FINGAS ON IN-SITU BURNING – A COMPREHENSIVE INFORMATION SOURCE FOR YOU

The series of articles on Oil Spill In-Situ Burning by Merv Fingas MSc, PhD, Hon.FISCO previously published in the ISCO Newsletter has now been consolidated as a single file available for viewing or downloading in the Members' Area of the ISCO website.

This is the fourth publication to be uploaded in the Technical & Reference Section. Other titles include Oil Spill Remote Sensing by Dr Mervyn Fingas; Anatomy of an Oil Spill - Case History of an Onshore Heavy Oil Spill in the Scottish Highlands; and Response to Inland Oil Spills by Mark Francis, FISCO. It is planned to add more articles. Contributions are solicited and should be submitted to the Secretary for consideration.

Publications

BOOK DETAILS RAILROAD TRACKS FOR FIRST RESPONDERS

Training officer Joel Landis with the Somerset County, Pa., Hazmat Team helped land federal funding to organize a project for responders to prepare for railroad emergencies. This publication is relevant for a specific geographical area but the concept is excellent and could be replicated with positive implications for railroad spill response in other areas. [More info](#)

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	Autumn 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 3, 2015
IMO Publishing News	New and forthcoming IMO publications	September 2015
Intertanko Weekly News	International news for the oil tanker community	No 40 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	Sept. 2015 issue
Pollution Online Newsletter	News for prevention & control professionals	Sept 30 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	October 2 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	October 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

Training

USA: NOAA - SCIENCE OF OIL SPILLS TRAINING NOW ACCEPTING APPLICATIONS FOR DECEMBER 2015

NOAA's Office of Response and Restoration, a leader in providing scientific information in response to marine pollution, has scheduled a Science of Oil Spills (SOS) class for the week of December 7, 2015 in Honolulu, Hawaii.

We will accept applications for this class until Friday, October 16, and we will notify applicants regarding their participation status by Friday, October 30, via email. SOS classes help spill responders increase their understanding of oil spill science when analyzing spills and making risk-based decisions. They are designed for new and mid-level spill responders.

For more information, and to learn how to apply for the class, visit the [SOS Classes page](#).

Training (continued)

SWIRE EMERGENCY RESPONSE SERVICES HAS PUBLISHED ITS FULL 2016 ACCREDITED OIL SPILL RESPONSE TRAINING COURSE PROGRAM

For 2016, SERS has added new training locations of Goa and Cyprus and is offering substantial 'early booking' discounts for all bookings made up to 2 months prior to the course commencing.

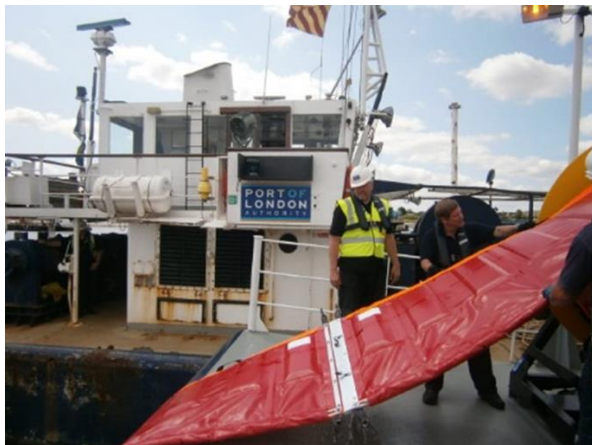
For more information on the courses, including price and availability, please email: training@swire-ers.com

2016 ACCREDITED OIL SPILL RESPONSE TRAINING COURSES

MONTH	DATES	LOCATION	COURSE TITLE
January			
February	8 th to 11 th	Limassol, Cyprus (in conjunction with IEMS Cyprus)	IMO 2 / IMO 3
	22 nd to 26 th	Singapore (held at Swire Marine Training Centre)	IMO 2 / IMO 3
March	6 th to 10 th	Sharm el Sheikh, Egypt (in conjunction with IEMS Egypt)	IMO 2 / IMO 3
April	17 th to 21 st	Dubai, UAE	IMO 2 / IMO 3
May	23 rd to 27 th	Singapore (held at Swire Marine Training Centre)	IMO 2 / IMO 3
June	6 th to 9 th	Limassol, Cyprus (in conjunction with IEMS Cyprus)	IMO 2 / IMO 3
	27 th to 31 st	Goa, India (in conjunction with Alphamers Ltd)	IMO 3
July			
August	1 st to 5 th	Singapore (held at Swire Marine Training Centre)	IMO 2 / IMO 3
September	18 th to 24 th	Sharm el Sheikh, Egypt (in conjunction with IEMS Egypt)	IMO 2 / IMO 3
October	31 st to 4 th (Nov)	Singapore (held at Swire Marine Training Centre)	IMO 2 / IMO 3
November	20 th to 24 th	Dubai, UAE	IMO 2 / IMO 3

Company news

ISCO MEMBER, MARKLEEN PROVIDING PROTECTION FOR THE LONDON'S RIVER THAMES



In July this year, Markleen Limited was pleased to supply oil containment boom to The Port of London Authority. PLA operations cover 95 miles of river and estuary, from Teddington to the North Sea. They work to keep commercial and leisure users safe, protect and enhance the environment and promote the use of the river for trade and travel. As part of their mission statement, PLA is focussed on preventing pollution of the Thames, and therefore maintaining a high level of readiness, by training and planning, should there be a major pollution incident. Markleen, in conjunction with their representative Zwanny Limited, have helped PLA achieve this goal by supplying 400 metres of 'Flexiboom' with reels for ease of deployment and recovery.

Markleen Limited was delighted to send their commissioning team along to the PLA for a training session with the new oil containment boom. On a bright sunny day at Gravesend, PLA staff learned how to operate the reels to deploy and retrieve the boom, quickly and safely.

Richard Hill, Managing Director of Markleen Limited, said "Having personally been on site for this training event, I was happy to see that the 400 metres of boom could be deployed in less than 15 minutes by only two crew members. Markleen's Flexiboom has a long operational life, so we are excited to see the Port of London Authority using our products for years to come, protecting the river's many assets and conserving wildlife in the event of an oil spill." <http://www.markleen.com/>

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this newsletter is accurate unintentional mistakes can occur. No liability for consequences of errors is accepted but, if an error is brought to our attention, a correction will be printed in a following issue of this newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. It should not be assumed that views and opinions expressed in linked reports, articles and other content reflect the views of the organization. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website www.spillcontrol.org