



ISCO NEWSLETTER

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

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

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International news

OBAMA PUTS FREEZE ON ARCTIC DRILLING



October 16 - The Obama administration has announced the cancellation of all remaining oil and gas lease sales in the Arctic Ocean through 2017.

Under the 2012-2017 offshore drilling program, the administration had been prepared to offer approximately 55 million acres and 65 million acres in the Chukchi and Beaufort Seas, respectively, to private companies for oil and gas development.

The administration also rejected bids from Statoil and Shell to extend their current oil and gas leases in the Arctic Ocean by five years. The companies requested these lease extensions last year in order to allow for more time for oil and gas exploration. *The Maritime Executive* [Read more](#)
Related reports in [qCaptain](#) and [Green4Sea](#)

OIL CEOS DIFFER ON CARBON STRATEGY, HIGHLIGHTING INDUSTRY DIVIDE

October 7 - U.S., European companies are split over approach to emissions ahead of climate-change summit - The chief executives of Royal Dutch Shell PLC and ExxonMobil Corp. laid out contrasting visions this week for reducing fossil-fuel emissions, illustrating a divide between American and European energy companies ahead of a United Nations climate-change summit.

Rex Tillerson, CEO of U.S.-based Exxon, said Wednesday that innovation, free markets and competition were the best tools for curbing emissions. His remarks came a day after Ben van Beurden, chief of Anglo-Dutch giant Shell, said technology wouldn't be enough to bring about emissions cuts, and that governments needed to step in.

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International news (continued)

Photo below - Ben van Beurden, CEO of Royal Dutch Shell, says that governments need to step in to curb carbon emissions, in contrast with the market-based approach to emissions cutting favored by Rex Tillerson, CEO of ExxonMobil. Photo: Andrey Rudakov/Bloomberg News



The Wall Street Journal [Read more](#)

Both executives were speaking here at the Oil and Money conference, co-hosted by Energy Intelligence and the International New York Times.

The differing messages show that the oil industry hasn't come up with a unified response to climate change, even as its leaders become increasingly vocal about it in the run-up to the U.N. summit in Paris.

October 17 - Ten big energy companies vow to fight climate change - Ten of the world's leading oil and gas companies vowed Friday to help fight climate change, notably by shifting towards cleaner natural gas, but their promise was dismissed by Greenpeace as a public relations ploy. The initiative to limit climate-altering greenhouse gas emissions comes six weeks ahead of a critical summit in Paris to negotiate a global climate rescue pact. *Dawn* [Read more](#)

CARBON DIOXIDE – THE GOOD NEWS

October 23 – New report on the benefits of increased carbon dioxide in the atmosphere - Dr Indur Goklany, who has previously represented the United States on the Intergovernmental Panel on Climate Change (IPCC), says that the rising level of carbon dioxide in the Earth's atmosphere "is currently net beneficial for both humanity and the biosphere generally".

The benefits are real, whereas the costs of warming are uncertain," he adds. "Carbon dioxide fertilises plants, and emissions from fossil fuels have already had a hugely beneficial effect on crops, increasing yields by at least 10-15 per cent," Dr Goklany argues. *ASME EED Newsletter* [Read the report](#) [Thanks to George Holliday]

International news (continued)

SHOULD WE CELEBRATE CARBON DIOXIDE?

October 15 - Patrick Moore, Co-Founder of Greenpeace gave this lecture to the Institute of Mechanical Engineers in London, October 2015. Topic: "Should We Celebrate Carbon Dioxide?" Can this end discussions about fossil fuels causing serious Man-Made Global Warming that would "require" forced reduction in their use, causing disastrous global economic problems, return to life styles like prior to use of fossil fuels (personal, animal and slave labor), devastation of the environment and forced population reduction on a scale exceeding all previous wars and disasters? [Read more](#)

IOPC FUNDS: RECENT DEVELOPMENTS ON THE HNS WEBSITE

October 15 - The website maintained by the 1992 Fund relating to the 2010 HNS Convention (www.hnsconvention.org) has now been made available in French and Spanish. The website provides a wide range of information relating to the Convention itself, access to a database of HNS substances (the HNS Finder) with the aim of assisting users in identifying whether a substance would fall under the Convention, and details of the latest progress towards the entry into force of the Convention.

The most recent development reported in detail on hnsconvention.org relates to the Council of the European Union, which is currently discussing a proposal for a Council Decision to be taken which would instruct EU Member States to take the necessary measures and within a certain time to ratify or accede to the 2010 HNS Protocol. The proposal has been backed by the shipping industry, with the European Community Shipowners' Associations (ECSA), the International Chamber of Shipping (ICS) and BIMCO jointly presenting a position paper to the European Union Member States stressing their support for the early entry into force of the 2010 Protocol. For further information, visit www.hnsconvention.org.

ITOPF SUPPORTS JOINT KOREA-VIETNAM WORKSHOP, OCTOBER 2015

October 16 - ITOPF supported the Korea Coast Guard at a joint Korea-Vietnam Workshop on Marine Pollution Response Techniques and Compensation, providing advice on the role of ITOPF and other international response organisations in oil and HNS spill response, and sharing experiences of common challenges in trans-boundary incidents.

International news (continued)

Ten delegates from Vietnam's Ministry of Environment & Natural Resources and the Centre for Planning & Integrated Coastal Management attended the workshop, which was hosted by the Korea Coast Guard and included visits to their Incheon HQ, training academy in Yeosu, equipment stockpile in Gwangyang, and R&D centre in Cheonan. Input was also provided during a SCAT exercise that involved resources from Yeosu Coast Guard, KOEM, and Yeosu local authorities. *ITOPF* [Read more](#)

OIL SPILL MANAGEMENT MARKET TO REACH US\$114.4 BN BY 2020 DUE TO RISING PIPELINE AND SEABORNE TRANSPORTATION OF CHEMICALS AND CRUDE OIL: TRANSPARENCY MARKET RESEARCH

October 19 - A new Transparency Market Research report states that the global oil spill management market stood at US\$94.2 bn in 2013 and is predicted to reach US\$114.4 bn by 2020. It is expected to expand at a CAGR of 2.80% from 2014 to 2020. The title of the report is "Oil Spill Management Market – Global Industry Analysis, Size, Share, Growth, Trends, and Forecast 2014 – 2020".

According to the report, increasing safety concerns, coupled with the rising number of incidents of oil spills in the past few years, are predicted to boost the market for oil spill management. Furthermore, rising pipeline and seaborne transportation of chemicals and crude oil all around the world is amongst the prime factors fuelling the oil spill management market.

Browse Market Research [Read more](#) Report: <http://www.transparencymarketresearch.com/oil-spill-management.html>

Incident reports from around the world

JAPAN: TANKER COLLISION CAUSES 14KM OIL SLICK OFF JAPANESE COAST

October 18 - A collision between two Japanese tankers yesterday morning has led to an slick up to 14km long off the Japanese coast off Shimonoseki, Yamaguchi.

Japanese reports say that Daiichi Tanker owned chemical tanker Sulphur Garland (4,965 dwt, built 1999) collided with Wako Maru No. 2 (3,394 dwt, built 2012), a product tanker owned by Heiwa Kaiun, at around 3:30am yesterday morning. Pictures show the Sulphur Garland having punched a hole in the starboard side of the smaller vessel causing the oil leak. *Splash24/7* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

October 21 - Oil Spill After Two Tankers Collide off Japanese Coast - The estimated 13,000 litre oil spill is reported to have originated from a hole punched in Wako Maru No. 2's starboard side. Upon arriving on the scene with 10 patrol boats, the Japanese Coast Guard (JCG) is said to have deployed a containment boom around Wako Maru No. 2 to prevent further oil from escaping, and administered oil dispersant to reduce the spill's expansion. *Ship & Bunker* [Read more](#)

USA: NORTH DAKOTA - OIL SPILL IN WESTERN NORTH DAKOTA LIKELY CAUSED BY VANDALS

October 19 - An oil spill was discovered last Friday northwest of Tioga, North Dakota. The North Dakota Department of Health says the spill happened in Williams County.

The Health Department says they suspect the spill to have been caused by vandals since seals were broken on the two tanks that held the oil. About 300 barrels of oil were released and 60 barrels were recovered. *Valley News Live* [Read more](#)

USA: NORTH DAKOTA OIL WELL SPEWING AFTER WEEKEND BLOWOUT



October 19 - A North Dakota oil well owned by Oasis Petroleum Inc blew out over the weekend and has yet to be capped, leaking more than 67,000 gallons of crude so far and endangering a tributary of the Missouri River, state officials said.

The cause of the blowout remains unknown, though state officials surmise it may have been caused by hydraulic fracturing of a nearby well in a situation referred to in the industry as "communication" between wells.

Thick gray smoke rose from the Helling Trust 11-15H well site on Monday afternoon as dozens of tractor-trailers hauled in vacuum trucks and other cleanup equipment. Oasis is trying to cap the well by pumping in a thick mixture of mud and clay, state officials said. *Reuters* [Read more](#)

October 20 - 'Significant' oil, brine spill affects White Earth River in northwest North Dakota - An oil well in Mountrail County that has been out of control since late Saturday night leaked oil and brine water into the nearby White Earth River, but has since been contained to the well pad, a North Dakota Department of Health spokesperson said Monday. *Grand Forks Herald* [Read more](#)

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

AUSTRALIA: REEF OIL SPILL INVESTIGATION NEAR COMPLETE

October 19 - A federal investigation into an oil spill near the Great Barrier Reef has just about wrapped up, with all but a few possible culprits being ruled out.

Oil was found washed up on several Queensland beaches in July but the government is yet to pinpoint which ship was responsible.

The Great Barrier Reef Marine Park Authority told a Senate estimates hearing in Canberra on Monday that most of the 17 possible culprits had been ruled out after testing of their oil "fingerprints". [SBS.com.au](#) [Read more](#)

CHINA: TIANJIN BLASTS: DRAMATIC DRONE FOOTAGE SHOWS CLEAN-UP OPERATION AFTER CHEMICAL FACILITY EXPLOSIONS

October 20 - Dramatic drone footage has been released appearing to show the clean-up operation at Tianjin, China, where two explosions ripped through a chemicals storage facility in August, killing more than 160 people.

Twelve people have been arrested over the blasts, which left a trail of mangled buildings and burnt out cars in their wake, including owners of Rui Hai International Logistics [who were shown on state television being held by police and "confessing" to using government connections to obtain safety permits](#).

The blast was triggered by the ignition of thousands of tonnes of hazardous chemicals stored at the facility, including approximately 700 tonnes of highly poisonous sodium cyanide. [ABC News](#) [Read more and watch video](#)

NIGERIA: OIL SPILL AGENCY URGES NIGERIAN YOUTHS TO SHUN ILLEGAL OIL REFINING

October 21 - The National Oil Spill Detection and Response Agency (NOSDRA) has warned youths against illegal oil refining.

The agency said rather than engage in such activities, the youths can channel their sense of industry to more productive and far-reaching ventures, one of which is planting of seeds.

Director General of the Agency, Peter Idabor stated this at a South South Stakeholders' Forum in Abuja. Idabor maintained that illegal oil refining in the country leaves in its trail environmental pollution of staggering proportions. [TV360Nigeria](#) [Read more](#)

USA: MASSACHUSETTS - QUINCY AND BOSTON FIRST-RESPONDERS TAKE PART IN OIL-SPILL DRILL

October 16 - At the mouth of the Neponset River, seven agencies, 10 boats and 75 people were working toward the same goal on Friday: keep the peat moss out of the river. The effort was just a drill. In the event of a real emergency, the peat moss would be oil and the stakes would be much higher

Officials said training sessions like Friday's, held in the waters separating Quincy and Dorchester, could someday help spare the region's beaches, marshes, marinas and wildlife from the devastation caused by an oil spill. [The Patriot Ledger](#) [Read more](#)

USA: NUMBER OF DOLPHIN DEATHS LEVELING OFF AFTER DWH OIL SPILL

October 17 - Scientists say the number of dead dolphins washing shore is declining five years after the Deepwater Horizon Spill in the Gulf of Mexico. According to the National Marine Fisheries Service, the number of dolphins and whales killed by exposure to the oil was 1,433. About 87 percent were bottlenose dolphins. Some washed ashore dead, other were stillborn or born prematurely.

"The number of mortalities in the region has declined since the peak years of 2010 to 2014," said Jenny Litz, a research biologist with the organization.

Scientists say some had a bacterial infection caused by the oil suppressing the dolphins' immune system. The marine mammals may have been exposed to the oil in various ways, including inhaling the vapors on the surface, absorbing it through their skin, ingesting it from the water or from the sediment while feeding, or from eating the oil-contaminated fish. [Local10.com](#) [Read more](#)

USA: WASHINGTON - OIL SPILL NEAR OLEQUA CREEK A VITAL ENVIRONMENTAL LESSON

October 19 - Who would have thought that something as wholesome as vegetable oil could cause so much ecologic havoc?

When a fire leveled a Winlock food warehouse in August, spilling more than a thousand gallons of cooking oil and fire suppression water into Olequa Creek, it served as a cautionary tale. The oil and water gushed out of the building, down a storm drain and into the creek, killing an estimated 100,000 fish, mostly bottom-dwelling sculpin.

The cost of the cleanup is estimated so far at \$142,000, and the full tally is not complete. [TDN.com](#) [Read more](#)

Other news reports from around the world (continued)

USA: OKLAHOMA - OIL PRODUCTION POSSIBLY LINKED TO OKLAHOMA QUAKES SINCE 1930S: USGS

October 22 - Oklahoma earthquakes may have been related to oil production activities as early as the 1930s, a study released this week by the U.S. Geological Survey said.

Oklahoma has seen a surge in seismic activity in recent years and is recording 2.5 earthquakes daily of a magnitude 3 or greater, a rate 600 times greater than observed before 2008, the Oklahoma Geological Survey said in April.

"Several lines of evidence further suggest that most of the significant earthquakes in Oklahoma during the 20th century may also have been induced by oil production activities," Susan Hough, USGS seismologist and lead author of the study, said in a statement on Tuesday. *Reuters* [Read more](#)

ISCO news

LOOKING TO THE FUTURE OF OUR INDUSTRY

Note from your editor – Following up on recent “conversations” with members in this newsletter about some of the difficulties faced by spill response contractors, ISCO’s President, David Usher, has forwarded to me a letter penned by Rick Lewis of Lewis Environmental Inc. The points being made by Rick reflect concerns that many of our members will share. The letter was recently sent to members of the Board of the Spill Control Association of America (SCAA), of which Rick Lewis is the President.

Dave Usher responded to Rick Lewis – “Our industry has struggled with these issues from the beginning and it takes the right kind of effort to sustain”. ISCO shares these concerns and I feel that what Rick is saying should be shared with a wider audience. ISCO would like to give its support to the SCAA FEL Committee and others who may be able to assist in developing positive suggestions to address the highlighted problems. Please respond with your thoughts on how to go forward.

Rick Lewis wrote – *“I guess I am now officially a representative of the way things used to be. I find myself recalling the simpler ways of yesteryear and wondering when it all became so damn complicated.*

Look, I get it. I am in the hazardous waste and emergency response business. I knowingly signed up for this gig more than 26 years ago. While this is not about me, it is relevant that I started in the field – as a tech, then a driver, foreman, sales guy, etc., etc. and eventually I was fortunate to be in a position to buy our company and successfully navigate a succession from generation one to generation two.

Today I find myself with a great business. I suppose I “got what I wished for” with a handful of operations centers, incredibly talented and dedicated staff and a very loyal customer base. What is there to complain about?

While nowhere near perfect, I believe our company is a very good employer. Like many of you, we have the 401k, health insurance, dental plans, short and long-term disability, rewards programs, etc. We always put safety first and our primary concern each day is not the P&L, but rather, making sure everyone is home safe. There are times frankly, when I cannot come up with any other benefits to offer – without completely tipping the scales.

However, I have very serious concerns for the future of our industry and I believe these concerns may be shared by many of you as well.

I find myself becoming an apologist. Apologizing for the long hours, the out of town work, the emergency calls and the disruption to home schedules. My concern for their well-being is genuine and I am empathetic to their desire to be home with their kids at the soccer game. Unquestionably, people ARE the business. We all have vacs, boats, utility trucks, boom and every other required asset to get the job done, but it is our people who ARE the product. THEY make the difference, but my concern lies in the fact that fewer and fewer people want this life – where is the next me, or you or the guy next to you in your office?

Why in the world would I share this with you; my competitors, customers, vendors, etc.? Hell, maybe I will find that this issue is isolated to my little organization and I and my team are simply not qualified to run my business in a manner which gives everyone what they need and want. But I don’t think this is the case and I believe all of us are facing some degree of the same issues – how to attract and retain quality people who want to work in our line of business – as an actual career, not just a job.

I get it. I do – really. You work a 10 hour day busting your butt on a remediation project and you finally get back to the shop and your dispatcher grabs you because you are on-call this week and he tells you about a spill an hour away and you can count on getting back well after midnight – this after starting your day at 0430 – sound familiar? Then, add to this the Hours of Service rules which you practically need to be a mathematician to manage and not only are the field guys stressing, but so is your dispatcher who is trying to figure out how to get the driver back to the shop when he runs out of hours at 2300 hours and needs a 10-hour reset. Oh yeah, by the way, your driver had been scheduled for the planned remediation project for ABC Chemical company in the morning where he needed the site specific credentials and you have no one to replace him on the schedule. Top this sundae with an unsympathetic customer who is tasked to proactively manage costs (and post-actively) and now this once profitable emergency response project becomes incredibly challenging to manage and marginally profitable.

So here is the conundrum. I love what I do – you love what you do. I have met some amazing and dedicated people in this industry, but are we a dying breed? I honestly do not know. Inasmuch as most of us are for-profit, we all care about doing the right thing and protecting the environment or we would not be in this business. One would think our industry would be a magnet for younger people who want to be a part of improving our planet. Maybe so, but on their terms – not the terms we need and want in order for them to be a part of the solution.

ISCO news (continued)

Each of our respective organizations will continue to do whatever it takes to attract and retain the best people possible. Higher wages, longer breaks between on-call time, paternity leave (really!), better benefits, etc., but in the end we still need a next generation who is willing to take the reins and adopt a life of uncertain schedules, incredible regulatory pressure, DOT rules which even the DOT themselves interpret differently from truck stop to truck stop and hazardous work environments – oh yeah, and no facial hair due to respirator fit tests – our hunters love this one.

We have an important job over the next decade to ensure the perpetuity of our industry. As such, I would like your support and approval to engage our Future Environmental Leaders committee to assess our industry and determine what obstacles keep youth from looking seriously in our direction when they are considering careers, not simply a job or other stop along the way. I am hopeful many of you would be willing to provide feedback to FEL and the results of our research can help identify speakers for future SCAA events who are experts in this subject matter or the data can simply be used for each of us to improve or diversify our organizations as needed. We all pay the price for turnover or undersized work forces and I hope we can all benefit from this process to ensure the strength of our response community for generations to come. I welcome your thoughts”.

HOMELAND DEFENCE

In December 2014 a back-up failure resulted in the loss of a large amount of data held in the Technical and Reference Section in the members' area of the ISCO website. Over recent months work has been ongoing to replace and update information held in the Oil Spill and Chemical/HNS incident response sections which currently provide access to more than 200 operational guidelines, technical manuals and other reference information for the use of members.

However, the task of replacing lost data in the Homeland Defence section has not yet begun. For the sake of good understanding ISCO has defined Homeland Defence activities of interest to members as clean-up operations required following on natural or man-made events.

Such work can, for example, include –

- Flood related work – installation of barriers, emergency pumping, post-flood clean-up operations and remediation;
 - Clean-up operations after gales, hurricanes and typhoons;
 - Soil and groundwater remediation of polluted sites;
 - Decontamination of buildings and sites following releases of CBRN (chemical, biological, radiological, nuclear) materials;
- and readers will no doubt be able to add many more examples.

In disaster situations, the first priority is the saving of human life and this will always involve public services – civil defence organisations, fire brigades, police, ambulance, etc. but these emergency services usually have to disengage as soon as situations have been secured. They do not have the resources to get involved in prolonged clean-up and restoration that may have to continue for weeks or months. There is a need for the public authorities to be able to “hand over”. Many spill response contractors have “stepped up to the mark”, providing essential support and developing co-operative relationships with the public emergency services.

ISCO is about to start replacement of the Homeland Defence section of the Technical and Reference pages. Members are invited to make recommendations on Operational Guidelines, Technical Manuals and other information that should be included.

Science and technology

USA: SARASOTA SCIENTISTS GO TO ALASKA TO RESEARCH OIL SPILL EFFECTS



Picture: Much of the study was prompted by the Exxon Valdez oil spill in Alaska in 1989 - todayinhistory.tumblr.com

October 11 - A group of scientists from Sarasota is in Alaska to investigate the effect of spilled oil on marine life. And it may have implications for how scientists respond to spills closer to home.

The study is led by Dana Wetzel, a scientist at Mote Marine Laboratory. She's in Sitka, in the Alaska panhandle, to see how crude oil and chemical dispersants used to treat the spill affect coho salmon raised in hatcheries. She says they're not trying to replicate the Deepwater Horizon spill.

"This is a completely different oil, and these are fish that would never be there in the Gulf of Mexico," she says. "So, the interest is from people in Alaska, on what may happen if there's an oil spill here, under these conditions, these temperatures, these fish."

Still, Wetzel says the study could yield information on fish still being affected by the Gulf spill. She says they're looking at amounts of oil that don't kill marine life, but may affect their long-term health or ability to reproduce. "Some people now refer to sublethal effects as a delayed mortality, simply because if you have impaired an animal's ability to carry on with its proper immune responses," she says, "maybe they're not dead today from the exposure, but maybe in six months from now they may be dead due to a disease they might have fought off." [WUSFNews](#) [Read more](#)

HOW IS AN OIL SPILL IN A RIVER DIFFERENT THAN ONE IN THE OCEAN?

An article reprinted here with the kind permission of NOAA's Office of Response and Restoration



Photo (left): The often complex, vegetated banks of rivers can complicate cleaning up oil spills. (NOAA)

JULY 31, 2015 -- [Liquid asphalt in the Ohio River](#). [Slurry oil in the Gulf of Mexico](#). [Diesel in an Alaskan stream](#).

Each of these oil spills was very different from each other, partly because they involved [very different types of oils](#).

But even if the same type of oil were spilled in each case, the results would be just as distinct because of where they occurred—one in a large inland river, one in the open ocean, and one in a small coastal creek.

In many cases, oil tends to float. But just because an oil floats in the saltwater of the Atlantic Ocean doesn't mean it will float in the constantly moving freshwater of the Mississippi River.

But why does that happen? And what else can we expect to be different when [oil spills into a river](#) and not the ocean?

Photo (right): Flooding on the Kalamazoo River in Michigan during the Enbridge pipeline oil spill left a ring of oil around trees and other vegetation after the river returned to its normal level. (NOAA)



Don't Be Dense ... Blame Density

To answer the first question: When oil floats, it is generally because the oil is less dense than the water it was spilled into. The more salt is dissolved in water, the greater the water's density. This means that saltwater is denser than freshwater. Very light oils, such as diesel, have low densities and would float in both the salty ocean and freshwater rivers.

However, very heavy oils may sink in a river (but perhaps not on the ocean), which is what happened when an Enbridge pipeline carrying [a diluted form of oil from oil sands \(tar sands\) leaked into Michigan's flooded Kalamazoo River in 2010](#). The lighter components of the oil quickly evaporated into the air, leaving the heavier components to drift in the water column and sink to the river bottom. That created a whole slew of new challenges as responders tried new methods of first finding and then cleaning up the difficult-to-access oil.

Going with the Flow

In rivers, going with the flow usually means going downstream. Except when it doesn't. When might a river's currents carry spilled oil *upstream*?

At the mouth of a river, where it meets the ocean, a large incoming tide can enter the river and overwhelm the normal downstream currents. That could potentially carry oil floating on the surface back upstream.

In open areas, such as on the ocean surface, both winds and currents have the potential to direct where spilled oil goes. And along most coasts, wind is what brings spilled oil onto shore.

In rivers, however, the downstream currents usually dominate the overall movement of oil while [wind direction](#) often determines which side of the river oil ends up on.

Technical support (continued)

Locks and Other Blocks



Photos: Left, an aerial view of oil sheen emitting from contaminated vegetation at the Ceresco Dam area on the Kalamazoo River, Michigan, after the Enbridge pipeline spill. (U.S. Environmental Protection Agency) Right, after the M/V Westchester leaked oil on the Mississippi River in 2000, some of the oil was constrained by the riverbanks, making cleanup slightly easier. (NOAA)

Unlike the ocean, rivers sometimes feature structures such as dams, locks, and other barriers that block or slow down the free flow of water. During an oil spill on a river, these structures can also slow down the movement of oil.

That's a helpful feature for responders who are trying to catch up to and clean up that oil. Frequently, dams and locks cause oil to pool up on the surface next to them. Some of the tools responders use to collect oil from these areas include [skimmers](#), which are devices that remove thin layers of oil from the surface, and sorbent pads and booms, which are large squares and long tubes of special material that absorb oil but not water.

In fact, the banks of the river can constrain spilled oil as well. Because the oil can't spread as far or thin as in open water, oil slicks can be thicker on rivers, and recovery efforts can be more effective.

One exception is the case of flow-over dams, known as weirs. The water passing over weirs can be very turbulent, causing oil to disperse into the water column. If it is very light oil and there's not very much, that oil tends not to resurface and form another slick. But sheens may resurface with heavier oils that might be broken up going over a weir but later resurface as the water it is traveling in becomes calmer downstream.

Vegging Out

Often, plants grow in rivers and line their banks, whereas many parts of the coast are open sandy or rocky beaches, which tend to be easier to clean oil off of than vegetation. (Salt marshes and mangroves being notable oceanic exceptions.) If oil gets past booms, the long floating barriers responders use to prevent the spread of oil, and leaves a coating on plants, then plant [cleanup options](#) generally include cutting, burning, treating with chemical shoreline cleaners, or flushing vegetation with low-pressure water.

Plant life actually became an issue [during the oil sands spill in Michigan's Kalamazoo River](#). Because this river was flooded at the time of the spill and later returned to its normal level, oil on the river surface actually became stranded in tree branches along the riverbanks.

Muddying the Waters

Another issue for oil spills in rivers is sediment. Rivers often carry a lot of sediment in their currents. (How do you think the Mississippi got its nickname "Big Muddy"?) That means when oil droplets drift into the water column of a river, the sediment has the potential to stick to the oil droplets. Eventually (depending on how strong-flowing and full of sediment a river is) some of the oil-sediment combination may settle out to the bottom of the river, usually near the river mouth as the water slows down and reaches the ocean.

One notable example is related to an oil spill that happened on the Mississippi River in New Orleans in 2008. The [tanker Tintomara collided with Barge DM932](#), ripping it in half and releasing all of the heavy fuel oil it was carrying. Downstream of where the responders were cleaning up oil, the Army Corps of Engineers was dredging the sediments that build up at the mouth of the Mississippi and an oily sheen appeared in the collected sediment.

Responders suspected the oil from Barge *DM932* had mixed with the river sediment and fell to the bottom further downstream as the river neared the Gulf of Mexico.

Learn more about oil spills in rivers at <http://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/oil-spills-rivers.html>

Training

OSRL IS RELEASING ITS NEW TRAINING CALENDAR FOR 2016

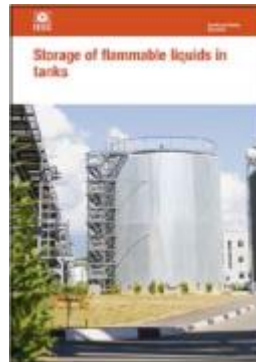
[OSRL 2016 Course - \(PDF download\)](#)

[Current course dates - \(website\)](#)

Training Directory 2016 – OSRL will be publishing full details of its 2016 courses by the end of October. For more information about OSRL training, please contact [Vincent Goh](#) (APAC Region) or [Steve Woods](#) (All regions, except APAC)

Publications

UK: UK - HSE ISSUE THREE UPDATES TO GUIDANCE ON SAFE USE, HANDLING AND STORAGE OF FLAMMABLE LIQUIDS - HSG51, HSG140 AND HSG176



HSG51 – Storage of flammable liquids in containers (Third edition) - This guidance is for those responsible for the safe storage of flammable liquids in containers at the workplace. The guidance now contains discrete topic areas which outline the potential risks and recommended control measures for a number of different types of business.

HSG140 – Safe use and handling of flammable liquids (Second edition) - This guidance explains the fire and explosion hazards associated with flammable liquids and will help you determine how to control the risks in your workplace. This revision incorporates information and cites relevant standards in relation to publications which have been withdrawn.

HSG176 – Storage of flammable liquids in tanks (Second edition) - This guidance applies to above and below ground fixed bulk storage tanks. It applies to premises where flammable liquids are stored in individual tanks or groups of tanks. The guidance has been updated to align with the recommendations of the Buncefield report. [Thanks to JOIFF for this news alert]

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

AMSA Aboard	News from the Australian Maritime Safety Authority	October 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	September 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	October 2015 issue
Energy Institute eBulletin	News from the Energy Institute	April 2015 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	October 2015 issue
IMO News Magazine	News from the International Maritime Organization	No 3, 2015
IMO Publishing News	New and forthcoming IMO publications	October 2015
Intertanko Weekly News	International news for the oil tanker community	No 42 2015
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 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	October 14 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 21 issue 2015
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	September 1-15, 2015
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	October 19 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	Summer 2015 issue
WMU Newsletter	News from the World Maritime University	October 2015 issue

UPCOMING EVENTS SUMMARY

COUNTRY	2015	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
FRANCE	Oct. 26-30	Safer Seas Conference	Brest
USA	Oct 29	NAMEPA Conference & Awards Dinner	New York
USA	Oct. 27	IPIECA JIP Seminar	Houston
UK	Nov. 5	IPIECA JIP Seminar	London
USA	Nov. 10-12	Clean Gulf Conference & Exhibition	New Orleans
TURKEY	Nov. 17-19	Regional Oil Spill Response Workshop	Adana City
GERMANY	Nov 18	BIMCO's Annual Conference & Awards Dinner	Hamburg
BELGIUM	Nov. 18-19	PEFTEC Exhibition & Seminars	Antwerp
BELGIUM	Dec. 7	MSP & Marine Env. Conference	Brussels
UK	Dec. 7-11	Salvage & Wreck Removal Conference	London
UK, N. IRELAND	Dec. 15	ISAA Meeting and Christmas Luncheon	Hillsborough
2016			
USA	Jan. 4-6	No Spills Annual Conference	Acme, Michigan
UK	Feb 15-19	IMO Pollution Prevention & Response S/C'ttee.	London
SAUDI ARABIA	Feb 22-24	PetroEnvironment 2016	Dammam
UK	April 18-22	IMO Marine Environment Protection Committee	London
AUSTRALIA	May 2-6	Spillcon 2016	Perth, WA
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

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