

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

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MEETING OF THE POLLUTION PREVENTION & RESPONSE (PPR) SUB-COMMITTEE OF IMO'S MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)

The third meeting (PPR3) took place last week at IMO HQ in London, opened by IMO Secretary-General Mr Kitack Lim and Chaired by Mr Sveinung Oftedal. Vice-Chairman Dr Flavio Da Costa Fernandes was also present.

The PPR3 Meeting had a full and wide-ranging agenda. As in previous years, drafting groups were quickly convened apart from the plenary meeting to progress work on the finalisation of various IMO documents.

The Drafting Group on OPRC-related Manuals, Guidelines and Guidance met under the Chairmanship of Mr Mark Dix (United States), assisted by Ms Colleen O'Hagan (IMO). Members of the Group included delegations of 19 governments, UN and specialised agencies (HELCOM, NOWPAP/UNEP, RAC/REMPEITC-CARIBE and REMPEC), Intergovernmental Organisations (EC and IOPC Funds), and NGOs, including ITOFP, IPIECA, IMarEST and ISCO.

The tasks to be addressed by the OPRC Drafting Group were –

- (1) Finalization of Section II of the Manual on Oil Pollution – Contingency Planning
- (2) Finalization of Guide on oil spill response in ice and snow conditions
- (3) Finalization of drafts of the course outline, instructor's manual and participants's manuals of the OPRC Model Training Course level 0, 1 and 2.

Contingency Planning - The main changes approved by the drafting group included (a) Expansion to include updated information related to contingency planning for offshore units, seaports, and oil handling facilities, (b) The guide to distinguish itself from other contingency planning guidance by primarily focusing on providing guidance to governments in establishing a national response

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International news (continued)

system and preparing a national contingency plan, and (c) organization of the document was re-structured to improve the logical flow of information and its ease of use. Appendices were added or updated, as appropriate, to provide useful references to the reader.

Guidance on Oil Spill Response in Ice and Snow Conditions – Amendments were made to the draft text which will be provided as an annex to the report to be submitted to MEPC. Specific amendments include removal of references to the Caspian Sea in the context of applicability of international conventions, clarification on the concept of tiered preparedness and response as a means to ensure that the appropriate response structure is developed to handle different types of oil spill incidents, the addition of further information on the specific ice breaker vessels operating in the Arctic, as well as details of additional case studies on oil spill incidents in the Antarctic.

OPRC Model Training Course levels 0, 1 and 2 – Due to time constraints the group was not able to complete the review. Many comments and suggested improvements were proposed. The group agreed to provide the Secretariat with further inputs within the coming weeks and these will be incorporated in a final draft that will be circulated to interested delegates for review and consideration. Delegations are invited to contact the Secretariat directly before the end before the end of March 2016 and will be provided with the finalized draft in its entirety for review. The intention will be to submit a final draft to PPR4 for consideration.

ISCO-BIMCO MEETING ON DEVELOPMENT OF A STANDARD INTERNATIONAL CONTRACT FOR RESPONSE TO OIL AND CHEMICAL SPILLS

As announced in last week's ISCO Newsletter, the first meeting of the Working Group on developing a standard contract agreement for facilitating rapid response to pollution incidents took place on Thursday 18th February.

The intention is to develop a contract that will merit international recognition as one that is fair and equitable to both the provider of response assistance and Responsible Party (such as a ship owner), or government or other party requiring immediate assistance. In a similar way to Lloyds Open Form, which facilitates early commencement of salvage operations, invocation of the proposed Response Contract would speed a quick start on spill response action.

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

USA: MASSIVE GAS LEAK NEAR LOS ANGELES PLUGGED AFTER 16 WEEKS

February 11 - A blowout at a natural gas well that leaked uncontrollably for 16 weeks and drove thousands of residents from their Los Angeles homes was plugged Thursday, a utility said.

While the well still needs to be permanently sealed with cement and inspected by state regulators, the announcement by Southern California Gas Co. marked the first time the massive leak has been under control since it was reported Oct. 23. *AP* [Read more](#)

USA: POTOMAC OIL SPILL CAME FROM DOMINION, UTILITY ADMITS



Photo: Workers with Miller Environmental Group collect absorbent material used to soak up oil from a spill on the surface of the water near Reagan National Airport on Monday in Arlington. (Kate Patterson/For The Washington Post)

February 12 - Dominion Virginia Power said late Friday that the oil that fouled a Northern Virginia waterfowl sanctuary and the Potomac River early this month came from its Crystal City substation.

Five hours after Coast Guard Cmdr. Michael Keane said that all the oil his interagency task force sampled came from a common source, Dominion said in a statement that a previously reported 13,500-gallon spill of mineral oil at its Crystal City substation was the likely cause. *The Washington Post* [Read more](#)

Incident reports from around the world (continued)

PERU: GOVERNMENT EVALUATING DAMAGE FROM OIL PIPELINE SPILL IN AMAZON

The reports, photos and links give below have been received from ISCO member, Carlos Sagrera MISCO



Photo: Peruvian state-owned oil company Petroperu said Wednesday in a statement that it had fixed a 55-centimeter (21-inch) crack in the pipeline by installing a repair clamp. EFE/File

February 11 - Peru's OEFA environmental enforcement agency said it had sent a team of specialists to evaluate the damage from an oil pipeline spill in the northern Amazon region of Loreto.

A group of OEFA experts has been working since Friday to determine the causes of the spill and the scope of the environmental damage and assess whether a contingency plan was activated in a timely manner.

The spill occurred a week ago due to a leak in state-owned oil company Petroperu's North Peruvian Pipeline in Datem del Marañón province, some 13 kilometers (eight miles) from the spot where the conduit crosses the Mayuriaga River, a tributary of the Morona River.

The OEFA said in a statement Wednesday in Lima that the volume of oil that spilled into the Mayuriaga was still unknown because that information was not included in the company's environmental emergency report. *Agencia EFE* [Read more](#)

February 12 - Oil from Peru pipeline spill reaches major river, indigenous group says - Crude from an oil pipeline spill last month in northern Peru has spread due to rainfall and reached the Marañón River, an organization comprising Amazon communities told EFE on Friday.

The president of the Regional Organization of Indigenous Peoples of the Northern Amazon of Peru, or ORPIAN -P, Edwin Montenegro, said he and local indigenous representatives toured a stretch of the Marañón on Jan. 30 and confirmed that the oil had reached that waterway, a major tributary of the Amazon River. *Fox News Latino* [Read more](#)

February 15 - 250 People taking part in oil spill clean-up in Peruvian Amazon - Around 250 people are participating in clean-up efforts in an area of the Peruvian Amazon affected by an oil pipeline spill, an indigenous organization in that region told EFE.

Employees of state-owned oil company Petroperu, operator of the North Peruvian Pipeline from which between 2,000 and 3,000 barrels of crude spilled, and inhabitants of the hamlet of Villa Hermosa and the municipality of Chiriaco, located in the northern region of Amazonas, are taking part in the remediation effort. *Fox News Latino* [Read more](#)



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BARBADOS: CREW CLEANING UP OIL SPILL AT BRIDGETOWN PORT



Photo: Harbour Master Richard Alleyne. (FP)

February 14 - A team has been called in to clean up an oil spill which occurred in the Bridgetown Port yesterday. According to a media release, officials at the Barbados Port Inc received news of the oil spill caused by a rupture on the Sol pipeline which runs from the port to the Holborn facility.

The Oil Spill Contingency Plan has been implemented, comprising teams from Sol, Environmental Protection Department, Barbados Coast Guard and Barbados Port Inc. Two areas along the quay have been excavated in an effort to pinpoint the location of the spill. *Nation News* [Read more](#)

NIGERIA: SHELL INVESTIGATES OIL SPILL AT FORCADOS TERMINAL

February 14 - The Shell Petroleum Development Company of Nigeria Ltd (SPDC) is investigating the source of a crude oil spill which was observed on water around Forcados Terminal on Sunday February 14, 2016.

Media Relations Manager of SPDC, Mr Precious Okolobo said in a press release that the initial investigation will enable the company to quickly determine what suitable response was further needed. According to him, SPDC JV and third party production into the terminal is being suspended as a precautionary measure. Mr Okolobo added that SPDC has activated its Emergency Response and Oil Response teams to manage the incident, while booms and other oil containment resources are being deployed to the area to try to stop the spread of spilled oil. *Toogbaski.com* [Read more](#)

USA: NEW JERSEY - 1,500 GALLONS OF OIL SPILL IN ELIZABETH, AUTHORITIES SAY

February 16 - Crews are working to contain a 1,500-gallon oil spill near the Arthur Kill on Tuesday, authorities said.

Union County's Bureau of Hazardous Materials and the Elizabeth Fire Department were investigating and containing the spill at 534 South Front St. around 5:30 p.m., a county spokesman *NJ.com* [Read more](#)

USA: WYOMING - CAUSE OF OIL LEAK DETERMINED TO BE INTERNAL CORROSION OF OLD PIPE

February 16 - An oil leak about 20 miles east of Gillette dumped about 1,500 gallons of crude oil into a creek bed Sunday afternoon. The leak allowed about 40 barrels of oil to flow into the seasonal creek bed of Timber Creek as well as through a culvert under the Burlington Northern Santa Fe Orin railroad line, according to the Campbell County Fire Department.

Keith Guille, the spokesman for the Wyoming Department of Environmental Quality, said the leak was on a 6-inch pipeline and was caused by internal corrosion. The pipeline is owned by Belle Fourche Pipeline, which has been leading the effort to clean up the spill. *Gillette News Record* [Read more](#)

KUWAIT: KUWAIT OIL COMPANY SAYS FIRE AT NORTHERN OIL WELL HAS BEEN CONTAINED

February 17 - A fire that erupted at an oil well in northern Kuwait has been extinguished, the Gulf nation's state news agency reported Wednesday.

Government-run Kuwait Oil Co. announced the fire earlier in the day, with an official saying that firefighters were working to put it out. Company spokesman Saad al-Azmi was quoted by the official Kuwait News Agency saying the incident began with an oil spill that happened late Tuesday. He did not specify where it took place or anything about its size. *ABC News* [Read more](#)

INDONESIA: COASTAL TANKER AZULA SANK OFF ASWETSJ RIVER ESTUARY

February 17 - The coastal tanker Azula sank off Aswetsj River estuary in Indonesia. The vessel was en route from Pomako, Papua to Agats, Aswetsj river, but when proceeding through Arafura sea started getting water ingress and capsized in bad weather and rough sea. The local authorities started search and rescue operation finding the ship's wreck, but the 13 crew members are missing. The SAR for missing seamen on board of coastal tanker Azula is under way, engaging into search one helicopter and airplane, as well as several rescue vessels and nearby cargo ships.

The local authorities are monitoring the area around capsized vessel for oil leaks and dispatched equipment for oil collection and restriction of the spot. *Maritime News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

INDIA: NATIONAL GREEN TRIBUNAL PULLS UP MAHARASHTRA POLLUTION CONTROL BOARD

February 18 - The National Green Tribunal has pulled up the Maharashtra Pollution Control Board (MPCB) for not complying with its directions for preparing a remedial action plan for water and soil pollution in the Waluj Industrial Area in Aurangabad district, even after one and a half years.

"Since the passing of the directions in a judgment dated September 24, 2014, we have been anxiously awaiting compliance. However, it appears that nothing tangible has moved towards the fruitful conclusion in the present case," a Bench of Justice UD Salvi and Ajay Deshpande observed in an order on February 11.

The Tribunal had directed MPCB to devise a remedial action plan for restoring groundwater quality and identifying industries in the area and their proposed contribution to groundwater pollution. It had also granted MPCB the liberty to take the assistance of expert bodies such as the National Environmental Engineering Research Institute (NEERI) and Central Ground Water Board (CGWB).
The Hindu [Read more](#)

UK: 20 YEARS AGO: THE SEA EMPRESS GROUNDING



February 14 - The Liberian-registered tanker Sea Empress grounded on February 15, 1996, causing one of the U.K.'s largest oil spills.

The Sea Empress was en route to the Texaco oil refinery near Pembroke, Wales, when she grounded on mid-channel rocks at St. Ann's Head. Over the course of a week, she split 72,000 tons of crude oil into the sea.

The initial grounding resulted in a loss of 2,500 tons of crude oil. A further 69,300 tons of heavy fuel oil was lost during the salvage operation. The vessel was eventually refloated and taken into port on February 21.

The spill occurred along the coast of the Pembrokeshire Coast National Park – one of Europe's most important and sensitive wildlife and marine conservation areas. The area contains 35 Sites of Special Scientific Interest. Estimates suggest that 200 kilometers (124 miles) of coastline was affected by the spill. *The Maritime Executive*

[Read more](#)

USA: WASHINGTON ASKS IF RAILROADS COULD AFFORD \$700M OIL TRAIN SPILL



February 13 - Three new rail safety rules scheduled to take effect March 11 - Railroads must show they have means to pay for a 'reasonable worst case spill' - Railroads disagree with new rule methods and question state authority

Photo: Smoke rises from railway cars carrying crude oil that derailed in downtown Lac-Megantic, Quebec, on July 6, 2013. A large swath of the town was destroyed and 47 people killed in what became the worst oil train derailment in North America. Paul Chiasson - Associated Press

February 13 - Railroads that haul oil trains through Washington state will need to report whether they could afford around \$700 million to pay for a derailment and spill, under a recently finalized state rule.

As announced Feb. 9, the requirement is one of three oil train safety rules the state Utilities and Transportation Commission crafted as required under legislation that state lawmakers passed in 2015.

Other news reports from around the world (continued)

The new rules, which take effect March 11:

- Require signs with basic safety information be posted at private rail crossings along routes that carry full or empty oil trains.
- Allow certain cities such as Bellingham, Aberdeen, Spokane, Tacoma, and Richland to opt into a state rail crossing inspection program to get free assistance with inspections.
- Require railroads to include financial information in their annual report to the UTC to show if they could address a “reasonable worst case spill” of oil. *The Bellingham Herald* [Read more](#)

USA: COURT PRONOUNCES ON RESPONDER IMMUNITY

February 18 – “The US District Court for the Eastern District of Louisiana (J. Barbier) granted the summary judgment motion of the commercial responders to the Deepwater Horizon oil spill. The judge determined that the defendants, who acted under the orders of the federal on-scene coordinator (FOSC) when they used Corexit and took other actions, were entitled to Clean Water Act derivative immunity. The doctrine of implied conflict immunity also preempted the applicability of state law to responder liability in these circumstances. In re DWH Oil Spill, MDL No. 2179 (ED La, February 16, 2016). Note: This is a major decision with respect to responder immunity and is long overdue. Responders, acting at the direction of the federal government in trying circumstances should not have to constantly look over their shoulders. Hopefully, this is now no longer the case.” Source: [Bryant’s Maritime Log](#) [Thanks to ISCO Committee Member, Dan Sheehan Hon.FISCO]

Another report in the Maritime Executive - Claims Dismissed Against Deepwater Horizon Clean-Up Companies

A U.S. federal judge issued a decision late on Tuesday that effectively dismissed over 20,000 claims against private clean-up companies that responded to the Deepwater Horizon oil spill. The order was issued by United States District Judge Carl J. Barbier for the U.S. District Court, Eastern District of Louisiana.

On April 20, 2010, a loss of well control followed by fires and explosions occurred on the Deepwater Horizon rig, which had been engaged in drilling activities in Mississippi Canyon Block 252 – the location known as Macondo – on the Outer Continental Shelf off the coast of Louisiana. The Deepwater Horizon sank two days later. Oil began to discharge into the Gulf of Mexico, and the flow of oil continued for three months until the well was capped on July 15, 2010 and subsequently sealed with the completion of a relief well on September 19, 2010.

Clean-up activities and efforts to minimize the impact of the spill continued for months and included a variety of federal and state government entities and officials, BP Exploration & Production and its affiliates and a variety of other entities and individuals that were engaged to respond to the oil spill.

Response activities included skimming oil from the surface of the water, conducting controlled in situ burning of oil, placing containment and sorbent boom, onshore and beach clean-up, decontaminating vessels that engaged in various response efforts and the application of dispersants.

The complaint alleged that plaintiffs engaged in a variety of clean-up activities and were exposed to oil, dispersants and other chemicals while doing so as a result of various actions or omissions of, among others, the clean-up responder defendants. Further, it alleges that the defendants “failed to use reasonably safe dispersant chemicals or other chemicals in their attempts to respond to the oil spill, and thereby exacerbated the pollution of the Gulf of Mexico and injury to plaintiffs,” “ignored worker safety concerns,” and failed to supply workers with appropriate equipment such as respirators.

Various clean-up responder defendants and the manufacturer of the dispersants used in the Deepwater Horizon response, Nalco, moved to dismiss the claims asserted against them.

A legal team led by Mike Lyle from Quinn Emanuel and Seacor Holdings’ chief legal officer Paul Robinson devised and implemented an approach known as Lone Pine to secure the dismissal. Recognizing that private clean-up responders should share in the federal government’s immunity as long as their actions were consistent with the government’s instructions, Quinn Emanuel and Seacor brought the issue of threshold derivative immunity to the forefront and aggressively pushed them as a means to obtain early adjudication.

The team eventually obtained a Lone Pine order that required plaintiffs to come forward with specific information or evidence in order to overcome the immunity defense – that is, to provide proof that the clean-up responder defendant’s conduct violated or exceeded an instruction or order issued by the federal government during the response effort and thus caused their injuries or damages. *The Maritime Executive* [Read the complete text of this article](#)

Comment from ISCO President, David Usher

ISCO has consistently supported the concept of Contractor Immunity and opposed the penalisation of private clean-up companies who acted in a responsible way under difficult circumstances. Let us sincerely hope that this court ruling will stand.

Other news reports from around the world (continued)

USA: PHMSA RELEASES PRELIMINARY FINDINGS REPORT ON INVESTIGATION INTO PLAINS' OIL SPILL NEAR SANTA BARBARA

February 17 – Today, Rep. Lois Capps (CA-24) joined Administrator Marie Therese Dominguez of the Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) as she announced preliminary findings from the investigation into the causes of the Plains Pipeline oil spill along the Gaviota Coast last May. A copy of the report can be found [here](#).

The announcement occurred outside the Santa Barbara County Courthouse. Earlier in the day, Rep. Capps and Administrator Dominguez toured the pipeline spill site as well as Refugio State Beach to survey the current state of the area and the progress of restoration efforts. During the site tour Congresswoman Capps and Administrator Dominguez discussed the local environmental and economic impacts of the spill, as well as the underlying causes and ways to improve pipeline safety and oversight. Congresswoman Capps is currently working on the reauthorization of pipeline safety legislation to strengthen federal oversight and pipeline integrity throughout the country to prevent future spills. [Capps.house.gov](#) [Read more](#)

February 18 - Refugio Beach oil spill tied to pipeline corrosion



Pipe External Surface at the Line 901 Failure Site

The federal government said its preliminary report of the May 2015 oil spill at Refugio Beach in southern California found pipeline corrosion to be the culprit.

"Preliminary findings indicate that the root cause of the Line 901 failure was external corrosion," the PHMSA said in its latest report.

The federal report found the pipeline ruptured at 56 percent of its maximum operations pressure. During surveys, the report said the extent of external corrosion was not accurately assessed and that corrosion control systems enacted by Plains were under-performing.

Plains said it had conducted a system inspection two weeks before the May 19 spill, though results weren't returned until after the incident

A court ruling issued in the late 1980s allowed the pipeline's former operators to use the pipeline without an automatic shutoff valve after a county decision to require them. Plains purchased the pipeline in 1998. [UPI.com](#) [Read more](#)

GETTING A BETTER BALANCE OF NEWS REPORTING IN THE ISCO NEWSLETTER

Your editor does his best to find interesting news from all over the world but it's not easy. Members and other readers are invited to help rectify the balance of world news reporting. News stories from North America, UK, Australia, etc. are much more accessible on the internet than reports from other parts of the world and especially from non-English-speaking countries.

If you are finding that there are no news reports from your part of the world, you can help to correct this. Your editor asks you to share information that will be of interest to our worldwide community.

... AND PASSING ON KNOWLEDGE AND EXPERIENCE

By contributing articles and case histories for publication you can help ISCO achieve its objective of advancing response preparedness, professional development and competency. As the years go by, hard won knowledge and experience is lost as people retire or move on. The benefits of past learning and new R&D work both need to be widely shared.

Articles that pass on valuable know-how are particularly valuable – overcoming difficult challenges, innovating, relating what you did, why you did it that way, how you did it and what was achieved.

People in the news

ANDY LAWRENCE NAVIGATES HIS WAY TO T&T SALVAGE



T&T Salvage is proud to welcome Mr Andy Lawrence to Texas. After graduating from the US Coast Guard Academy in 2004 with a Bachelor of Science in Mechanical Engineering. Andy later obtained a Master of Science in Mechanical Engineering from Penn State University. Picking up some sea time along the way, Andy sailed aboard the USCG Cutter MACKINAW, then worked as a Naval Architect with the USCG Marine Safety Center performing stability-strength analysis, and part of the elite Salvage Engineering Response Team (SERT). Deciding to take his talents to the civilian world, Andy then joined Seattle-based Global Diving and Salvage, not only as a Naval Architect/Engineer but honing new skills as Salvage Master and Project Manager in a variety of salvage, diving and wreck removal operations. [The Maritime Executive](#) [Read more](#)

SHORELINE CLEAN-UP – PART 6

A short series of articles contributed by Mark Francis of Oil Spill Solutions



Mark Francis has been involved with the oil industry since 1975. He attended his first oil spill in 1976, the Tanker Elaine V incident. He became head of response for inland spills within the UK for British Petroleum E & P in 1980 for 10 years responding to well, storage tank and pipeline spills throughout the UK. Over the next 25 years he continued to build his international operations experience and has also specialised in spill response training, delivering IMO and other courses in more than 20 countries.

General comments / Sketch / Taking Photographs (continued)

Photographs are very useful tools in documenting the shore's appearance. However, some discipline is needed and care should be taken not to take too many photographs, which is very easy to do with digital cameras.

Enough photographs should be taken to:

- record general views along and across the shoreline
- capture the appearance and location of oiled areas
- identify key environmental and changes features on the shoreline
- use a suitable scale in any view where the size of the picture is not obvious

Identify access routes or other operational features and on-going activities.

Do not forget to indicate the location of the view point on your sketch.

Most photographic management applications (e.g. Google Picasa, freely available) enable simple tagging of photograph sets and storage by date.

If photographs can be uploaded at the end of the survey or at least on the same day, this will aid their cataloguing and secure storage. It also frees memory within a camera for future photographs.

Accurate indication of photograph locations should be made on the segment sketch.

As a rule of thumb, if you have taken more than 20-30 photographs at one site, then you have probably taken too many.

Now with all the information gathered along the coastline we can put together a map like the one right showing the different types of shoreline and the degree of contamination in different areas.

The grey area of sea was not pure oil it was in the main just sheens which spread rapidly.

These grey areas are used by the media to show the public the extent of the problem.

This sells newspapers but has nothing to do with the amount of oil actually in the sea.



Special feature (continued)

Principal directives of clean-up procedure

We break the cleanup into 3 phases:

Phase 1: Remove of heavy contamination and floating oil.

This stage is to collect floating oil which has reached the coast as quickly as possible to prevent it relocating on changing tides to contaminate other clean areas.

This may not be appropriate for environmentally sensitive shorelines where it would be better to allow the oil to migrate to less sensitive areas.



Phase 2: Remove moderate contamination stranded oil and oiled beach material.

This stage is done to stop any oil being mixed with sediments.

Both stages 1 and 2 are carried out using Booms, Skimmers, Pumps, Water flushing, Manual and Mechanical cleanup techniques.

Care must be taken to prevent oil being buried and to reduce the amount of beach material being removed with the oil.



Phase 3: Removal of lightly contaminated shorelines and a final polish / esthetic treatment of stains.

It is often difficult to decide at what stage of the cleanup to stop.

It is usually done by using such factors as the importance of the area, the time of the year and the rate at which natural cleanup is expected to take.



An exhaustive final cleanup is normally done only in areas of high amenity and tourism.

This stage uses Absorbents, Chemicals, Bioremediation or Leave alone in very sensitive areas.

From the start we need to be thinking and putting into action the segregation of waste which will save time and money during and at the end of the cleanup. More on this subject under the waste tab.

This was written by Tosh Möller of ITOPI in 1987 and still holds true today - **“90% of the oil is removed in 10% of the time and 10% of the cost; 10% of the oil is removed in 90% of the time and 90% of the cost”**

The table shows how effort and costs increase as the amount of oil get smaller.

Stage	Quantity (Tonne)	Cost (\$ per Tonne)
1	2,270	748
2	200	4,069
3	20	712,835
T Möller et al 1987		

In some cases we have to start the cleanup of the coastal areas with the oil still arriving in these areas, the impacts on the cleanup and efforts on the local communities will be greater. It is extremely demoralising for cleanup teams to clean an area only to see it impacted again. During both the Erika and Prestige incidents this happened as both ships sank and continued leaking for months.

The wetter zone of sand at the limit with the water of the sea is the region where the greatest numbers of organisms live. This is the most sensitive location in biological levels. In this region, then, the transit of people should be avoided and, principally, that of heavy vehicles, besides crushing the organisms present, it can cause greater penetration of oil in the sediments.

The hydrocarbon present in the location will be carried to the upper zone of the inter-tidal region by the action of the waves and tides themselves.

Booms can be positioned at angles to decrease the amount of spread along the shoreline and help concentrate the oil in one place.

The vegetation present in the upper band of the beach (supra littoral) generally is often damaged due to the transit of a large numbers of people and cleanup equipment.

We should give special attention to these areas.

To be continued in next week’s newsletter

Note from Editor: In an earlier episode of this article Mark Francis referred to the 4 free manuals produced by POSOW designed for volunteers and all responders involved in onshore response who have little or no previous knowledge of shoreline geography and descriptions of shoreline oiling. He acknowledged his use of some of the POSOW material and wrote “I have borrowed some of the designs and wording as it is good to see simple designs showing how things work”.

This acknowledgement should have been repeated in later episodes which contained excerpts from the POSOW manuals and we apologise for this omission. POSOW is a project co-financed by the EU under the Civil Protection Financial instrument developed in cooperation with ISPRA, Cedre, Sea Alarm and CPMR and coordinated by REMPEC the regional Centre of the Barcelona Convention. The POSOW Oiled Shoreline Assessment Manual can be downloaded [HERE](#)

Training

FRANCE: CEDRE INFORMATION DAY - THE INVOLVEMENT OF VOLUNTEERS IN OIL SPILL RESPONSE

Cedre Information Day, 20 April 2016. Paris la Défense.

Every major oil spill sees an influx of volunteers, a phenomenon which is perceived in very different ways from one country to another. During the Hebei Spirit spill in South Korea (2007), on top of the 10,000 villagers hired daily by clean-up contractors, 50,000 volunteers also contributed to response efforts. In the case of the Deepwater Horizon spill in the US (2012), 25,000 of the 72,000 responders were volunteers. The first question to spring to mind is: who are these volunteers? Your neighbours, ordinary citizens, members of an association or civil protection unit, sea professionals?

Definition and past experience of the use of volunteers. Issues relating to their involvement (status, management/supervision, accommodation/catering, PPE, health, training). [Download more information](#)



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

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	January 2016
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	February 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	February 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 4, 2015
IMO Publishing News	New and forthcoming IMO publications	January 2016
Intertanko Weekly News	International news for the oil tanker community	No 8, 2016
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2016 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	January 2016 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	January 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	February 17 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
SAC News	Oil spill related and other news from Alaska	Dec.11 issue 2015
Technology Innovation News Survey	From US EPA – Contaminated site decontamination	January 1-15, 2016
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	December 28 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	February 1, 2016
USA EPA Tech News & Trends	Contaminated site clean-up information	Fall 2015 issue
WMU Newsletter	News from the World Maritime University	December 2015 issue

Your editor depends on regular receipt of updated links for listed publications. If these are not received, relevant entries may be discontinued.

Events

"OIL SPILL INDIA 2016" SET FOR LAUNCH IN MUMBAI IN AUGUST

The 4th Edition of Oil Spill India (OSI) 2016 is all set to be launched at the JW Marriot Sahar, Mumbai. Keeping with the current trend and the government policy of "Make in India" the theme selected for this two-day event scheduled for 11th and 12th August 2016 is "Commitment, Synergy, Excellence".

For the first time Mumbai will play host to this unique major event "OSI 2016", whereas the first three editions had been successfully hosted in GOA. In year 2011, Oil and Natural Gas Corporation Ltd (ONGC), Directorate of General Shipping and the Indian Coast Guard, in association with iTEN Media recognized a need for an industry forum to deliberate & collaborate on response frameworks for Oil Discharges in the region, as same was on discount.

As a result, "OIL SPILL INDIA" was conceptualized and founded as an industry led conference and exhibition.

For more information on Oil Spill India 2016, Click [HERE](#)

UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UK	Feb 15-19	IMO Pollution Prevention & Response S/C'ttee.	London
UK	Feb 17-18	Society of Maritime Industries Conference	Hull
QATAR	Feb 22-24	9th Oil Spill Response Officers Mtg & Planning C'tee	Doha
SAUDI ARABIA	Feb 22-24	PetroEnvironment 2016	Dammam
UK	Mar 15-17	Oceanology International	London
CANADA	Mar 17-18	Workshop on HNS Convention	Montreal
AUSTRALIA	Mar 22-23	2nd Dangerous Goods Conference	Perth
CANADA	Mar 23-24	8th Arctic Shipping Summit	Montreal
NIGERIA	Mar 29-31	Clean Niger Delta Conference	Abuja
JAPAN	April 7-8	NOWPAP 14th CEARAC Focal Points Meeting	Toyama
UK	April 18-22	IMO Marine Environment Protection Committee	London
UK N. Ireland	April 19-21	ISAA Training Days 2016	Enniskillen
FRANCE	April 20	CEDRE Information Day – Volunteers in OSR	Paris
UK	April 26	UK Spill Meeting, Dinner and Annual Awards	London
USA	April 27-29	APICOM Spring Meeting	Galveston, TX
AUSTRALIA	May 2-6	Spillcon 2016	Perth, WA
CROATIA	May 10-15	ADRIASPILLCON 2016	Opatija
UAE	May 17-18	Offshore Arabia Conference & Exhibition	Dubai
NETHERLANDS	May 24-26	Bon Agreement WG on Counter Pollution Activities	Scheveningen
CANADA	June 7 - 9	AMOP Technical Seminar	Halifax
USA	June 21-23	Clean Pacific Conference & Exhibition	Seattle, WA
INDIA	August 11-12	Oil Spill India	Mumbai
UAE	October TBA	EI Middle East HSE Technical Forum	Abu Dhabi
UK	October 18	UK Spill – Spill Science Seminar	Southampton
MALTA	November 2-3	JOIFF Fire & Explosion Hazard Mgmt. Conference	St. Julians

To request posting of an event of interest to the Spill Response Community please send details to the Editor

Company news

ISCO MEMBER, ELASTEC ENVIRONMENTAL HAS PUBLISHED A NEW CATALOG

A complete line of oil spill boom, skimmers and workboats - floating barriers for silt, aquatic weeds, trash & debris control - incinerators for destroying medical waste & evidence drugs [More info](#)

FORUM SUBSEA RENTALS SIGNS GLOBAL AGREEMENT FOR AQUATEC'S LEAKLOG

Forum Subsea Rentals, a subsidiary of Forum Energy Technologies and Aquatec Group have announced the signing of a global agreement for the rental of Aquatec's LEAKlog™ leak detection and inspection suite.

The Aquatec LEAKlog leak detection sensors are utilised for routine inspection and surveillance of a variety of subsea installations as well as for permanent leak monitoring applications. The suite incorporates a data acquisition system and interchangeable sensors. For more information visit www.f-e-t.com

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