



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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<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), **Lord Peter 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 Osman Tarzumanov** (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 Psarftis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **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](http://www.spillcontrol.org)

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## International news

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



## Oil Spill India 2016

4<sup>th</sup> International Conference & Exhibition

11<sup>th</sup> & 12<sup>th</sup> August 2016,  
JW Marriott, Sahar, Mumbai, India

  
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## EUROPE: MARINE HNS SPILL RESPONSE THE MARINER PROJECT



The MARINER project focuses on improving planning, preparedness and response to HNS spills in Europe by:

- Capitalizing and translating relevant HNS R & D outcomes into operational resources applicable by planners and responders;
- Improving training and exercise capabilities;
- Upgrading and/or improving tools to support decision making and response;
- Increasing awareness and encouraging information exchange.

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## International news (continued)

All MARINER tasks scheduled for this first year of the Project are underway. Among other activities, our partners have already delivered the methodology to identify and compile existing HNS preparedness and response knowledge generated by EU funded public research as well as by other existing resources. Eventually, all this information will be made available to end users through a user-friendly online tool. The gathering process will be on going until the end of this year.

In parallel, our partners are also working on improving the available tools to model the drift, fate and environmental effects of HNS spills; designing a web-based database exercise tool that will help to reinforce the training and exercising of responders; and developing a training package on HNS spill management.

In addition to that, MARINER is contacting experts from outside the maritime sector (e.g. from the chemical industry, civil protection, and fire crews working on-land, inland waters, etc.) so as to adapt their knowledge to the response-at-sea requirements and, eventually, improve the marine protocols. In Spain, INTECMAR have already contacted the General Directorate of Merchant Navy, Sasemar, and GIETMA, which is a military unit specialised in responding to technological and environmental emergencies. *MARINER Newsletter*

[Read more](#) [Visit the MARINER website](#)

## IOPC FUNDS - NEW OFFICES, NEW WEBSITE AND NEW BROCHURE



IOPC Funds is pleased to announce that the offices of IOPC Funds' Secretariat have now relocated to its new premises in the same building as the International Maritime Organization (IMO).

To coincide with this move, the Funds' website has been refreshed to incorporate the recently adopted new logo and to provide a lighter more contemporary look and feel, whilst generally maintaining the main navigation, functionality and contents of the site.

A new brochure, providing a general overview of the IOPC Funds, has also been published in English, French and Spanish and is available on request or to download from the publications section. <http://www.iopcfunds.org/>

Note: As announced in ISCO Newsletter 543 of 18<sup>th</sup> July 2016, Email and phone contacts are unchanged.

## Incident reports from around the world

### CANADA: SASKATCHEWAN RIVER OIL SPILL UPDATES

#### July 24 - At least 40 percent of Canada oil spill recovered: officials

Authorities have recovered at least 40 percent of the 1,572 barrels of oil that leaked into a major western Canadian river, but the spill is still moving downstream and threatening the drinking water of riverside communities, officials said on Sunday.

The heavy oil and diluent leaked from Husky Energy Inc's Saskatchewan Gathering System pipeline on Thursday, flowing into the North Saskatchewan River.

In a telephone conference with reporters, officials from the province of Saskatchewan said they had built five booms to contain the spill and were working with Husky and the federal government on a clean-up plan. *Reuters* [Read more](#)

#### July 24 - Oil spill: Sunday's update

The following is a list of everything pertinent we know, as of Sunday afternoon, about the oil plume. The oil spill flowing toward us will affect City of Prince Albert water operations for "up to two months," public works manager of

## Incident reports from around the world (continued)

engineering services Jeff Da Silva said.

Throughout this time, the City of Prince Albert will find ways to continue providing City users with safe, potable drinkable water, he and city manager Jim Toye stressed during a press conference at City Hall on Sunday.

At the same time, they urged residents to limit their use of water as much as possible to lessen the strain on the City's newly stressed water sources.

Between the City of Prince Albert press conference and a teleconference with the provincial government earlier Sunday afternoon, we've ascertained the following pertinent details: *Prince Albert Daily Herald* [Continue reading](#)

### July 25 - Husky shuts pipeline indefinitely after Canadian oil spill

Husky Energy Inc has indefinitely closed a pipeline that leaked oil into a major Canadian river, a company official said on Monday, as the spill forced a second city to stop drawing drinking water.

Heavy oil and diluent leaked from a 19-year-old pipeline in Husky's Saskatchewan Gathering System on Thursday, flowing into the North Saskatchewan River, which supplies water to several communities in the western Canadian province.

The northern part of the system will remain down until Husky has "dealt with the crisis at hand," said Husky executive Al Pate, adding the company was "deeply sorry." *Reuters* [Read more](#)

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### USA: GEORGIA – OIL SPILL CLEAN-UP ON LAKE SINCLAIR CONTINUES

July 24 – Clean-up from the oil spill caused by Georgia Power on Lake Sinclair is nearly complete, according to Georgia Power spokesman Jacob Hawkins.

He says the waterway under the Highway 441 bridge has been re-opened and that they have isolated the areas with the remaining oil, which is now near the shoreline of the plant. *13wmaz.com* [Read more and see video](#)

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### SRI LANKA: PIPELINE RUPTURE DISRUPTS OIL FLOW FROM PORT TO REFINERY

July 24 - The unloading of crude oil at the Colombo Port was suspended yesterday following a rupture of the pipeline carrying oil from the port to the Sapugaskanda Oil Refinery. The rupture had occurred on a buoy connected to the pipeline about 6 km away from the outer harbour.

An Iranian vessel carrying 90,000 metric tonnes of crude oil was unloading crude oil when the rupture occurred. Ceylon Petroleum Corporation's (CPC) Jathika Sevaka Sangamaya Secretary, Ananda Palitha told the Sunday Times the CPC will have to pay US\$ 20,000 a day as compensation, if authorities fail to repair the damage within the next three days. *Sunday Times* [Read more](#)

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### USA: 4,200 GALLONS OF OIL SPILLED OFF NEW ORLEANS

July 26 - The U.S. Coast Guard has reported a spill of up to 4,200 gallons of crude from a pipeline near Lake Grand Ecaille, Louisiana on Monday, in Plaquemines Parish.

The pipeline, an abandoned flow line formerly operated by Hilcorp Energy, has been secured. "The leak was immediately stopped and the spill has been contained," the firm said in a statement.

Approximately eight square miles are affected. Response contractors Environmental Safety and Health have deployed a containment boom and are working to clean up the spill. The Coast Guard, NOAA, Louisiana Oil Spill Coordinators Office and the Louisiana Department of Wildlife and Fisheries are also involved in supervising the response. Coast Guard Air Station New Orleans aircrews have conducted aerial surveillance to monitor the spill.

*The Maritime Executive* [Read more](#)

### July 26 - Coast Guard reports 4,200-gallon crude oil spill in Barataria Bay

Officials with Houston-based Hilcorp told the Coast Guard the abandoned flow line was secured Monday after the spill was discovered. On Tuesday, the company issued a statement saying that the leak occurred in an abandoned flow line in the Lake Washington oil field in Plaquemines Parish.

"We have begun cleanup operations and will continue to coordinate with state and federal agencies on the response," the statement said. We are currently investigating the cause of the leak.



## Incident reports from around the world (continued)



*Photo: Two Environmental Safety and Health vessels deploy boom on Monday, July 26, to help corral an estimated 4,200 gallons of crude oil near Lake Grande Ecaille in Barataria Bay. Hilcorp Energy hired the company to clean up the spill, which came from an abandoned oil flow line.*

Officials said about 8 square miles, including a patch of wetlands, was affected by the spill. A spill response contractor Monday deployed long booms to contain part of the spilled oil that was seen around a platform in the area.

"Environmental Safety and Health, an oil spill response organization, has been contracted by Hilcorp Energy to conduct clean-up operations," said a Coast Guard news release.

The Coast Guard, NOAA, the Louisiana Oil Spill Coordinators Office and the Louisiana Department of Wildlife and Fisheries also were overseeing the response to the spill. *The Times Picayune* [Read more](#)

### July 29 - Amid latest oil spill, Hilcorp Energy targeted by oyster growers

Even as Hilcorp Energy Co. works to clean up a spill of as much as 4,200 gallons of oil in the Plaquemines Parish marsh, the company is the target of a new lawsuit alleging it smothered oyster leases in the same area when it dug access channels to one of its Barataria Bay wells. Oyster growers say the Houston-based company used a process called "prop washing," in which tugboat propellers churn the waterbottoms to deepen existing channels. *The Times Picayune* [Read more and watch video](#)

### MALAYSIA: HEAVY FUEL OIL SHIP LEAKS IN WATERS OFF TANJUNG PIAI

July 27 - A foreign merchant ship laden with 5,495 tonnes of heavy fuel oil (HFO) sprung a leak in the waters off Tanjung Piai, near here, yesterday.

Malaysian Maritime Enforcement Agency (MMEA) Johor Bahru Director Capt (Maritime) Aminuddin Abd Rashid said the leak on the right side of the ship caused about one tonne of HFO to spill into the sea.

Aminuddin said the incident was discovered when the British-registered ship, heading towards Brazil from Singapore, was passing through the Malacca Straits. The ship then anchored three nautical miles west of Tanjung Piai to transfer the fuel to another tanker. *FreeMalaysiaToday.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## News reports from around the world (countries listed in alphabetical order)

### CANADA: PAULA SIMONS: HOW VULNERABLE IS EDMONTON'S WATER SUPPLY? HUSKY OIL SPILL IN SASKATCHEWAN GIVES SOME DISTURBING ANSWERS



*Photo: An oil slicks floats on the North Saskatchewan River near Maidstone, Sask., on Friday, July 22, 2016. Husky Energy has said between 200,000 and 250,000 litres of oil and other material leaked into the river on Thursday from its pipeline. JASON FRANSON / THE CANADIAN PRESS*

July 26 - Monday morning, the City of Prince Albert shut off its water intake from the North Saskatchewan River.

Monday afternoon, Prince Albert city council declared a local state of emergency.

Water is now being rationed, with a \$1,000 fine to anyone who uses excessive amounts. Meantime, construction crews were fighting against time to complete an emergency 30 km water pipeline to the South Saskatchewan River in an effort to find an alternate source of drinking water for the city of 35,000.

## News reports from around the world (continued)

North Battleford was the first city to have its water system compromised. It, too, turned off its river water intake and imposed water conservation measures. But North Battleford was lucky; while it does draw some water from the North Saskatchewan, the city of 19,000 get most of its drinking water from underground wells.

Bonneville is director of Epcor's Edmonton water treatment plants. Those plants — Rosedale in the downtown, and E.L. Smith in the southwest — draw exclusively from the North Saskatchewan. On a hot summer day, Epcor might pull 450 million to 500 million litres of water from the river.

And those plants don't just serve Edmonton. Epcor pipes its treated North Saskatchewan water to 60 different communities, from Villeneuve to Vermilion, from Leduc to Long Lake. More than a million people in the region rely on the North Saskatchewan for water. A major oil spill west of Edmonton could threaten not just our majestic local river, but the water we all drink. *Edmonton Journal* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### CANADA: CANADIAN RAILWAYS TO PHASE OUT DOT-111 TANK CARS BY NOVEMBER

July 27 - Transport Canada's Minister of Transportation has announced that DOT-111 tank cars used to transport flammable liquids will be phased out ahead of schedule. By November 1, 2016, legacy DOT-111 tank cars will be swapped for newer, safer cars designed with thicker steel, head shields, thermal protection and top fitting protection. In 2015, 146,000 carloads of crude oil was shipped throughout Canada by rail.

The expedited phase-out will remove unjacketed legacy DOT-111 tanks cars of Canadian railways six months early and legacy jacketed DOT-111 cars 16 months early.

"Accelerating the phase out of legacy DOT-111 tank cars in crude oil services is another crucial step in improving the safety of communities along our railway lines," said Marc Garneau, Transport Canada minister. "By removing the least crash resistant tank cars in service, we continue to modernize how dangerous goods are shipped in Canada and further protect Canadians and their families who live near Canada's rail network." *The Bakken Magazine* [Read more](#)

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### MAURITIUS: MV BENITA RE-FLOATED



*Photo: MV Benita during the re-floating operation, Sunday, July 24, 2016. Photo: Five Oceans Salvage*

July 25 - As of Sunday afternoon the vessel was being towed to a position some 20 miles off the coast, where a skeleton crew will remain on board in order to assess the vessel's seaworthiness and general condition, according to international salvage firm Five Oceans Salvage. Appropriate evacuation procedures are in place to ensure the safety of those on board should conditions deteriorate.

The Liberian-flagged MV Benita ran aground June 17 after an incident involving one of the crew members, who reportedly attacked other crew members before locking himself inside the

engine room, damaging equipment and resulting in the ship losing propulsion. Weather was factor throughout the salvage, with two tugs connected to the Benita at all times to prevent it from running aground even further.

Prior to Sunday's re-floating, the salvage focussed on removing the bunker fuel, lubricant oil and other pollutants on board. Cargo tanks and void spaces were sealed before being pressurized prior to the re-floating attempt. Throughout the operation, the protection of the environment remained top priority. *gCaptain* [Read more](#)

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### MALAYSIA, SINGAPORE CONDUCT CHEMICAL SPILL RESPONSE EXERCISE

July 28 - To test Malaysia and Singapore's readiness to tackle chemical spills, a joint exercise was held along the East Johor Strait on Thursday (Jul 28). The exercise is part of the bilateral cooperation programme under the Malaysia-Singapore Joint Committee on the Environment, the Maritime and Port Authority of Singapore (MPA) and the National Environment Agency (NEA) said in a joint news release.

Thursday's exercise simulated a collision between a chemical tanker departing an oil terminal in Pasir Gudang, Malaysia, and a cargo ship departing an adjacent shipyard, resulting in the spillage of 30 metric tonnes of the chemical Styrene Monomer. Styrene Monomer is a flammable liquid which floats on water. Prolonged exposure to highly concentrated vapour could lead to unconsciousness, coma and death, MPA and NEA stated. *Channel News Asia* [Read more](#)



## News reports from around the world (continued)

### USA: EPA RESEARCH SHOWS MODERATE OR SEVERE CORROSION IN MAJORITY OF DIESEL FUEL UNDERGROUND STORAGE TANK SYSTEMS STUDIED

July 20 - In a report released recently on corrosion inside diesel fuel underground storage tanks (USTs), the U.S. Environmental Protection Agency (EPA) found moderate or severe corrosion that could affect metal components inside both steel and fiberglass underground tank systems. Corrosion inside USTs can cause equipment failure by preventing proper operation of release detection and prevention equipment. If left unchecked, corrosion could cause UST system failures and releases, which could lead to groundwater contamination.

Underground tank releases have historically been a leading cause of groundwater contamination. Groundwater is a source of drinking water for almost half of the people in the U.S.

EPA's report shows that 35 of 42 – or 83 percent – of the USTs studied exhibited moderate or severe corrosion, but less than 25 percent of owners were aware of corrosion prior to the internal inspection. *Pollution Online* [Read more](#)

### USA: NDIC UPDATES FACILITY BERM REQUIREMENTS IN BAKKEN



*Photo: The North Dakota Industrial Commission has adopted a new berm requirement intended to prevent spills from leaving a well pad.*

July 27 - Under a modified requirement adopted last month by the North Dakota Industrial Commission, Williston Basin well and facility sites will be required to have a six-inch berm around new and existing facilities.

Alison Ritter, public information specialist for the Department of Mineral Resources, said the requirement would affect about 4,000 sites that must now construct the berms at a cost estimated at \$3,500 each, a total impact of \$14 million.

Before this, she said the state required diking around the tanks for facilities built after the year 2000 or on a site-by-site basis per permit stipulations. Ritter said operators will now be required to have berms around an entire site and dikes around tanks.

The amendment requires oil tanks and equipment to be resistant to produced fluids, dikes to be constructed around the tanks and a perimeter berm to be constructed around all oil storage and production sites. The new requirement allows the flexibility to use weather-resistant security seals. *The Bakken Magazine* [Read more](#)

## ISCO News

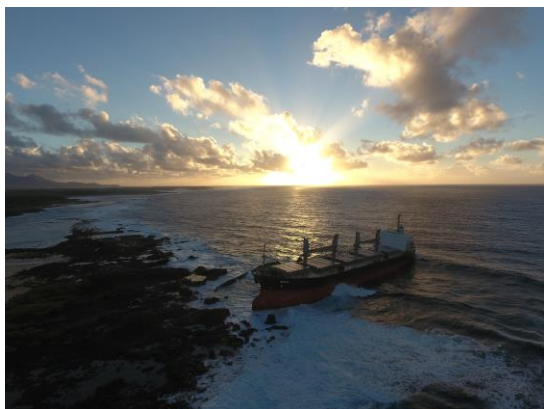
### YOU ARE INVITED TO VISIT THE ISCO BOOTH AT OIL SPILL INDIA IN MUMBAI, 11-12 AUGUST 2016

Please come by to get the latest information on ISCO activities and the benefits of membership.

Captain D. C. Sekhar, ISCO's Member of Council for India will be speaking on the first day of the OSI 2016 Conference in the Technical Seminar on Disaster Management, Spill Response and Mitigation (1645-1800 hrs.)

## Correspondence

### PRACTICAL USE OF DRONE TECHNOLOGY DURING MV BENITA GROUNDING RESPONSE



Letter from Simon Valentine, FISCO, Emergency Response Manager, with ISCO Member, Swire Emergency Response Services (Pte) Limited in Dubai

"We have been using a UAV since the 18th June working on the response to the MV Benita grounding in Mauritius.

For info, SER mobilised to the incident on the 18th June and have had a team of 7 in Mauritius ever since as well as OSR equipment mobilised from our Dubai stockpile.

Swire Emergency Response became the first company in Mauritius to be issued with a 'Permission for Aerial Work' for the commercial

## Correspondence (continued)

operation of its Unmanned Aerial Vehicles. Permission MU-RPA.01 was issued by the Director of the Department of Civil Aviation following the approval of SER's UAV Operations Manual and Demonstration of Pilot Competency.

SER's UAV's have been used extensively in the response to the grounding of the MV Benita, reducing the need for personnel to undertake potentially hazardous tasks such as taking draft surveys and undertaking shoreline surveys on oiled rocky shorelines”.

For more information of SER's UAV services, please contact [simon.valentine@swire.com.sg](mailto:simon.valentine@swire.com.sg)

## Special feature

### SHORELINE CLEAN-UP – PART 28

#### A 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.

### Shoreline Clean-up (Continued)

#### Not learning from the past



The main aim of an oil spill cleanup is to reduce the amount of damage done to the environment.

Back in the late 1960's when the first of major oil spills occurred from a tankers of over 100,000 tonnes up until the late 1980's, humans generally did not have the same thought for the environment that we have today.

Here are a few points where it seems some people do not read case histories and just make the same mistakes all over again.

Areas like this salt marsh in Northern France (left) were damaged in some cases beyond repair due to access by vehicles.

The plants that were destroyed left areas for invasive plant species to grow where they had never been before thus changing forever this area.

These days, if it is deemed necessary to use machinery in such areas there is a need to take care to cause the least damage.

This type of material (right) can be used. It is based on a military design which needed to be quick, easy and effective. It spreads the weight of vehicles and is later removed and taken to the next location.

Extreme actions are sometimes necessary, especially if you have a spill of 225,000 tonnes on the shoreline as in this case.

Enormous amounts of oily waste were often generated which took years to resolve but at the time people had little knowledge of the damage they were doing and were under pressure to be seen to be tackling the problem as quickly as possible.

Over the years we have learned techniques to reduce the amount of beach material removed and therefore the time and cost of the operation.

This photo (below) was taken during the Deepwater Horizon response showing that some of the lessons were not learned, or if they were they had, were not remembered.



## Special feature (continued)



Here you see excavators piling up sand whereas in the foreground you can see that there are just a few small tar balls.

I am sure the sand tonnage figures made another world record as they would have amounted to considerably more than 30 times the amount of sand to oil.

We have discussed the problems of cleaning manmade barriers such as riprap. The oil gets in between the concrete or rocks and takes a long time to come out.

Below (left) we have a bulldozer building a berm to stop oil affecting the whole tidal area of the shore.

Here are 3 points to think about.

1. The action is making access to the oil much more difficult.
2. The sand will mix with the oil as it collapses with each high tide.
3. Was it necessary for the rocks to be mixed in too?

Now instead of just removing the oil the whole contaminated mixture will have to be treated.

We have used beach cleaning machines for years for removing tar balls. In some case there is a need to modify the screen in order to recover very small tar balls.



These machines are used daily around the world to remove the rubbish tourists leave behind. They pick up the rubbish and drop the sand where it came from.

There are other machines that pick up both tar balls and sand, inevitably mixing them together then dumping it in a heap for another machine to pick it up transport it to another location where it will be separated.

Unless there is a rigid system in place to record exactly where the sand came from it will not be put back in the right place.

Sand grains differ greatly in size from beach to beach and from the front to the back of a beach.

If sand from one beach is put on another it can cause local erosion.

This unit (below left) is powered by two diesel generators and a 4 million Btu propane boiler is used to heat water.



A wash takes 20 minutes and in an hour the unit can process 50 tons of sand to a sterile state. It covers an area 1/3 of a football pitch.

Of course this is not a mobile system and so all the sand from the area has to be transported to the processing site, greatly increasing the cost of the operation.

Big is not always best!

Washing sand until it is "really white" causes other problems.

Sandy shores have life in them, especially when close to the sea, Placing tonnes of clean white sterile sand back where it came from kills the life forms that survived both the oil and the clean-up.



## Special feature (continued)

Another system used in the past employed units that could be located on the beach to clean sand with high pressure sea water.

This may have been slightly slower but it did replace the material in the correct area and the marine life was not cooked.

Systems of this type (right) could be dismantled and reloaded on a truck for transport to the next location.

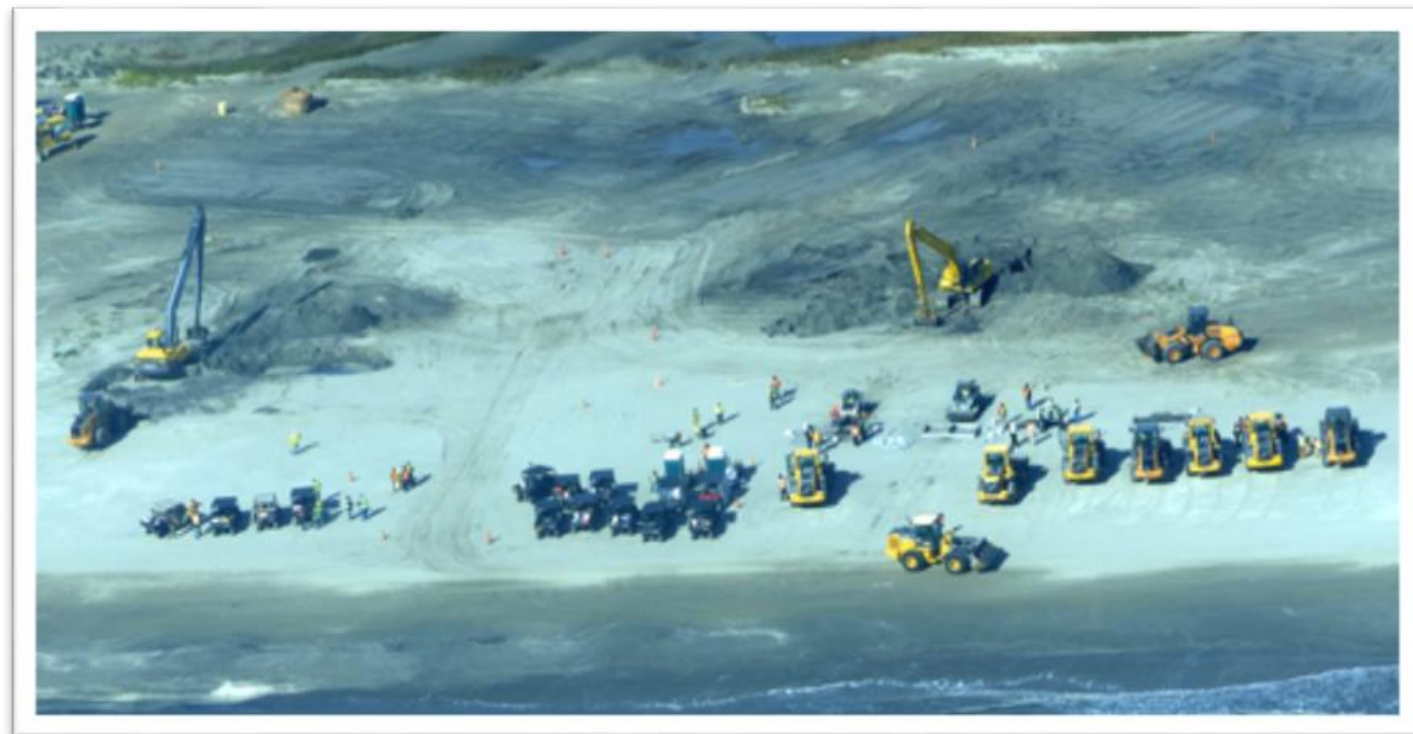


In another case oiled sand was washed 5 years after an oil spill. It could not be replaced on the shoreline but instead was used for construction work within a refinery.

The picture (left) shows oiled sand after 1, 2 and 3 washes.

This said, the judicious use of machines on beaches has a useful role and can often be used in support of manual operations.

This photo (below) that was titled “shoreline cleanup” could also be classed as “construction or destruction”.



Take note of what was been done in the past that worked well and what did more damage than was necessary.

Remember that we are trying to remove the oil and to do the least amount of damage to an already damaged environment.

The less the damage done, the faster the environment will recover.

**This concludes this series of articles on Shoreline Clean-up by Mark Francis**

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

<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	June 2016
<a href="#">AMSA On Scene</a>	Australia: National Plan for Marine Environmental Emergencies	March 2016
<a href="#">ASME EED EHS Newsletter</a>	News and commentary on HSE issues from George Holliday	Most recent issue
<a href="#">Bow Wave</a>	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	June 2016
<a href="#">Celtic and Biogenie enGlobe Newsletter</a>	Technical Information on Polluted Site Remediation	Spring 2016
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	Current issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	July 2016 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	July 2016 issue
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 2, 2016
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	July 2016
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	July 22, 2016
<a href="#">IPIECA eNews</a>	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	July 2016 issue
<a href="#">MOIG Newsletter</a>	News from the Mediterranean Oil Industry Group	Quarter 1, 2016 issue
<a href="#">NOWPAP Quarterly</a>	News from the North West Pacific Action Plan	Quarter 1, 2016 issue
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	June 2016 issue
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	July 27, 2016 issue
<a href="#">Sea Alarm Foundation Newsletter</a>	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
<a href="#">Technology Innovation News Survey</a>	News from US EPA – Contaminated site decontamination	June 1 - 15, 2016
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	Feb 29, 2016 issue
<a href="#">Transport Canada Newsletter</a>	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	July 1, 2016
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	Spring 2016 issue
<a href="#">WMU Newsletter</a>	News from the World Maritime University	July 2016 issue

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

## Events

### UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
<b>For more information click on Title of Event</b>			
LIBERIA	August 1-4	<a href="#">W'shop on Conting'y Planning &amp; Sensitivity Mapping</a>	Monrovia
NIGERIA	August 2-3	<a href="#">National Workshop on Oil Spill Modelling</a>	Abuja
INDIA	August 11-12	<a href="#">Oil Spill India</a>	Mumbai
SINGAPORE	August 30-31	<a href="#">International Safety at Sea Conference</a>	Singapore
UK	September 7-8	<a href="#">7<sup>th</sup> Maritime Salvage &amp; Casualty Response</a>	London
INDIA	Sept. 12-14	<a href="#">International Rivers Symposium</a>	New Delhi
SINGAPORE	Sept 12-14	<a href="#">Salvage and Wreck Asia</a>	Singapore
NORWAY	Sept 12-16	<a href="#">International NOSCA Oil Spill Technology Seminar</a>	Bodo
SINGAPORE	Sept. 13-15	<a href="#">Salvage &amp; Wreck Asia Conference</a>	Singapore
INDIA	Sept. 22-24	<a href="#">India Clean Seas Conference 2016</a>	Goa
NAMIBIA	Sept. 26-29	<a href="#">GIWACAF Workshop on IMS and NEBA</a>	Walvis Bay
FRANCE	October 10-14	<a href="#">Sea Tech Event 2016</a>	Brest
KOREA	October 11-13	<a href="#">World Ocean Forum 2016</a>	Busan
UK	October 12-13	<a href="#">The Contamination Expo Series 2016</a>	London
FRANCE	October 13	<a href="#">Info Day - Remote detection and maritime pollution</a>	Brest
UAE	October 17-19	<a href="#">EI Middle East HSE Technical Forum</a>	Abu Dhabi
UK	October 18	<a href="#">UK Spill – Spill Science Seminar</a>	Southampton
USA	November 1-3	<a href="#">Clean Gulf 2016</a>	Tampa FL
USA	November 1-4	<a href="#">Emergency Preparedness, Hazmat Response Conf.</a>	Pittsburgh
MALTA	November 2-3	<a href="#">JOIFF Fire &amp; Explosion Hazard Mgmt. Conference</a>	St. Julians
UAE	November 7-10	<a href="#">Abu Dhabi Int'l Petroleum Exhibition &amp; Conference</a>	Abu Dhabi
SENEGAL	December 5-7	<a href="#">GIWACAF Workshop on Dispersants and NEBA</a>	Dakar
<b>2017</b>			
USA	March 28-30	<a href="#">2017 SCAA Annual Meeting &amp; Conference</a>	Washington DC
USA	May 15-18	<a href="#">International Oil Spill Conference</a>	Long Beach CA
<b>2018</b>			
UK	March 13-15	<a href="#">2018 INTERSPILL Conference and Exhibition</a>	London

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

## Science and technology

### OIL SPILL NANO-FIX

July 22 - Oil spills in the ocean tend to spread out to form a thin layer, even if in an enclosed container the oil seems so viscous it is almost lumpy. This characteristic makes any resulting pollution very hard to pick up. In fact, current techniques tend to come up against physics pretty quickly – they work but they are fairly inefficient. Likewise, burning can only be applied to fresh oil slicks of at least 3mm thick and this process also creates secondary environmental pollution.

Unfortunately other methods tend to rely on dispersing the oil molecules; not only is there evidence that these detergent-like chemicals are themselves toxic to some kinds of marine life (even in relatively low doses), they cause the oil molecules to remain suspended in the water column for extended periods.

There is another way – change the composition to make it easier to handle. A new idea from the Institute of Bioengineering and Nanotechnology (IBN) does just this; researchers have invented a smart oil-scavenging material – called a supergelator - that could help clean up oil spills without falling into the trap of secondary pollution. These supergelators are derived from highly soluble, small organic molecules which, explains IBN, instantly self-assemble into a 3D network making nanofibres which entangle the oil particles: the resulting clump can then be skimmed off the water's surface fairly easily.

“The most interesting and useful characteristic of our molecules is their ability to stack themselves on top of each other,” said IBN team leader and principal research scientist Dr Huaqiang Zeng. He explained that the researchers created and tested out different kinds of these nano-sized stacks, finding the best structure to yield the required properties. IBN's supergelators have been tested on various types of weathered and unweathered crude oil in seawater, and have been found to be effective in solidifying all of them. The ‘magic’ mix takes only minutes to solidify the oil at room temperature; in fact IBN's in vitro demonstration works quickly, inside about 15 minutes – albeit this is a glass beaker in lab conditions. - See more at: <http://www.maritimejournal.com/news101/pollution-control/oil-spill-nano-fix#sthash.HCh71hmM.dpuf>



## Job vacancies

### NEW ZEALAND: PROJECT MANAGER, WILDLIFE RESPONSE, MASSEY UNIVERSITY

July 26 - The Institute of Veterinary, Animal and Biomedical Sciences at Massey University, Palmerston North, invites applications for a Project Manager to provide support for the development of a training programme in oiled wildlife response.

Oiled Wildlife Response Training is a collaborative project between Massey University and the University of California, Davis (UCD). Wildbase, Massey University's Wildbase is New Zealand's leading wildlife health centre, and Wildbase staff have an international reputation in avian medicine and surgery, conservation medicine, wildlife health and ecotoxicology. Further information and application details can be found on [the Massey University website](#). Enquiries should be directed to Dr Kerri Morgan, via email to: [K.J.Morgan@massey.ac.nz](mailto:K.J.Morgan@massey.ac.nz) or telephone +64 6 951 8187. Closing date for applications is 14 August 2016.

## Company news

### NEW ADDRESS FOR ISCO MEMBER, MEKE GROUP

The new address is - MEKE ATIK TOPLAMA VE DENIZ TEMIZLIGI SAN. TIC. A.S., Cumhuriyet Cad. Sark Apt. No: 1/4 Taksim 34437 Beyoglu, Istanbul / TURKEY Tel: +90 444 63 53 Fax: +90 212 293 43 20 [www.mekemarine.com](http://www.mekemarine.com)

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