

## 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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## APOCALYPTIC SCENES AS FLEEING ISIS FIGHTERS BOMB IRAQI TOWN'S PIPELINES LEAVING RIVERS OF OIL AND STREETS ON FIRE



Photo: A member of the Iraqi security forces stands with his weapon as fire and smoke rise from oil wells

September 2 - The Islamic militants are being pushed further and further back by Iraqi soldiers, but are leaving a trail of destruction as they retreat.

Fleeing ISIS fighters tried to raze an Iraqi town to the ground by flooding the streets with oil and setting it alight.

The murderous jihadists had been forced to retreat from Qayyara by Iraqi soldiers, in the latest US-backed push towards Mosul in the north of the country.

But as they fled, ISIS bombed pipelines and set fire to nearby oil wells, creating an endless cloud of black smoke that blocked out the sun and

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## International news (continued)

left the town shrouded in darkness.

The Iraq military's official Twitter account posted images of the aftermath, showing the streets of Qayyara flooded with black oil, some of them on fire.

The apocalyptic scenes brought back imagery from the 1991 Persian Gulf War, when Iraqi military forces torched Kuwaiti oil wells while retreating from advancing coalition forces. *Daily Record*  
[Read more and watch video](#) [Thanks to ADR Training UK]

### EUROPE: EQUIPMENT ASSISTANCE SERVICE FOR OIL POLLUTION RESPONSE NOW OPERATIONAL IN BALTIC AND NORTH SEA

September 1 - EMSA's Equipment Assistance Service is now up and running in two locations with equipment stockpiles available in both Gdansk, Poland and Aberdeen, UK.

The requesting party may choose one or more equipment sets from the [available oilpollution response equipment](#) in these stockpiles, including fire booms, combined containment and recovery systems and trawl net systems.

The equipment is available on request around the clock and is ready to be mobilised within 12 hours. If requested, technical support personnel is also available to provide assistance to the requesting party for the use of the specialised equipment.

Together with EMSA's Network of Stand-by Oil Spill Response Vessels, the EAS service complements the regional response capacity of member states and can also support oil spill response in other areas as the equipment can be sent anywhere in Europe. [EMSA Newsletter](#)

## Incident reports from around the world

### USA: CONNECTICUT - TOWN, ENVIRONMENTAL OFFICIALS STUDYING IMPACT OF CHEMICAL SPILL IN SOUTHTON

August 25 - Connecticut's Department of Energy and Environmental Protection said Thursday that people should not eat fish taken from a stretch of the Quinnipiac River in Southington until results from water quality tests are available to assess the impact of a Wednesday chemical spill from a plant near the river in that town.

Late Wednesday morning a release of hexavalent chromium was reported at Light Metals Coloring, 270 Spring St., Southington, according to DEEP Officials. The release is estimated at about 300 gallons, DEEP Officials said. *Southington Patch* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### MALAYSIA: VTTI ORDERED TO SUSPEND MALAYSIAN TERMINAL OPERATIONS AFTER BUNKER SPILL

August 26 - Vitol Tank Terminals International BV (VTTI) Friday said The Johor Port Authority has ordered it to stop operations at the company's ATT Tanjung Bin Sdn Bhd (ATB) terminal after a bunker spill was discovered at the site Wednesday, Reuters reports.

The spill is reported to have occurred while the tanker MT Trident Star was being bunkered at the terminal. *Ship & Bunker* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

**September 2** - A 60 metric ton oil spill at Tanjung Bin on August 24 is badly affecting operations at the Port of Tanjung Pelepas (PTP) to the point where Maersk Line has sent a note to clients today saying it will have to divert a number of ships from PTP to neighbouring Singapore. *Splash 24/7* [Read more](#)

## Incident reports from around the world (continued)

### PUERTO RICA: CARIBBEAN FANTASY FIRE EXTINGUISHED

August 29 – Follow-up to report in last week’s ISCO Newsletter - “We did a dive survey of the vessel at sea, found that there was minimal damage to the hull, and brought her to port with the USCG’s approval. Our fire team then went onboard to extinguish the fire,” said Ardent Salvage Master, Guy Wood.

McAllister Towing was one of Ardent’s OPA-90 partners that assisted in responding with two of their z-drive tractor tugs, Brooklyn McAllister and, Beth M. McAllister. Puerto Rico Towing and Barge and Moran Towing also provided tugs for the operation.

Ardent demobilized emergency response personnel and equipment one week after (Aug. 25) the successful operation, and handed the vessel back to the ship owner. *The Maritime Executive* [Read more](#)

### CANADA: ALBERTA - OIL SPILL CLEANUP UNDERWAY AFTER PUMP JACK TOPPLES INTO CREEK

August 29 - Bonterra Energy Corp. said its crews are in the final stages of cleanup after a pump jack fell into a creek southwest of Edmonton, spilling what the company called a small amount of oil and gear fluid.

Heavy rains last week washed out a county road near Drayton Valley, sending waves onto Bonterra's leased land which eroded under the deluge and forced the pump jack to topple onto nearby Washout Creek. The Alberta Energy Regulator said it couldn't confirm how much oil seeped into the creek after the Aug. 23 storm. *Calgary Sun*

[Read more](#)

### USA: 250 GALLONS OF DIESEL FUEL SPILL INTO COLUMBIA RIVER TRIBUTARY, COAST GUARD SAYS

August 29 - About 250 gallons of diesel fuel spilled into the water at a marina near the Columbia River early Monday morning, according to a U.S. Coast Guard official. The fuel spilled while a Washington fishing vessel conducted an internal fuel transfer at Skipanon Marina in Warrenton, the agency said in a news release. The spill left a sheen that was reported to have spanned about a mile by 500 yards. *OregonLive.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### INDIA: OIL SPILL AT GIRGAUM CHOWPATTY



*Photo: The sediment that was washed ashore in the high tide at Girgaum Chowpatty on Monday (Kumal Patil)*

August 30 - Large quantities of oil washed along one-and-a-half kilometre stretch of Girgaum Chowpatty on Monday has raised fears of a spill in the Arabian sea off city's coast.

“The coastline along the beach has turned black after the oil mixed with the sand. Also, there is a large amount of plastic strewn along the beach,” said Patade, who has documented over 250 marine species along the south Mumbai coastline. “The oil is toxic for big fish and also prevents the oxygen

flow towards the seabed, which comprises algae, sponges and corals. There are high chances of marine mammals getting affected as well.”

Mumbai Port Trust (MbPT) officials said that the oil may have washed ashore owing to a spill or is being pumped out by larger ships moving near the Persian Gulf. *Hindustan Times* [Read more](#)

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

### AUSTRALIA: NATIONAL PLAN UPDATE - EXERCISE NAUTICAL TWILIGHT

The National Plan for Maritime Environmental Emergencies (National Plan) is exercised on an annual basis. The exercise is a key component of National Plan capability and is useful in allowing National Plan partners the opportunity to train, practise, and reinforce their skills, training and application of procedures in a safe environment.



## News reports from around the world (continued)

The exercise is hosted in turn by each jurisdiction with the 2016 National Plan exercise being hosted by New South Wales. The exercise was held in two phases. Phase one, conducted on 7 June, dealt with a chemical incident occurring on board a container vessel at sea and a subsequent request from the vessel's master for a place of refuge in the Port of Newcastle.



National Plan exercise participants, Newcastle, August 2016

The aim of phase one was to practise the deployment of the newly-developed Hazardous and Noxious Substance (HNS) response capability and the application of National Maritime Places of Refuge Risk Assessment Guidance. This phase was held in the Port of Newcastle with AMSA, Port of Newcastle, Transport for New South Wales and Fire & Rescue New South Wales personnel forming a Maritime Casualty Control Unit to manage the potential maritime casualty and to assess an appropriate place of refuge.

The at-sea deployment of the AMSA/Fire & Rescue New South Wales HNS team, scheduled to be conducted off-shore of Port Macquarie as part of phase one, was postponed due to the low pressure system that impacted much of the Australian East Coast between 5 and 6 June. The HNS team was simulated by exercise managers in Newcastle allowing the strategic component of the exercise to be conducted as scheduled. The operational component has been re-scheduled for early September.

The second phase of the exercise was held 10 August and considered the community impacts and cost recovery implications of a chemical incident in the Port of Newcastle.

An exercise report covering the entirety of the exercise will be published on our website after the completion of the operational component in September. *AMSA Aboard August 2016* [Read more](#)

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### AUSTRALIA: FIXED WING AERIAL DISPERSANT CAPABILITY

As part of the National Plan, we maintain a fixed wing aerial dispersant capability around Australia that can be called on in the event of an oil spill. The use of dispersants is just one of the tools available to first responders to minimise the environmental damage of oil spills. In July we held a routine training exercise in South Australia (see below video) to ensure pilots and support staff are trained in spraying dispersant over the ocean. You can learn more about all the tools available to protect the marine environment from pollution on our website. *AMSA* [Read more and watch video](#)

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### FINLAND: ARCTIA KARHU'S HARBOR ICEBREAKER AHTO PARTICIPATES IN NUOTTA 2016 -OIL SPILL PREVENTION AND RESPONSE EXERCISE

August 29 - Harbor icebreaker Ahto participates in Nuotta 2016 -oil spill prevention and response exercise, directed by Lapland Rescue Department, Arctia says in a press release. Objective of the exercise is to practice cooperation in oil

## News reports from around the world (continued)



spills between authorities, organisations and volunteers. Nuotta 2016 will be held in the surroundings of Ajos, Kemi.

In the exercise, Ahto collects oil in formation, positioning behind two vessels pulling an oil drag net. The formation enables vessels to collect oil from a large area.

Arctia Karhu has a year-round oil spill preparedness service contract with the Lapland Rescue Department.

*Port News* [Read more](#)

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### KENYA: RESIDENTS SUFFER LIVER, STOMACH DISEASES AFTER OIL SPILL IN THANGE RIVER

August 30 - A report on the impact of oil that spilled into the Thange River basin in Kibwezi East constituency last year has linked cases of liver and stomach diseases among residents to petroleum poisoning.

The report states that results of tests done on 161 patients out of 1,071 in February this year showed they contracted diseases caused by benzene and toluene poisoning. The two elements are found in oil.

The report, seen by the Nation, was compiled by Panafcon Consultants, a Nairobi-based economic and social impact assessment firm contracted by Kenya Pipeline Company (KPC). *Daily Nation* [Read more](#)

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### SINGAPORE: SAFETY@SEA CONFERENCE LAUNCHED IN SINGAPORE.



September 2 - The Maritime and Port Authority of Singapore (MPA) launched the first-ever International Safety@Sea Conference in Singapore, which took place earlier this week. INTERTANKO's Marine Director, Phil Belcher, was invited to present on issues related to tanker safety and competency.

The event's guest of honour was Coordinating Minister for Infrastructure & Minister for Transport Khaw Boon Wan who announced that the MPA will establish a 'Community of Practice' (CoP) comprising international maritime administrations, national safety councils and classification societies to share knowledge and best practices, as well as collaborate on promoting safety at sea. The CoP will commence in August 2017 and convene biennially.

The conference also saw Mr Kitack Lim, Secretary-General of the International Maritime Organization (IMO), giving a keynote address entitled "Building a Resilient Safety@Sea Culture". Mr Lim highlighted the importance of inculcating a safety-first culture throughout the global shipping community, stressed the importance of training and career development and shared some challenges the shipping industry faces, such as manpower issues.

*INTERTANKO Weekly News* [Read more](#)

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### TRINIDAD & TOBAGO: MINISTER CONCERNED ABOUT OIL SPILLS

August 28 - Energy Minister Nicole Olivierre says she is extremely concerned about recent oilspills, particularly those affecting fishing communities in her La Brea constituency.

"I am extremely concerned about the oil spills because I do have a passion for the environment and particularly as these oil spills are taking place in the fishing areas within my constituency. I am very much concerned about it, that is why I am working with EMA, IMA and the Ministry of Agriculture and the Ministry of Planning so we could come up with a resolution to this issue that has been reoccurring since the 2013 oil spill," she said. *Guardian.co.tt* [Read more](#)



## USA: USCG EVALUATES COMMS EQUIPMENT IN ALASKA



August 23 - Coast Guard Research and Development Center evaluates state-of-the-art communications equipment and Next Generation Incident Command System in Alaska

At nearly 663,000 square miles, Alaska is the biggest state in the United States and over twice the size of Texas. The state's size and the remoteness of its northern communities make emergency response challenging. In response to growing economic and tourism interests in the Arctic, Coast Guard District 17, Alaska Command and the State of Alaska and other state and federal partners will conduct a mass rescue exercise called Operation Arctic Chinook in Tin City and Kotzebue August 23-24. The New London, Conn.-based Coast Guard Research and Development Center is using the exercise to evaluate state-of-the-art line of sight and

beyond line of sight communications equipment as well as the Next Generation Incident Command System.

Coast Guard R&D Center researchers will conduct research in locations throughout Alaska including Nome, Port Clarence, Tin City, Grand Singatook, Juneau and Anchorage. The LOS and BLOS equipment being tested during the exercise includes Mobile Ad Hoc Network radios and digital troposcatter technology which could allow first responders to establish voice and internet connections between the Regional Command Centers in Juneau and Anchorage in the event of a mass rescue event. NICS is a web-based system developed by the Department of Homeland Security in collaboration with the Massachusetts Institute of Technology's Lincoln Laboratory and the Coast Guard R&D Center. In addition to streamlining the paper-intensive Incident Command System process, NICS allows first responders to chat directly with decision-makers at the Incident Command Center, share photos and track personnel and assets using GPS, making response coordination quicker and easier. *Marine Electronics* [Read more](#)

## USA: OIL SPILL RESPONSE SHIP PULLED FROM SERVICE AS PORTLAND PIPELINE DELIVERIES SLOW



August 30 - The Maine Responder, a massive pollution-control vessel that has been moored in Portland Harbor for more than two decades, has been pulled from service because its operator has lost funding and the risk of an oil spill in the region has dropped because of declining tanker traffic to the Portland Pipe Line Corp.

News of the change Monday surprised many who work to ensure the safe operation of the harbor and are concerned about protecting Casco Bay and shipping routes that the vessel has covered from Maine to Massachusetts and beyond.

The Marine Spill Response Corp. of Herndon, Virginia, confirmed Monday that the 210-foot-

long vessel, which has docked in Portland since 1995, had been removed from service and its six crew members had been told they will lose their jobs.

Marine Spill Response will keep the boat in the water at Union Wharf and will continue to operate 10 other spill-response vessels, so several shipping companies and other facilities in the area that contract for its services will be able to maintain Coast Guard-approved spill-response plans, said company spokeswoman Judith Roos. *Portland Press Herald* [Read more](#)

## News reports from around the world (continued)

### U.S. REGULATORS WARN DRILLERS TO FIND SOLUTION TO SUBSEA BOLT FAILURES

August 29 - Federal regulators Monday warned subsea oil drillers and equipment makers that bolt failures in the Gulf of Mexico could result in an oil spill on the scale of the Deepwater Horizon disaster *The Wall Street Journal*  
[Read more](#) (Subscription Required)

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### USA: LOUISIANA - GOV. EDWARDS ANNOUNCES APPOINTMENTS FOR OIL SPILL AND HIGHWAY SAFETY

August 30 - Gov. John Bel Edwards announced two appointments to his administration Tuesday evening. Gov. Edwards announced that Marty Chabert would serve as the director of the Louisiana Oil Spill Coordinator's Office (LOSCO), and Dr. Katara Williams will serve as the director of the Louisiana Highway Safety Commission.  
*Myarklamiss.com* [Read more](#)

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### USA: COAST GUARD CLOSES PORTS AS HURRICANE NEARS FLORIDA

September 1 - Tropical Storm Hermine, which has already disrupted activity at a dozen oil and gas facilities in the Gulf of Mexico, has been upgraded to a category 1 hurricane as it approaches Florida. It is set to be the first hurricane to make landfall in the state in 11 years.

In a statement Thursday afternoon the National Hurricane Center said that a hurricane warning was now in effect from Suwannee River, Florida to Mexico Beach, with "life-threatening surge" of up to eight feet and flooding rains expected for the northeast Gulf Coast. *The Maritime Executive* [Read more](#)

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### USA: WASHINGTON - STATE ADOPTS NEW RULE TO MANAGE OIL SPILL RISKS

September 1 - Three months after the oil train derailment in Moiser, Gov. Inslee unveiled a new plan to try to improve oil spill emergency preparedness from railroad companies.

The Washington Department of Ecology adopted a rule Wednesday that requires railroad companies moving oil through the state to show they have the ability to respond immediately to oil spills.

Companies will have to submit contingency plans that detail what steps they will take in the event of a spill or risk of a spill. Each plan will be reviewed, tested through drills and approved by Ecology. *Tdn.com* [Read more](#)

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## ISCO News

### NEW MEMBER PROFILE – CASTALIA

In last week's ISCO Newsletter an introduction to new Corporate Member, Catalia Consorzio Stabile SCpA was given in Italian language. Thanks to Maurizio De Pirro of Castalia we are now able to give the company introduction in English –

"For 30 years, Castalia has been at work in Italy and abroad in the field of maritime activities and safeguarding the marine environment: antipollution, remediation of waters, seabeds and coasts, recovery of toxic and harmful refuse from the seabed, submarine surveys and environmental monitoring, education and environmental awareness-raising, protection of the marine flora and fauna, and research and development in new technologies and antipollution systems."

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### TEN YEARS AGO - LEBANESE OIL SPILL - ISCO OFFERS SUPPORT THROUGH IMO AND REMPEC

August 2006 - In Issue 44 of the ISCO Newsletter: "In a message sent to IMO and REMPEC on 9th August 2006 the International Spill Control Organisation offered its support. ISCO's message focused on the provision of technical support and resources in a number of potential scenarios that could call for specialised technologies and resources not likely to be available within the region. In its message ISCO anticipated some specific challenges and complications that could arise as a result of the conflict and consequent delay in initiating clean-up activities. The full text of ISCO's message was circulated to ISCO members".

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## DEEPWATER HORIZON INCIDENT: WHAT HAPPENED TO THE OIL?

An article in five parts by Alun Lewis, Independent Consultant



Alun Lewis has specialised in oil spill response work since 1979. His specialities are oil spill dispersants, the behaviour of spilled oil at sea and the aerial surveillance of oil at sea. During his career he worked for 25 years at the BP Research Centre, and subsequently on projects for the Warren Spring Laboratory, SINTEF in Norway, AEA Technology and the UK Maritime and Coastguard Agency. He has participated in numerous research programmes, large scale sea trials and development of laboratory procedures. Since 1998 he has worked internationally as an independent consultant with many clients, commercial and governmental. He has participated in many national exercises, training courses and workshops throughout the world. A more detailed bio was published in Issue 546 of the ISCO Newsletter

### PART FIVE

#### 3. Estimating the effectiveness of oil spill response methods (continued)

##### c. What would have happened if no response were undertaken?

The essence of any oil spill response actions is to reduce the amount of oil that would come ashore, compared to the case of no response being undertaken. It is obvious that if no response had been undertaken at the *Deepwater Horizon* incident, more oil would have reached the sea surface or remained on the sea surface.

Figure 5 illustrates the scale of the no response condition with the amounts of oil estimated to have been removed from the sea surface by response now being placed in the 'Other' oil category.

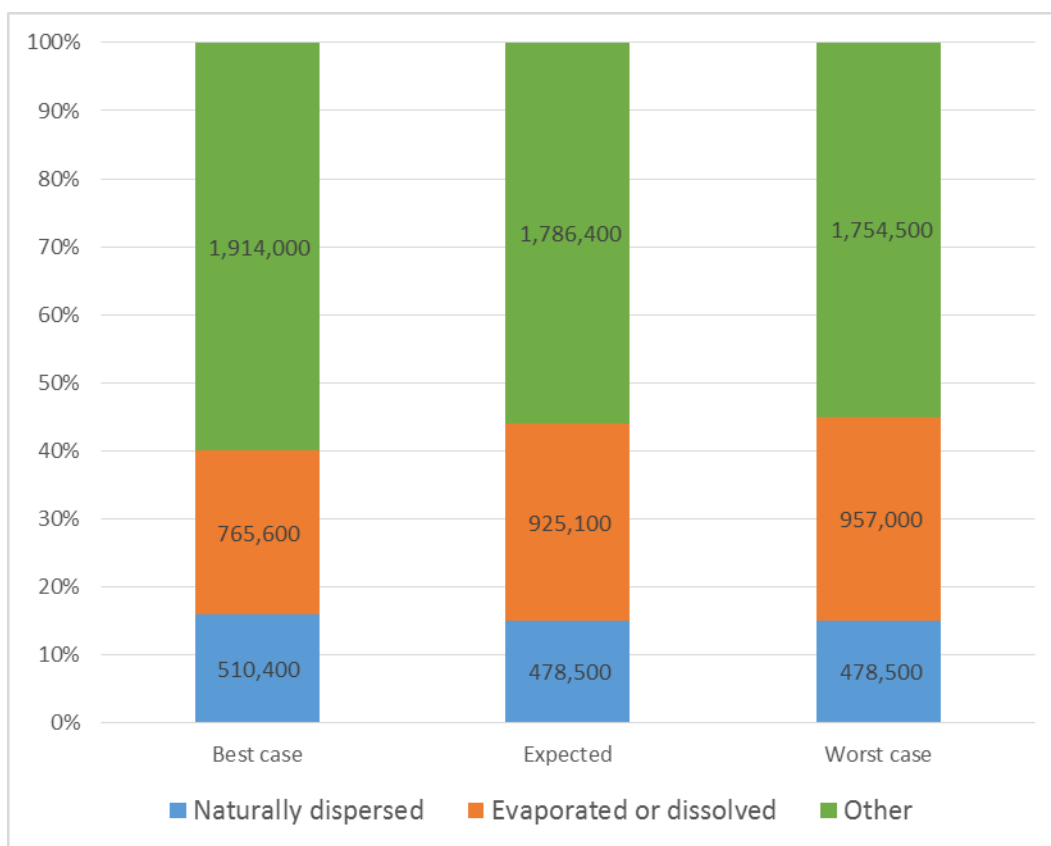


Figure 5. The 'no response' case as percentages and amounts oil that entered the water

The amount of oil that was estimated to have some ashore at the *Deepwater Horizon* incident was approximately 20% to 23% of the amount of oil estimated to be in the 'Other' oil category. Using this proportion to estimate the amount of oil that would have come ashore in the case of no response produces amounts of 366,000 to 412,000 barrels; a range



## Special feature (continued)

of from 2 to 6 times as much oil as was estimated to have come ashore with the response actions that were conducted.

Further oil drifting onto an already heavily oiled shoreline may not cause additional damage. However, given the fluctuations in wind and currents on a local scale, more oil drifting ashore is likely to impact a greater length of shoreline or lead to lightly oiled areas suffering heavier contamination and this would result in additional impacts.

However, as described earlier in section 2a, this would most probably not have been the 'end of the story.' One very visual aspect of the *Deepwater Horizon* incident was the different colours of the 'oil' on the sea surface. The relatively 'fresh', unweathered oil was very dark brown while the weathered and emulsified oil was a vivid orange colour. Experiments conducted at the time, and confirmed by later studies, showed that the crude oil released from the well needed to lose about 40% to 45% of its volume by evaporation before it could form a stable water-in-oil (w/o) emulsion.

In the absence of any response, further evaporative loss of the more volatile oil components to the air would have slowly occurred from the oil on the sea surface, resulting in an approximate total of 55% of the oil volume released into the water being removed by natural processes. Approximately 45%, or 1.75 million barrels, of the oil would have remained on the sea surface. Once a stable w/o emulsion could be formed, the water content would rise to 65% or more, thus trebling the volume of pollutant on the sea surface to produce approximately 4.2 to 4.3 million barrels of emulsified oil. The volume of emulsified oil would therefore have been approximately one-third more (135%) of the original amount of oil that entered the water. Some of this emulsified oil would have been eventually and naturally dispersed into the water column, but a lot would have remained as persistent oil on the sea surface and some would have drifted ashore.

These calculations indicate that it is likely that around 5 times (with a range of 4 to 14) more of emulsified oil would have come ashore on the coastlines of the GoM, if no response had been carried out at the *Deepwater Horizon* incident.

## 4. Conclusions

The *Deepwater Horizon* incident occurred under the intense glare of publicity by all aspects of the media and the oil release continued for 87 days. The largest-ever oil spill response operation was mounted with intense political pressure and media interest. A prolonged legal process was undertaken to resolve several aspects. A very extensive NRDA process estimated the damage caused to natural resources and the cost required to restore these resources. An extensive follow-up programme of academic research is still continuing.

Despite all of these activities, there continues to be some uncertainty about some aspects of the incident.

- i. It has been legally determined that 4 million barrels of oil were released from the well and that 3.19 million barrels of oil entered the waters of the GoM. This is, of course, a compromise of different views and opinions.
- ii. The fate of the oil has stimulated a great deal of academic research, but definitive answers have yet to be found. In several instances, laboratory experiments with patently unrealistic conditions have yielded erroneous results.
- iii. Some pieces of information, for example an accurate assessment of precisely how much oil came ashore, will never be known. Experiments that aim to simulate the conditions that occurred at the *Deepwater Horizon* incident may eventually be able to provide more certainty about precisely what happened
- iv. The US Federal Government produced the Oil Budget Calculator and this paper has used the same approach to estimate how effective the oil spill response actions were, in terms of the estimated amounts of oil and their fate with and without response. More sophisticated computer modelling would undoubtedly produce more sophisticated answers, but in the absence of some basic inputs of known values, some uncertainty will always remain.
- v. Dispersant use, both subsea and on oil on the sea surface, altered the outcome in a significant way, but there is still a high level of uncertainty about how much oil was dispersed by dispersant use. The Oil Budget Calculator estimated that between 0.4 million and 1.1 million barrels of the oil that entered the sea was dispersed. These estimates were intentionally conservative and it is likely that the actual amount is towards the upper end of this range. It is therefore likely that between 19% and 36% (or higher) of the oil that entered the seas was dispersed and subsequently biodegraded to a very substantial degree. In terms of the oil available for response, these percentages rise from 34% to 60%.

## Special feature (continued)

- vi. Using the same logic, burning removed 8% of the oil and skimming removed 5% of the total amount released into the sea or 15% and 9%, respectively, of the oil that was available for response.
- vii. If no response had been conducted, the amount of oil on the sea surface would have been from twice to six times higher. Burning or dispersing the oil before water-in-oil emulsification of the oil could occur prevented a very large amount of emulsion from being formed. It is estimated that at least 5 times (and perhaps 14 times) more of emulsified oil would have been formed if no response had been undertaken. This cannot be directly translated into the amount of emulsified oil that would have come ashore, but is indicative of the effectiveness of the response actions that were carried out.

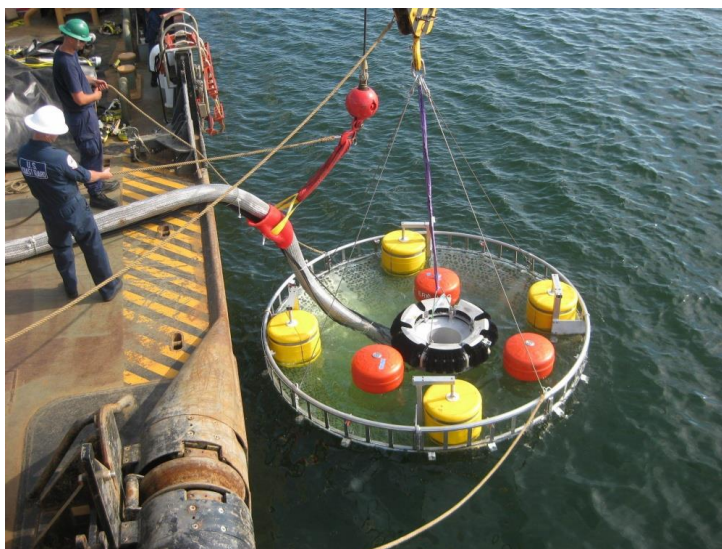
Despite all the uncertainties, all the available evidence indicates that the spill response effort, primarily led by dispersant use, substantially reduced the amount of surface oil and in doing so made a large contribution to mitigating the spill's impact.

### **This concludes this article published in five parts**

Parts 1-4 of this article were published in Issues 546-549. In case you missed any of these, links for the relevant issues can be found on the right hand side ISCO home page at <http://www.spillcontrol.org>

## Science and technology

### **USA: COAST GUARD DEMONSTRATES COLD WEATHER OIL RESPONSE TECHNOLOGY**



August 12 - The Coast Guard Research and Development Center, located in New London, Connecticut, and the crew of Coast Guard Cutter Juniper worked throughout the week to demonstrate and evaluate new technologies to use when responding to oil spills in harsh cold weather environments.

The technologies include a prototype ice cage to keep ice away from an oil skimmer as it collects spilled oil from the water's surface, a temporary storage device for collected oil that can be mounted on the deck of a vessel, and methods to decontaminate personnel who have been working in an oiled environment.

"The lessons we've demonstrated here and in the other tests clearly illustrate the feasibility of using technology to solve the issues surrounding oil spill cleanup in ice conditions," said Kurt Hansen, a project manager at the Coast Guard Research and Development Center. "The ice cage, for instance, has been shown to be a valuable tool for keeping ice away from oil skimmers, keeping their brushes clear and working more efficiently."

He added that the devices being demonstrated expand the Coast Guard's ability to react to an oil spill.

The demonstration will contribute to knowledge about responding to oil spills in cold environments such as New England, the Great Lakes, or Alaska. This demonstration builds on knowledge gained from previous oil spill response technology demonstrations in Alaska and the Great Lakes. <http://www.uscgnews.com/go/doc/4007/2873946/>

[Thanks to Bill Hazel, Marine Pollution Control] Note: ISCO Corporate Member, Marine Pollution Control designed the ice management system and participated on the equipment integration demonstration in Newport RI.

## Training

### ENROLMENT OF STUDENTS AT WMU IN 2017: MSC IN MARITIME AFFAIRS, WITH NEW SPECIALISATIONS

Nominations are invited for students to join the next class at the World Maritime University (WMU), a university established under the auspices of the International Maritime Organization (IMO), a specialised agency of the United Nations.

A number of donor fellowships are available, but these are limited in number. If you wish to apply for these awards for your nominee/s, then it is very important that the applications are submitted electronically to the university by mid-January 2017 to maximise the chance of success. More than half the University's students are now funded by their employer, government, from State scholarship providers, or from personal resources. All nominating authorities are advised to explore every possible national source of funding. The ISCO Secretary has a small number of WMU brochures, with full details of courses, which can be sent to interested students and sponsors. More information can also be found by visiting [www.wmu.se](http://www.wmu.se)

### EUROPE: FOSTERING COOPERATION & SHARING BEST PRACTICES THROUGH TARGETED TRAINING

September 1 - The annual Consultative Network for Technical Assistance is being held on 13 September, bringing together the various focal points from across Europe to discuss their training needs for 2017 as well as to explore the Distance Learning Packages being developed by EMSA. The recently updated [catalogue of training courses](#) now available online will be presented to participants, outlining the topics covered: maritime safety; maritime security; marine environment; human element; accident investigation; port state control; maritime legislation; vessel traffic monitoring and reporting; and maritime surveillance. Per session, the catalogue indicates the target audience, duration and content. <http://www.emsa.europa.eu/news-a-press-centre/newsletters/item/2792-newsletter-september-2016.html>

## Publications

### AUGUST 2016 ISSUE OF IMO PUBLISHING NEWSLETTER

This contains latest information on new and forthcoming publications, including the 2016 Edition of Response to Marine Oil Pollution Incident.

<http://www.imo.org/en/Publications/Documents/Newsletters%20and%20Mailers/Mailers/I558E.pdf>

[http://www.imo.org/en/Publications/Documents/Newsletters%20and%20Mailers/Newsletters/aug\\_b2c.html](http://www.imo.org/en/Publications/Documents/Newsletters%20and%20Mailers/Newsletters/aug_b2c.html)

### 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	September 2016 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	August 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	August 2016
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	September 2, 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="#">Ocean Orbit</a>	Newsletter from the International Tanker Owners Pollution Federation	May 2016
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	August 2016 issue
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	August 31, 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	July 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	September 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
For more information click on Title of Event			
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 17-20	<a href="#">October 2016 IOPC Funds meetings</a>	London
UK	October 18	<a href="#">UK Spill – Spill Science Seminar</a>	Southampton
NIGERIA	October 26-26	<a href="#">GIWACAF Workshop on Oil Spill Modelling</a>	Abuja
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
CHINA	November 8-9	<a href="#">5<sup>th</sup> Oil Spill Response Workshop Conf. &amp; Exhibition</a>	Beijing
COTE D'IVOIRE	Nov. 21-24	<a href="#">GIWACAF W'shop on Cont'y Planning &amp; Compensat'n</a>	Abidjan
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			

## Contracts and tenders

### UK: MARITIME & COASTGUARD AGENCY - SMALL OIL RECOVERY AND CONTAINMENT SYSTEM

The MCA wishes to purchase an At Sea Oil Recovery and Containment System capable of operating in shallow waters. The system should have the capability to capture a significant portion of an oil slick in shallow waters and to separate the oil and water. The system should be capable of recovering both high viscosity oils e.g. heavy fuel oil and low viscosity oils e.g. diesel. The Oil Recovery and Containment System will be part of the MCA's stockpile of Counter Pollution Equipment and will be used, in the event of a major marine oil spill, for the recovery of oil spilled into the seas around the UK, especially in shallow water areas close to the shore.

More info: <https://www.contractsfinder.service.gov.uk/Notice/ffb1430b-00c2-4acf-8309-9315ce6d377a>

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