



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 408, 28 October 2013

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

ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO 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 organisations.

ISCO COMMITTEE & COUNCIL

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

The Register of ISCO Members is maintained by **Ms Mary Ann Dalgleish** (Membership Director) and the list of members is on the website at <http://www.spillcontrol.org>

The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Namig Gandilov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psarafitis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

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

FIND THE HELP YOU NEED

Click on these links to view websites

[CONSULTANTS](#)

[EQUIPMENT & MATERIALS](#)

[RESPONSE ORGANISATIONS](#)

[TRAINING PROVIDERS](#)

For more info on these events, click on the banners



International news

IMO/IPIECA GLOBAL INITIATIVE TO HOLD ITS FLAGSHIP OIL SPILL RESPONSE CONFERENCE FOR WEST, CENTRAL AND SOUTHERN AFRICA IN NOVEMBER

GI WACAF Regional Conference 2013: "Oil Spill Preparedness and Response Capability in West, Central and Southern Africa: Sustaining momentum in a changing world of oil spill risks", 4 to 8 November, Swakopmund, Namibia

October 23 - The biennial Regional Conference of the Global Initiative for West, Central and Southern Africa (GI WACAF Project) will be held from the 4 to 8 November, in Swakopmund, Namibia, and will be jointly organized by the International Maritime Organization (IMO), IPIECA (the global oil and gas industry association for environmental and social issues), and the Ministry of Works and Transport of the Republic of Namibia.

Risks of oil spills are presenting new challenges to the region, as a result of increased oil and gas activities in the Central, Southern and Western parts of Africa, so the broad objective of the GI WACAF Regional Oil Spill Conference, is to ensure an effective response to these challenges by promoting public/private partnership for effective oil spill response.

Industry and Government stakeholders from 22 west, central and southern African countries (Angola, Benin, Cameroon, Cape Verde, the Congo, Côte d'Ivoire, the Democratic Republic of Congo, Equatorial Guinea, Gabon, the Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mauritania, Namibia, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, South Africa and Togo) and several leading international oil spill preparedness and response experts are expected to attend the 2013 conference, which follows those held in Gabon (April 2006), Republic of Congo (December 2007), Cameroon (November 2009), and Nigeria (November 2011).

The Conference is expected to focus on capacity building, under the theme "Oil Spill Preparedness and Response Capability in West, Central and Southern Africa: Sustaining momentum in a changing world of oil spill risks". The main objectives of will be to:

- raise awareness on oil spill preparedness and response issues with an emphasis on the challenges in the region;
- facilitate information sharing and lessons learned in the region;
- review the progress achieved since the last regional conference; and

BECOME A MEMBER OF ISCO

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

PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

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

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO. The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

You can apply for Student Membership, Associate Membership (AMISCO), Membership (MISCO) or Fellowship (FISCO).

[All about Professional Membership](#)

[Application Form](#)

To receive the ISCO Newsletter

Send your name and email address to - info@spillcontrol.org

International news (continued)

- determine priority actions for the coming biennium 2014-2015 to strengthen oil spill response capability in the region.

Discussions are expected to centre on key technical preparedness and response topics, including legislation, management systems, contingency planning, international co-operation, training and response resources.

IMO Press Release [Read more](#)

REPORT FROM THE 19TH SESSION OF THE ESPH 19 IMO WORKING GROUP

INTERTANKO participated in the 19th Session of the IMO Working Group on the Evaluation of Safety and Pollution Hazards (ESPH 19) at the IMO. The meeting was chaired by David MacRae of the UK and was attended by delegations from 17 countries (Argentina, Belgium, Chile, Denmark, Finland, France, Germany, Japan, Marshall Islands, Netherlands, Nigeria, Norway, South Africa, Sweden, United Kingdom and United States) and six other non-governmental organisations (International Chamber of Shipping (ICS), Dangerous Goods Advisory Council (DGAC), International Association of Ports and Harbours (IAPH), International Parcel Tankers Assoc. (IPTA), European Chemical Industry Council (CEFIC), and the Clean Shipping Coalition (CSC). You can read more in [Intertanko Weekly News Issue 43 \(October 2013\)](#)

CHEMICAL RESPONSIBLE FOR THOUSANDS OF SEABIRD DEATHS IS BANNED

October 22 - The chemical that caused the deaths of thousands seabirds in the UK earlier this year has been banned from being discharged at sea by the International Maritime Organisation (IMO).

More than 4,000 birds of at least 18 species washed up dead or were affected by

a sticky substance covering beaches from Cornwall to Dorset in two separate incidents in January and April this year.

An investigation by the UK government's Maritime and Coastguard Agency (MCA) confirmed that the chemical responsible was polyisobutylene (PIB), an oil additive that is flushed into the sea during the cleaning of a ship's tanks or flushing of ballast water.

Although it is considered to present a hazard to the marine environment, until now it has been legal to discharge it in restricted quantities into the sea under certain circumstances.

However, at a meeting of the IMO's working group on the Evaluation of Safety and [Pollution](#) Hazards of Chemicals in London on Tuesday, it was announced that from 2014 all high-viscosity PIBs will be reclassified under a separate category that bans their discharge at sea and requires tanks to be fully pre-washed and all residues to be disposed of at port. This will also apply to new "highly reactive" forms of PIB, which are currently being transported unassessed. *The Guardian* [Read more](#)

POPS COMMITTEE RECOMMENDS GLOBAL ACTION ON TWO CHEMICALS; INDIA BLOCKS DICOFOL BAN

October 21 - Scientists have agreed to recommend a global ban on the production and use of two toxic substances deemed to be persistent organic pollutants (POPs) and to advance reviews that could lead to restrictions on two others but failed to take action on one widely used pesticide due to resistance from India.

Wrapping up an Oct. 14-18 meeting in Rome, the Stockholm Convention's POPs Review Committee (POPRC) agreed to recommend the listing of hexachlorobutadiene (HCB) and chlorinated naphthalenes (CNs) under Annexes A and C of the convention.

Chemicals listed under Annex A are subject to a ban on their production or use, while those under Annex C are subject to measures aimed at reducing or eliminating releases from unintentional production. *Bloomberg* [Read more](#)

AUSTRALIA, US PUT HEAT ON RUSSIA OVER ANTARCTIC SANCTUARIES

October 16 - Nations led by Australia and the United States stepped up pressure on Russia Wednesday for a swift agreement to create vast Antarctic marine sanctuaries.

The Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), comprising 24 nations plus the European Union, meet in Australia next week with Russia seen as key to protecting large swathes of the wilderness area.

At a special summit of CCAMLR in Germany in July, Moscow blocked a plan to create the ocean sanctuaries off Antarctica for a second time. *TerraDaily* [Read more](#)

INLAND NW NEEDS MORE SPILL RESPONSE CAPACITY FOR OIL TRAINS



Environmental regulators heard from BNSF Railway that mile-long crude oil trains from North Dakota could cross the Northwest around five times a day in coming years.

October 25 - The rapid rise in crude oil shipping by rail means Northwest states need to bulk up their oil spill response capacity. That's according to members of a task force of Pacific states and British Columbia which met in Seattle Wednesday.

Environmental regulators heard from BNSF Railway that mile-long crude oil trains from North Dakota could cross the Northwest around five times a day in coming years.

Environmental regulators heard from BNSF Railway that mile-long crude oil trains from North Dakota could cross the Northwest around five times a day in coming years. That makes the Washington Department of Ecology's Linda Pilkey-Jarvis especially concerned about the inland Northwest, which hasn't been much of a focus when it comes to oil spills before. She says her agency would like to see railroads "contribute" to a spill readiness fund like marine tankers have to. *North West Public Radio* [Read more or listen to broadcast commentary](#)

Incident reports

TAIWAN, CHINA: OIL TANKER SINKS, MONITORED FOR LEAKS

October 16 - Coast guard authorities were on the alert Wednesday for possible oil leaks after a Honduras-registered tanker, the Yong Win3, sank the previous day about 35 nautical miles southwest of Little Liouchiou, an islet off southwestern Taiwan, China.

The Coast Guard Administration (CGA) said two of its boats were on patrol close to where the tanker sank, monitoring the situation and checking for any oil leaks.

The Yong Win3, which was carrying more than 5,000 tons of diesel fuel, sank late Tuesday after listing heavily for hours, according to coast guard officers stationed in the southern port city of Kaohsiung. *Focus Taiwan News Channel* [Read more](#)
[Thanks to Don Johnston of ISCO Industry Partner, DG and Hazmat Group]

BRAZIL: OILY SUBSTANCE FROM UNKNOWN SOURCE SPILLS INTO LAKE IN BRASILIA

Oil floats on Paranoa Lake in Brasilia, Brazil, Thursday, Oct. 17, 2013. Oil is spreading on the surface of Brasilia's lake, around which embassies, restaurant and clubs are located. The fire department said they had not identified the cause of the spill. (AP Photo/Eraldo Peres)

October 17 - Officials in Brazil's capital say they are investigating what appears to be a large oil spill on the surface of Paranoa Lake, a body of water ringed by embassies, restaurant and clubs.

The local environment protection agency and the Brazilian Navy say they are trying to find out what the 3-kilometre (2-mile) long slick is composed of. *The Province* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG and Hazmat Group]



Incident reports (continued)

USA: HIGH TIDES DELAY OIL CLEANUP ON BEACHES

October 17 - High tides are delaying the cleanup efforts of more than two tons of oil discovered Saturday near Fourchon Beach.

As of Wednesday, the Coast Guard had recovered 4,167 pounds and found much more oil, although the amount wasn't available. The oil is believed to be from the 2010 BP oil spill. *HoumaToday.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG and Hazmat Group]

CHINESE MINE SPILL KILLS ANIMALS, POLLUTES WATER IN TIBETAN AREA

October 18 - Polluted water from a Chinese mining site in a Tibetan-populated area in western China's Sichuan province has spilled into a nearby river, killing large numbers of fish and livestock owned by villagers, according to sources in the region. *Radio Free Asia* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG and Hazmat Group]

CANADA: TRAIN DERAILMENT AND FIRE NEAR EDMONTON

October 19 - Train derailment, explosions force evacuation of Alberta community

Tanker cars on a train carrying propane and oil derailed and caught fire outside of Edmonton on Saturday, forcing the evacuation of a small community. *The Globe and Mail* [Read more](#)

October 19 - 'Great big flames way up high,' witness says of Gainford derailment, explosion

Emergency crews are monitoring a massive fire burning after a tanker train carrying oil and gas derailed west of Edmonton overnight.

Thirteen cars — four carrying petroleum crude oil and nine carrying liquefied petroleum gas — came off the tracks around 1 a.m. in the hamlet of Gainford, about 85 kilometres west of Edmonton on Highway 16, halfway between the Seba Beach overpass and the old Gainford Hotel. *Calgary Herald* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG and Hazmat Group]

October 20 - Alberta train derailment renews fears over moving oil by rail

Nine blackened tankers are scattered around the site. Part of the rail is mangled, warped, and burned black.

A train carrying propane and crude that crashed in the hamlet of Gainford, Alta., early Saturday morning is once again raising questions about the safety of moving oil by rail in Canada, particularly in the wake of July's fatal rail disaster in Lac-Mégantic, Quebec. *The Globe and Mail* [Read more](#)

USA: OIL SPILL IN NORTH DAKOTA RAISES DETECTION CONCERNS

October 23 - State officials, who responded to the spill after being notified by Tesoro, said the oil posed no immediate environmental risk. Fortunately, they said, the accident occurred in a remote area, away from water and homes. But the rupture has raised fresh concerns about the ability of pipeline companies to detect problems before it is too late.

Such fears have been heightened as the Obama administration nears a decision on the proposed Keystone XL pipeline, which would carry a type of Canadian crude to American refineries on the Gulf Coast that is especially difficult to clean if spilled.

"This section of the pipeline was not required to have leak monitoring or pressure sensors," said Kris Roberts, an environmental geologist with the North Dakota Department of Health, who is leading the state's response to the spill. "And it didn't." *New York Times* [Read more](#) [Thanks to ISCO Committee Member, Marc Shaye, BA, HonFISCO]

Other news

CANADA: MORE TANKER TRAFFIC, BITUMEN LEAKS AND SHIPWRECK OIL REMOVAL

October 15 - Kinder Morgan: Pipeline expansion will increase tanker traffic nearly seven-fold

October 15 - Five oil tankers a month currently travel through Vancouver waters, and are barely noticeable. But that number will increase dramatically if Kinder Morgan's proposal is accepted by the National Energy Board.

Other news (continued)

300,000 barrels of oil flow a day from Alberta. Kinder Morgan's proposal to twin the line would move 890,000 barrels.

It would mean oil traffic in Vancouver would increase from five tankers per month to 34. *Global News* [Read complete article and watch video](#) [Thanks to Gerald Graham of World Ocean Consulting]

October 22 - Province orders Canadian Natural Resources to find source of bitumen leaks



Canadian Natural Resources Limited (CNRL) workers cleaning up the bitumen emulsion on this marsh after it seeped up through a fissure under the water at their Primrose oilsand projects north of Cold Lake, August 8, 2013. A total of four sites have this seepage occurring and to date 7300 barrels have been collected from 13.5 hectares. Photograph by: Ed Kaiser , Ed Kaiser

October 22 - An oilsands company has been ordered to test for groundwater contamination as bitumen continues to leak through cracks in the earth's surface near Cold Lake, in eastern Alberta.

The province has also ordered Canadian Natural Resources Ltd. to find the root cause of the four bitumen leaks, and to clean up the surface of the land at its Primrose oil and gas development.

The enforcement order was issued late Monday evening, nearly one month after the government issued an

unprecedented environmental protection order that forced the company to partially drain the unnamed, 53-hectare lake contaminated by one of the leaks. *Edmonton Journal* [Read more](#)

October 22 - CNRL bitumen leak has likely contaminated groundwater, report says

Alberta Environment says bitumen leaking on CNRL's Cold Lake lease has entered aquifers and the company must take immediate steps to minimize its migration into subsurface water and soil.

Sticky bitumen, which has oozed to the surface for more than six months, "has entered local non-saline groundwater aquifers, likely contaminating the groundwater," says the 15-page enforcement order issued by Alberta Environment late Monday.

The enforcement order gives the company permission to drill more wells this winter to test groundwater at the four leak sites and attempt to stop the flow of bitumen moving up through fissures in the rock to the surface.

To stop the flow, CNRL will try to identify the exact pathway the bitumen takes to the surface from deep underground, said CNRL spokeswoman Zoe Addington. *Edmonton Journal* [Read more](#)

October 26 - B.C. shipwreck's oil cleanup makes waves

The Canadian Coast Guard has launched what it's calling one of its largest operations ever to clean up a Second World War-era wreck that's leaking oil off the coast of B.C.

But some say the rusting hulk of the U.S. army transport ship that sank nearly 70 years ago may have unwittingly sailed right into the middle of B.C.'s pipeline controversy

Lying in about 30 metres of water, 100 kilometres south of Prince Rupert, the fuel tanks of the Brig.-Gen. M.G. Zalinski are rusting away. Any week, month or year now, the bulkheads inside could collapse, releasing up to 600 tonnes of bunker oil into the waters of the Grenville Channel, part of B.C.'s famous Inside Passage route.

The coast guard has hired Dutch salvage specialists Mammoet to remove oil through an operation known as "hot-tapping." The oil in the Zalinski's tanks will be heated up and then pumped through hoses to the surface, a fairly standard procedure under normal circumstances.

But there are a lot of big ifs for this operation. For one, the tides in Grenville Channel, which run about 10 km/h, will restrict divers to working in short bursts when the tide changes. And then there's the weather. More often than not, it's windy and rainy this time of year at the wreck site, and gusty conditions will halt operations.

CBC News [Read more](#) [Watch the CBC Video "The Zalinski Operation"](#) [Thanks to Gerald Graham of World Ocean Consulting] Related article in [The Times Colonist](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Note from Editor: These are extremely interesting articles and the video is also well worth looking at. Strongly recommended that you click on the links provided]

BRAZIL CREATES CONTINGENCY PLAN TO COMBAT DEEP-WATER OIL SPILLS

October 22 - Having taken its largest step so far towards becoming an energy powerhouse, Brazil is now gearing up to react to potential oil spills deep under the ocean.

Brazil's National Contingency Plan to react to oil spills was expected to be signed into law late Tuesday by President Dilma Rousseff. It creates an agency made up of officials from several ministries with the purpose of "facilitating and expanding prevention, preparedness and response capacity to oil-polluting incidents."

The move comes after the successful auction Monday of a massive oil field off the coast of Rio de Janeiro. The Libra field is believed to hold up to 12 billion barrels of oil and will be operated by a consortium led by Brazil's state-controlled oil company Petroleo Brasileiro SA (PBR), or Petrobras.

The oil at Libra will be pumped from more than four miles below the water's surface, making any spills potentially catastrophic for the environment. *The Wall Street Journal* [Read more](#) [Thanks to John Cantlie, Member of ISCO Council for Brazil]

USA: OIL COMPANIES, ENVIRONMENTALISTS OPPOSE FED RULES FOR REMOVING SUNKEN OIL RIGS

October 19 - Oil companies and environmental groups may spar over off-shore drilling, but there's one thing they can agree on: Leaving scuttled rigs on the ocean floor creates a rich environment for coral, endangered species and other marine life.

The Gulf of Mexico – home to approximately 3,600 offshore oil and gas platforms – is set to lose a third of those structures in the next five years, which many claim will destroy almost 2,000 acres of coral reef habitat and the seven billion invertebrates that thrive on or near the platforms. Such organisms include federally protected species, like scleractinian corals, octocorals, hydrozoans and gorgonians.

Despite an unlikely consensus that the decommissioned rigs create prolific ecosystems, a law enacted more than 30 years ago requires that many of these platforms be ripped from the ocean floor – in turn destroying a habitat used by countless organisms for feeding, spawning, mating and maturation. *FoxNews.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NIGERIA: HOW MILITARY, POLICE AID OIL THIEVES - SHELL • SAYS NIGERIA LOSES \$1BN MONTHLY • IT'S A SUBTLE BLACKMAIL – MILITARY

October 20 - Following the incessant illegal oil bunkering in Nigeria's oil sector, which has witnessed an upsurge in recent times, the Royal Dutch Shell has accused the Nigerian security forces of aiding oil thieves and profiting from such a deal.

The company, which alleged further that the country lost \$1bn monthly to the illegal operations, also disclosed that it was planning to sell four of its onshore oil blocks in the country.

The company said that its decision to sell off the blocks was informed by governmental failure to checkmate bunkering in the Niger Delta as well as the relentlessness of the bunkerers who steal an average of 100,000 barrels of crude per day.

Due to bunkering, oil production in the country has dropped to 400,000 barrels per day instead of 2.5 million bpd capacity level. *Nigerian Tribune* [Read more](#)

USA: BOEM COMPLETES ENVIRONMENTAL REVIEW FOR OIL, GAS SALES IN EASTERN GOM

October 22 - As part of President Obama's all-of-the-above energy strategy to continue to expand safe and responsible domestic energy production, the Bureau of Ocean Energy Management (BOEM) has completed the Final Environmental Impact Statement (FEIS) for two proposed oil and gas lease sales in the Gulf of Mexico's Eastern Planning Area.

"This analysis evaluates baseline conditions and potential environmental impacts of oil and natural gas leasing, exploration, development and production in the Eastern Planning Area, and updates information already published," said BOEM Director Tommy P. Beaudreau. "This document is an important part of the decision-making process regarding future operations, as well as leasing."

Lease Sales 225 and 226, scheduled for 2014 and 2016, are part of the Outer Continental Shelf Oil and Gas Leasing Program: 2012-2017 (Five Year Program). The Five Year Program makes all areas with the highest-known resource potential available for oil and gas leasing in order to create jobs and further reduce America's dependence on foreign oil. *The Maritime Executive* [Read more](#)

MALTA: VOLUNTEERS TRAINING IN CASE OF AN OIL SPILL DISASTER



October 20 - Twenty five volunteers recently took part in a three day training course for the preparedness in case of a major oil spill along the Maltese coast under the name of POSOW.

This course was organised between The United Nations body – The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), The Civil Protection Department (CPD) and Nature Trust (Malta).

The course covered theory and practical sessions on Volunteer management, Beach assessment, beach cleaning, wildlife response and rehabilitation.

The project for Preparedness for Oil-polluted Shoreline cleanup and Oiled Wildlife interventions – POSOW, coordinated by (REMPEC), is a two year project co-funded by the European Commission under the Civil Protection Financial Instrument, to improve the preparedness and response in marine pollution in the Mediterranean region.

The project POSOW aims at establishing a regional cooperation synergy through the enhancement of knowledge and capacities of operators (professionals and volunteers) in the field of marine pollution, in European coastal countries of the Mediterranean Sea namely Croatia, Cyprus, France, Greece, Italy, Malta, Slovenia and Spain.

It is implemented by REMPEC and its partners, namely the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (CEDRE), the Institute for Environmental Protection and Research (ISPRA), Sea Alarm Foundation, and the Conference of Peripheral Maritime Regions of Europe (CPMR). *Malta News* [Read more](#)

JAPAN PUSHES BACK CLEANUP OF TOWNS CONTAMINATED BY RADIATION FROM CRIPPLED NUCLEAR POWER PLANT

October 21 - Radiation cleanup in some of the most contaminated towns around Fukushima's damaged nuclear power plant is behind schedule, so some residents will have to wait a few more years before returning, Japanese officials said Monday.

Environment Ministry officials said they are revising the cleanup schedule for six of 11 municipalities in an exclusion zone from which residents were evacuated after three reactors at the Fukushima Dai-ichi nuclear power plant went into meltdown following the March 2011 earthquake and tsunami. The original plan called for completing all decontamination by next March.

Nobody has been allowed to live in the zone again yet, though the government has allowed day visits to homes and businesses in some places after initial decontamination, said Shigeyoshi Sato, an Environment Ministry official in charge of decontamination.

"We will have to extend the cleanup process, by one year, two years or three years, we haven't exactly decided yet," he said. *The Washington Post* [Read more](#) [Related report from BBC News](#)

People in the news

MULTRASHIP'S MULLER APPOINTED PRESIDENT OF ISU



October 25 - Leendert Muller, managing director of leading towage and salvage specialist Multraship, has been appointed the new president of the International Salvage Union (ISU).

The appointment was confirmed at the annual general meeting of the ISU in Hong Kong on 24 October, 2013. Muller, who has been a member of the ISU Executive Committee since 2008, and vice-president since 2011, succeeds Andreas Tsavlis, who will continue as a member of the ISU Executive Committee.

Commenting on his appointment, Muller said, "It is a great honor to be named president of the ISU and I will do my best to represent our members' interests as we continue working on the issues we face, engaging with our stakeholders to make sure that this industry continues to provide a vital service to world shipping." *The Maritime Executive* [Read more](#)

An article contributed by ISCO member, William E. Baird, PE, LSP, MISCO, of Web Engineering Associates, Norwell, USA.

THE HISTORY OF THE STUDY OF THE APPLICATION OF MICROBES TO OIL SPILLS IN OCEAN ENVIRONMENTS



Mr. Baird is a registered professional engineer, a licensed site professional and a professional member of the International Spill Control Organization. From 1965 to 1972 he worked for Chevron Oil Company in refining and marketing operations. In 1972 he founded Web Engineering Associates, Inc., an environmental engineering company. Mr. Baird has lectured on bioremediation at the Batelle Institute Conference in Venice, Italy and the International Conference on Soils, Groundwater and Sediments at the University of Massachusetts. Email: wbaird65@aol.com

The study of microbes outside of the medical context is a relatively recent focus, really only taking off since the beginning of the 20th century. And while there are still many unanswered questions related to the 'how' of bioremediation, what we do know is that it works. Cultivating naturally-occurring, oil-degrading specific microbes and applying them in appropriate amounts to areas of spilled oil results in accelerated biodegradation and the minimization of toxicity. What is left after bioaugmentation are beneficial fatty acids (food for fish, fertilizer) and ultimately, water and carbon dioxide.

The use of microbes to degrade oil is not new. The documentation of the use of microbes in the ocean environment however, is limited.

In June 1990, the Tanker Mega Borg, loaded with 37.5 million gallons of crude oil caught fire 57 miles off the Texas Coast. Crude oil was released into the Gulf of Mexico and eventually made its way to the Louisiana coastline. Seven days after the accident, the Texas General Land Office obtained the approval of the On Scene Commander to apply microbes to the open ocean. A 40 acre patch of slick located 3 miles from the Mega Borg was treated with 110 pounds of a bioremediation agent. By eight hours after the treatment, the slick had largely broken up and dissipated in the treated area with little change observed in the control area. An aerial reconnaissance 16 hours after treatment was not able to detect oil in the area. "The measurements on water samples from the treated slick showed no evidence of acute toxicity to marine life or significantly elevated levels of nutrients or total hydrocarbons. (1)

A few weeks after the Mega Borg spill, a barge loaded with heavy crude oil was hit and discharged oil into a marsh in Galveston Bay. The marsh was divided into sections. There were control areas and areas treated with microbes. The treated areas recovered quickly. The control areas remained covered in oil. (The results of the bioaugmentation were so dramatic that the State of Texas made a documentary.)

"In January 1997, approximately 5,000 tons of heavy oil was spilled from a Russian tanker, Nakhodka, which impacted within a 1200km area on the coast of Japan." Scientists from the Faculty of Environmental and Symbiotic Sciences, Prefectural University of Kumamoto and others conducted analysis of the oil, the effect of a bioremediation product on "microbiological cultures in aquatic organisms" and field tests on rocky shores and sandy beaches. Following the success of a qualitative study (250 kilograms of bioremediation agent was applied to the shoreline rocks and concrete by a local fishery cooperative and observed as compared to an untreated area). A quantitative study was undertaken. Two areas of rock and concrete, one treated and one untreated control, were studied over an 8-week period using digital imaging technology. At the treated site, the percentage of oil coverage rapidly decreased in the first three weeks and fluctuated within the range of 2-11%, 6-8 weeks later. At the untreated site, the percentage of coverage never dropped below 50% throughout the period of treatment testing. The biodegrading rate of the Nakhodka heavy oil in this study was nearly equivalent to the results of laboratory tests with the same bioremediation agent. (2)

In 2010, in response to the Deep Water Horizon Spill, one of the most thorough studies on the effectiveness of bioremediation agents was completed by Dr. Ralph Portier, Ph.D., Professor of Environmental Sciences at Louisiana State University. The BP Biochem Strike Team contracted Dr. Portier to test the eight microbial products listed on the National Oil and Hazardous Substances Pollution Contingency Plan Product Schedule (NCPPL). Using predefined test protocols, each product was evaluated and compared to natural (inherent) biodegradation occurring through indigenous microflora and micronutrients present in Gulf waters. All bioremediation agents performed better than controls with a few capable of significantly degrading all components. Of particular importance was the reduction of PAHs, an especially pervasive, compound that is not broken down by naturally occurring microbes. One of the bioremediation agents reduced PAH levels by 98.5%. (3)

Incidences, like those above underscore the importance of adding microbes to the toolkit of every oil spill response. While the need for field and academic studies continues, emphasis should be placed on implementing real-world, best-practice bioaugmentation strategies. Just as no system in nature works in isolation, the approach to spill remediation should follow suit. It is not that one clean-up practice supersedes another, it is the combination of practices that will produce the best results. Bioremediation should not be considered an "instead of" to traditional clean-up methods but should rather be considered an enhancement or co-factor in treatment. Dispersants, that are considered toxic, can break up oil slicks and microbes added to the dispersant and oil, can destroy both the oil and the dispersant.

As professionals in the field of cleaning up our environment it is our responsibility to be the leaders in how oil spill disasters are best mitigated on behalf of the health of all living beings. It is our job to create the toolkit of best practices for implementation at a moment's notice.

Contributed article (continued)

- (1) **Texas General Land Office.** 1990. Mega Borg oil spill off the Texas coast: an open water bioremediation test. Texas General Land Office, Texas Water Commission, Austin.
- (2) **Bioremediation on the Shore after an Oil Spill from the Nakhodka in the Sea of Japan.** III. Field Tests of a Bioremediation Agent with Microbiological Cultures for the Treatment of an Oil Spill. Marine Pollution Bulletin, Vol. 40, No. 4, pp. 320-324, 2000.
- (3) **Laboratory Screening of Commercial Bioremediation Agents for the Deepwater Horizon Spill Response**

Below is a summary of the results of Dr. Portier's experiment

Component	Week 0 mg/kg	Week 12 average mg/kg	Week 12 % reduction	Component	Week 0 mg/kg	Week 12 average mg/kg	Week 12 % reduction	Component	Week 0 mg/kg	Week 12 average mg/kg	Week 12 % reduction
Positive Control 1: Slightly weathered crude, no nutrients. Indigenous microbes				Positive Control 2: Slightly weathered crude, nutrients added. Indigenous microbes				Product A: Slightly weathered crude, nutrients added, Bio Accelerator			
Alkanes	21200	24067	-19.5	Alkanes	21900	959	95.6	Alkanes	23933	988	95.9
PAHS	437	312	28.7	PAHS	412	344	16.5	PAHS	285	253	11.2
TPH	21637	24378	-12.7	TPH	22312	1303	94.2	TPH	24218	1241	94.9
DRO	17664	20301	-14.9	DRO	17778	624	96.5	DRO	18186	677	96.3
ORO	15244	17521	-14.9	ORO	15075	752	95	ORO	18004	672	96.3
Product B: Heavily weathered Crude, no nutrients, contains surfactant				Product C: Heavily weathered crude, no nutrients				Product D: Heavily weathered crude, nutrients			
Alkanes	8797	121	98.6	Alkanes	17400	1977	88.6	Alkanes	13667	17	99.9
PAHS	382	233	38.9	PAHS	428	92	78.6	PAHS	586	9	98.5
TPH	9178	354	96	TPH	17828	2068	88.4	TPH	14253	26	99.8
DRO	6027	94	98.4	DRO	12792	1516	88.2	DRO	9227	17	99.8
ORO	6683	76	98.9	ORO	12789	1115	91.3	ORO	9568	2.7	100
Product E: Slightly Weathered crude, nutrients added				Product F: Moderately Weathered crude, no nutrients, contains enzymes & surfactant				Product G: Slightly Weathered crude, no nutrients, contains enzymes & surfactant			
Alkanes	23367	355	98.5	Alkanes	18567	3687	80.1	Alkanes	28133	5300	81.2
PAHS	322	316	1.8	PAHS	506	105	79.3	PAHS	421	218	48.2
TPH	23688	671	97.2	TPH	19073	3792	80.1	TPH	28555	5518	80.7
DRO	18719	161	99.1	DRO	14016	2696	80.8	DRO	23210	3639	84.3
ORO	17323	294	98.3	ORO	13320	2350	82.4	ORO	19764	3456	82.5
Product H: Slightly Weathered crude, nutrients added, contains enzymes & surface washing additive				Product I: Slightly Weathered crude, nutrients added, contains enzymes				Product J: Slightly Weathered crude, nutrients added, contains humic acid, amino acids and a surfactant			
Alkanes	22967	1108	95.2	Alkanes	28500	438	98.5	Alkanes	27733	332	98.8
PAHS	316	227	28.1	PAHS	461	369	20	PAHS	521	338	35
TPH	23283	1335	94.3	TPH	28961	807	97.2	TPH	28254	670	97.6
DRO	18407	828	96.4	DRO	23234	168	99.3	DRO	21830	170	99.2
ORO	17011	743	95.6	ORO	20803	383	98.2	ORO	20132	290	98.6

A serialised article contributed by Carlos Sagrera M.Sc., MISCO.



Carlos Sagrera is an independent oil spill control and environmental advisor in onshore and offshore activities with 20 years of experience in Latin America. He has been an ISCO Member since 2012 and is the author of this paper, initially written in September 2012, and adapted for the ISCO Newsletter in October 2013. Views expressed are the author's own comments and opinions.

E-mail: Carlos.sagrera@mtcconsult.org

PART 3 - CONTROL AND PREVENTION OF OIL SPILLS: SOME OUTLINES OF A REACTION IN LATIN AMERICA ON THE DWH INCIDENT

In the case of Venezuela, with the monopolistic PDVSA as flagship, it has serious problems regarding industrial security and oil spill prevention. We mainly discuss onshore, with problems in terrestrial and lacustrine areas (Maracaibo Lake), as well as offshore, although the latter is not a priority for the government while its terrestrial reserves are still formidable¹⁶. This reality did not prevent an offshore incident in Venezuelan waters less than a month after the DWH incident. The Aban Pearl offshore oil rig, the first oil platform operated by PDVSA for offshore natural-gas exploitation, sank two and a half miles away from the coast, sailing from Trinidad and Tobago towards Venezuela¹⁷. There were no spills and its 100 crewmembers were rescued alive; however, the importance of the incident cannot be ignored. In this 21st century, this is not the first sinking of an oil rig in Latin America: the serious disasters of the Usumacinta oil rig and the Kab-121 well in Mexico in the year 2007 and the sinking of the oil rig P-36 in Brazil in 2001 -both with dozens of dead workers and ecological consequences in the Mexican case- remind us of the weaknesses of the procedures and the offshore oil infrastructure in Latin America. In the Venezuelan case, the Aban Pearl oil rig, property of a Hindu company, was submersible and able to operate at the rated water depth of 1,250 feet (380 m) and a drilling depth of 25,000 feet. Even with the lack of transparency in the investigations carry out by the Venezuelan authorities, we cannot ignore the fact that the rig was 23 years old, which raises questions about the state of oil rigs and technologies to which Latin American companies have access. The recent incident of the explosion of a gas tank and later burning of other oil tanks in the Amuay refinery (August 2012), with an outcome of about 50 dead individuals and hundreds of millions of dollars in infrastructure losses, as well as the combustion of nearly 700,000 bbl of fuel and its market costs, was a sign¹⁸. This is by no means an isolated event, as can be verified in an independent specialized report leaked on the web which talks about 222 incidents during 2011 at the Paraguaná

Refining Centre, including Amuay and Cardón. The report was commissioned by PDVSA itself, upon request of a reinsurance company, and it has not been disproved¹⁹. Of those incidents, the report indicated that 100 were fires and there was also a general recognition of one-to-two- year delays in large maintenance tasks and, since 2009, in routine maintenance. Moreover, at the moment of completing the report, almost 80% of the incidents had not passed the investigation stage, and they remain in their corresponding committees. The same document also reports that the relationship between the corrective and preventive maintenance is 69 to 31%, reflecting an inversion of alarming proportions.

Regarding the subject, in September 2013 PDVSA submitted a summary of its research. The summary described the incident: a sabotage due to broken stud bolts that held a casing-landing flange, which opened and caused a gas leak. The summary indicated that bolts were loosened intentionally, although it did not mention any possible responsible parties or the way in which the incident occurred. Conclusions were positive regarding all of the company's levels during the incident, which totaled more than 50 deaths and more than one billion U.S. dollars in losses. Only internal members of the company took part in the aforementioned research, and there was no participation from international experts²⁰.

Even with the ideological component integrated, according to our criterion and in the short term, Venezuela will have no option but to open its essential national oil company to at least an outsourcing process increasing its activities, including certain maintenance levels, audits of their processes and, in general, to a necessary functional reorganization in the pursuit of better effectiveness. It is only a question of timing.

These are only a few examples of emblematic cases that may be considered, with their nuances, in other countries of Latin America. To sum up, in the post DWH era the relationship between the State and the oil companies, be they nationalized or foreign, will be reviewed and there will be increasing environmental demands, which shall not be overlooked, as they have been in the past. As was the case in the US after the Exxon Valdez incident, now, as a consequence of the DWH incident, it has become clear for Latin America that the companies that cause these disasters shall be deemed socially responsible. This is no minor subject in many of these countries that mainly have state-owned, monopolistic companies for the production, distribution and commercialization of oil and its derivatives in its different forms. Experts also recognize, albeit internally, that these same state-owned companies have lower levels of security than the corresponding multinationals, which, to a greater or lesser extent, import their standards and procedures, implementing them in a regulated way in each reality. Within this context, this should be the time for significant improvements in the risk-management practices; that will require that authorities be more efficient. For this purpose, greater cooperation among the companies of the sector will be demanded, so as to implement new methods for handling these risks and reducing future incidents.

This Latin American reality has its particular problems, the least of which is not the lack of transparency among the diverse agencies involved, which usually obstructs effective decision-making, especially within the first hours of the incident. DWH also left other lessons learnt, such as organization and communication issues, which should be taken into account. The use of the Incident Command System (ICS) method, adapted from the manual of the US Coast Guard, is virtually unanimous and accepted, even if at times the integration of unified commands is not homogenous or coherent; at least, such is the case of Latin America.

Contributed article (continued)

Understandable, although not justifiable, fear to situations that are initially out of control, and even doubts towards assuming the responsibilities assigned by contingency plans, hide the insecurities of many of the responsible parties appointed. Contingency plans are very often filled with unnecessary people who only hinder the decision-making process. The only rational solution to this issue would be to narrow this presence to the strictly essential individuals who will attend to the emergency and give staggered access to other representatives in further stages. It should also be noted that there is a mismatch between the massive use of human resources available in the US ICS model and the Latin American reality. The latter involves few qualified personnel with operative and supervision levels for occupying significant positions in case of emergencies, especially at the management level. An adaptation of the US Coast Guard manual to the realities of each country or region in Latin America, both for public and oil company management, would be extremely useful at the time of the incident to select the specialized human resources required. As a starting point, we need to retranslate and readapt the manual for a Latin American audience. The challenge of drafting the manual in technical Spanish that may be understood and assimilated by all Latin American countries is no small task. Lastly, reinterpreting the manual and eliminating unnecessary positions and resources would be an achievement that would enable it to be used effectively²¹.

Footnotes

16 Although this was the trend until 2012, at the moment this article was written the author read that President Maduro's new government was beginning to arrange some offshore deals with Trinidad and Tobago and the support of the know-how of Chevron, a multinational company that is very active in South America in 2013. <http://guardian.co.tt/business/2013-09-12/tt-signs-gas-deal-venezuela>

17 http://www.huffingtonpost.com/2010/05/13/aban-pearl-offshore-oil-d_n_575810.html

18 <http://www.eluniversal.com/economia/120826/incendio-en-amuay-incidira-en-exportaciones-de-combustible>

19 <http://vzleaks.net/wp-content/uploads/2012/08/REPORTE-AMUAY.pdf>

20 <http://www.pdvsa.com/>

21 This year some multinational oil companies are making efforts to carry out a reinterpretation of the ICS Manual that suits consensual Spanish language terminology across Latin American realities. According to our sources at the last CCA-OSRL meeting in Fort Lauderdale (September 2013), they have considered the ICS Manual and its projection for the region.

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 150 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Fellow of ISCO. As the former Chief Scientist at the British Government's Marine Pollution Control Unit and head of the UK's first government agency, the Warren Spring Laboratory, Douglas is a well known and highly respected figure in the spill response community. He is the Chairman and a founder member of the [International Spill Accreditation Association](#)

CHAPTER 150: CAMPAIGN FOR KNOWLEDGE-ONLY ENVIRONMENTAL POLICY

Further to article 149, the IMO test specification called for infrared analysis of oil, the oil droplets from a known volume of acidified (0.25% HCL) oil-water mixture (1 litre) being extracted into Fluorisol by agitation in a separating flask. On settling, the oil in Fluorisol solution was retained, the procedure being repeated up to three times to ensure extraction of all of the oil and the combined solutions being made up to a known volume and diluted to a known extent as necessary to compare against calibrated standards previously prepared using an infrared spectrometer scanned through the wavelength range appropriate for the combined peaks at 3.4 μ m and 3.5 μ m to be measured from the baseline. For general investigative work; oil droplets can be extracted from acidified oil-water mixtures into chloroform as above for comparison with prepared standards using a visible/ultraviolet spectrophotometer, a wavelength of 560nm being most suitable for the 950s medium fuel oil of the IMO test specification.

As to shipboard oil water separator performance in practice, however, there are two means of achieving compliance with discharge regulations. The first is to install separators type-tested to the standard performance, to ensure adequate maintenance, and to rely on their continuing to meet the standard until obviously failing to do so. The second is to monitor performance by some means other than the laboratory means of the preceding paragraph. However, having set the arbitrary limit on oil discharge at 100ppm rather than say 2,500ppm (an efficiency of 99% at an inlet concentration of 25%) , having ignored suction-mode pumping, and having opted for downstream coalescer/filter units, IMO also opted for on-line instrumental monitoring of discharges despite the problems presented by the two phase immiscible system having been overcome in its own separator test specification only by dissolving the oil phase in an organic solvent in a laboratory technique unsuitable for routine shipboard use.

Of course, the need for solvent extraction arises from the oil phase being present as droplets in the water phase, and from the tendency of these droplets to rise at size-dependent rates to form a floating continuous and separate phase. Again, it being impossible to pass the bulk flow through the monitor, there is the initial problem of obtaining a representative sample of the two phase bulk flow before facing this problem again in the sample itself. Thus, whether or not there is a real need to pursue oil-water separation to this extent in this context, we are now encountering real problems which distract attention from the primal question of

need. However, in order to increase the chance of obtaining a representative sample in such an immiscible system, we see that sampling is best conducted in a region of high turbulence, e.g. downstream of a pump or constriction such as a control valve or an

orifice plate where the oil is expected to exist as droplets and to be more or less uniformly distributed in the water phase; that the sampling point should be in a length of vertical pipe where there is less tendency for gravity separation of the oil and water to reduce the uniformity of the sample obtained; and that tight bends should be avoided where centrifugal force will enhance droplet coalescence: all of which problem-identification suggests progress sufficient to distract from the primal question of need.

Again, having chosen the sampling point to achieve maximum homogeneity, it still remains to ensure that the act of sampling will not itself cause heterogeneity. Ideally the sample should be removed *via* a Pitot tube with the inlet pointing upstream. However, if the linear velocity through this tube is less than in the pipeline, the pipe flow-lines will encounter a relatively stagnant point at the mouth of the tube and thus pass around it with their small-droplet burden while those which are too large to follow the diverted flow will cross the flow-lines to the centre of curvature of the pipe causing under-sampling *via* the Pitot tube. Conversely, if the velocity into the Pitot tube exceeds that of the bulk flow over-sampling may result. Clearly, the linear velocity should be equal in both in what is known as isokinetic sampling: but this is extremely difficult to achieve.

Isokinetic sampling might be achieved by returning the flow from Pitot tube to monitor back to the pipeline but only if pressure loss in the monitor were insignificantly low. Again, it might be achieved by a metering pump operated in harmony with the measured pipeline flow. However, the Pitot tube might become blocked by waxy deposits, and while this might be reduced by directing the Pitot tube downstream, sample entry would require a reverse flow of 180° which in turn would produce non-representative sampling. So much for theory. In practice, it is often impossible to install a Pitot tube, in which cases, samples must be taken at the pipeline wall through a convenient hole. However, with large pipe diameters wall velocities are low even for high volume-flow rates, so that samples must be pumped to deliver sufficient quantities to the monitor whether or not these are representative.

Assuming that the difficulties outlined above have been satisfactorily overcome and representative samples can be obtained, they will still consist of oil droplets in water and these droplets will be of differing sizes and size distribution ranges depending on the differing viscosities of differing oil types, while the response to differing droplet sizes varies considerably from one detection system to another. Thus, with UV fluorescence, detection is due to radiation absorption in the body of the droplet such that for two samples of equal oil concentration the finer droplet size dispersion will fluoresce more strongly than the one of coarser size. Again, turbidity measurement of comparative oil concentration requires constancy of mean droplet size, while techniques involving solvent extraction are also more or less sensitive to droplet size variation. For these reasons, representative samples must be homogenised to minimise droplet size and size distribution as far as possible by use of high shear pumps e.g. of the centrifugal or flexible vane type, while various conventional homogenisation devices such as high speed impellers, colloid mills, static mixers and ultrasonic systems may be used. Thus, we move further from the primal question of need and from whether or not we could be content with type-testing gravity separators of somewhat greater than 99% efficiency.

Thus, we see that belief can give rise to real problems which distract from the unreality of the belief; that we have focussed on one of the many examples thus attributable to environmentalist belief; that global shipping can be sustained only by ensuring the reality-evaluation of all environmental beliefs as specific hypotheses by the scientific method of direct observation or designed experimentation, rather than permitting them to be debated as belief/counter-belief supported by partially selected facts/ counter-facts to one or other belief-consensus in what is only pseudoscience; that only when primal need is thus reality-validated is it cost-effective to develop technical solutions to what are then known to be real problems; and that it is cost-ineffective to address such secondary problems as arise only from the initiating belief-consensus, some of which may in any case defy cost-effective solution in reality

1 The *Rational Trinity: Imagination, Belief and Knowledge*, D.Cormack, Bright Pen 2010 available at www.authorsonline.co.uk

2 *Response to Oil and Chemical Marine Pollution*, D. Cormack, Applied Science Publishers, 1983.

3 *Response to Marine Oil Pollution - Review and Assessment*, Douglas Cormack, Kluwer Academic Publishers, 1999.

Publications

FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	July-August 2013
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	October 14 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	September 1 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	May 2013 issue
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	July 1-31 issue
Intertanko Weekly News	International news for the oil tanker community	No. 43 2013
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	October 2013 issue
IMO Publishing News	New and forthcoming IMO publications	October 2013
IMO News Magazine	News from the International Maritime Organization	No 3, 2013
Pollution Online Newsletter	News for prevention & control professionals	October 23 issue
EMSA Newsletter	News from the European Maritime Safety Agency	October 2013 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 2013 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	October 2013 issue
HELCOM Newsletter	Baltic Marine Environment Protection Commission	May 2013 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	September 2013 issue

Publications (continued)

AUSTRALIA: NEW CODE OF PRACTICE FOR THE STORAGE AND HANDLING OF DANGEROUS GOODS 2013.

The new Code of Practice for the Storage and Handling of Dangerous Goods 2013, which will come into effect Friday, October 11, 2013 has been approved, replacing the December 2000 Code.

The new Code provides practical guidance on how to comply with the Dangerous Goods (Storage and Handling) Regulations 2012 (DG (S&H) Regulations 2012) for manufacturers, suppliers and occupiers. It should be read in conjunction with the Dangerous Goods Act 1985 and the DG (S&H) Regulations 2012. Documents can be downloaded at:

- [The Dangerous Goods Act](#)
- [The Dangerous Goods Storage and Handling Regulations](#)
- [Code of Practice for the Storage and Handling of Dangerous Goods](#)
- [How Are Dangerous Goods Different To Hazardous Substances?](#)

[Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: FEMA RELEASES THE NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS) INTELLIGENCE/INVESTIGATIONS FUNCTION GUIDANCE AND FIELD OPERATIONS GUIDE

The NIMS Intelligence/Investigations Function Guidance and Field Operations Guide provides guidance on utilizing and integrating the Intelligence/Investigations Function while adhering to the concepts and principles of the NIMS doctrine. The document includes information and tools intended for the Incident Command System practitioner that will assist in the decision-making process regarding the placement and implementation of the Intelligence/Investigations Function within the command structure. This document can be used by jurisdictions and agencies for planned events, incidents, and the development of emergency planning efforts. This guidance does not replace emergency operations plans, laws, regulations, or ordinances. [Download this document](#) [Thanks to JOIFF and Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CALENDAR OF UNEP / MAP MEETINGS [Calendar of UNEP/MAP Meetings](#)

Training

FRANCE: TRAINING COURSES PROVIDED BY ISCO INDUSTRY PARTNER, CEDRE

Cedre trains on average 800 people a year, from French and overseas administrations and local government, as well as industry.

[More information](#)

USA: FEMA COFFEE BREAK TRAINING – CHARACTERISTICS OF THE INCIDENT COMMAND SYSTEM PART 2 [Download](#)

Company news

MEET UP WITH ISCO CORPORATE MEMBER, ALPINA BRIGGS DEFESA AMBIENTAL IN BRAZIL

ISCO corporate member Alpina Briggs will be present during the OTC trade show being held at Rio Centro, Barra de Tijuca, Rio de Janeiro from the 29th- 31st of October, stand J 15. Any members or non-members are more than welcome to visit us.

On display at our stand we will have the new Ocean Eye aerostat observation system.

Alpina Briggs will also be present at the Clean Gulf event in Tampa from the 12-14th of November Stand 829.

<http://www.alpinaambiental.com.br/>

USA: ABANAKI'S REMEDIATION PUMP WINS POLLUTION ENGINEERING AWARD

Abanaki Corporation, has received the Pollution Engineering 2013 Editor's Choice Award for its PetroXtractor™ Active Membrane Skimmer. This pneumatic active skimmer pump is entirely automatic and is designed to recover light non aqueous phase liquids (LNAPL) from underground water at depths of up to 130 feet. [More info](#)

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website www.spillcontrol.org
