



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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ISCO & THE ISCO NEWSLETTER

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

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**SEASON'S GREETINGS
TO ALL OUR READERS**



International news

FIRST ANNOUNCEMENT

INTERNATIONAL FORUM ON GROUP V OILS

On September 9 and 10, 2014, an International Forum on Group V Oils will be presented by the International Spill Control Organization to commemorate its 30th anniversary. The Forum will take place in Detroit, at the shore side facility of the Detroit Wayne County Port Authority, across the Detroit River from Windsor, Ontario. Dave Usher, President of ISCO, and Dr Merv Fingas of Spill Science in Edmonton, Alberta, will co-chair.

The Forum is being organized to discuss Group V oils and the tendency of bitumen, oil sands, lamp black, orimulsion, etc., to sink in water. What are their characteristics? What spill technologies are being used now, and what technical advances does the future hold? Both the United States Coast Guard and the National Oceanic and Atmospheric Administration have expressed interest in being involved.

Continue to check these pages in the coming weeks for additional information about the Forum, its program and speakers.

COORDINATED ACTION TO ADDRESS PLACES OF REFUGE FOR VESSELS IN DISTRESS



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International news (continued)

On 25-26 November, EMSA facilitated the first ever EUwide [table top exercise on places of refuge](#), with the participation of more than 50 people. Almost all member states were represented at the exercise, which was hosted by the Port of Rotterdam in the World Port Centre in the heart of Rotterdam.

The Exercise Director was Hugh Shaw, the UK SoSRep, who was supported by a planning group drawn from Belgium, Bulgaria, Finland, France, Ireland, Malta and the Netherlands.

The scenario for the "Ocean Traveller" exercise was a collision between a tanker and a container vessel in the southern North Sea.

During the exercise, participants had the opportunity to exchange views on reporting and coordinating the incident, notification of dangerous or polluting goods, decision making and intervention, as well as financial guarantees and liabilities, assisted by contributions from a number of independent experts in these fields.

Finally, the participants were asked to consider how their responses might be different if the collision had occurred in waters outside of the jurisdiction of any one member state.

The results from the exercise will be available in the New Year and will inform the European Commission's consideration of possible revisions to Directive 2002/59/EC. Source: [EMSA Newsletter, December 2013 Issue](#)

EMSA CONSOLIDATES OIL SPILL RESPONSE CAPABILITIES

EMSA has shifted resources to have a contracted oil spill response vessel dedicated to the Adriatic Sea area, following the signature of a series of contracts covering [four geographical areas](#).

EMSA's Executive Director, Markku Mylly explained the importance of dedicated coverage in the Adriatic Sea given its dense traffic and offshore installations.

A vessel currently involved in bunkering near the Italian city of Trieste will be fitted with oil spill response equipment for this task.



equipment based in Cobh; a tanker with on board equipment, based in Piraeus and trading in Greek waters, will cover the Aegean Sea.

All vessels are expected to be operational by mid-2014. Source: [EMSA Newsletter, December 2013 Issue](#)

Incident reports

AUSTRALIA: CHEMICAL SPILL IN MID WEST UNDER CONTROL

December 11 - A chemical spill at a facility between Kalbarri and Northampton in Western Australia's mid west region has been contained.

Thousands of litres of hydrochloric acid spilled from a tank at BASF's Hutt Lagoon site at Yallabatharra on Tuesday morning, with the operator blaming it on a faulty valve while the Department of Fire and Emergency Services attributed it to a ruptured pipe. 'Any content leaked from the tank has been fully captured by the containment bund,' BASF said in a statement. [Sky News Read more](#)

PHILIPPINES: JAPANESE EXPERTS ARRIVE IN OIL SPILL-AFFECTED AREAS IN ILOILO

December 6 - A team of Japanese experts arrived in the town of Estancia in Iloilo on Friday to help contain an oil spill incident brought by a power barge that was severely damaged after the devastation of Super Typhoon Yolanda (Haiyan) last month.

Commander Armando Balilo, Philippine Coast Guard (PCG) Public Affairs chief, said that a five-man team led by Senior Officer 2nd class (Commander/Lieutenant Colonel) Iwao Mabuchi from the Japan Coast Guard's (JCG) National Strike Team for Oil Pollution arrived in Estancia to assist in the assessment, evaluation and monitoring of the ongoing clean-up operations.

Balilo said the team was requested by the PCG from their counterparts in the JCG through the Japan International Cooperation Agency (Jica) to assess and recommend actions to speed up the clean-up operations and rehabilitation of the area.

Mabuchi was a longtime rehabilitation expert who is formerly assigned to the Planning and International Cooperation on Guard and Rescue Mission of JICA in the country.

As of Friday, 167,000 liters of oil and 60 tons of debris have been collected from the damaged power barge of the National Power Corporation (Napocor). [SunStar.com](#) [Read more](#)

USA: TRANSFORMER FIRE CAUSES SPILL IN SHERMAN COUNTY, OREGON

November 29 - A transformer caught fire at the base of a Bigelow Canyon wind turbine over the weekend, spilling an estimated 600 gallons of transformer oil.

A representative of the Oregon Department of Environmental Quality's (DEQ) spills unit reported that PGE, the owner of the wind farm, reported the fire and hired SMF Environmental to clean up the spill. DEQ asked for a spill report identifying what happened, what actions were taken to clean up the site and to restore it to its pre-spill condition. No waterways were affected.

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

CANADA: ANOTHER WASTE-WATER SPILL FOUND NEAR ZAMA CITY, ALBERTA

November 29 - There has been another leak of "produced water" from an Apache Corporation site near Zama City, Alta.

Apache estimates 1.8 million litres of the fluid was released from one of its water injection wells about 100 kilometres south of the N.W.T.-Alberta border. An official says the leak began on Oct. 3 but wasn't discovered until Oct. 25.

The company says 3.8 hectares of land was affected by the spill.

Produced water is extracted during oil and gas operations. The company says a trace amount of hydrocarbons was present in the water that leaked.

The company says much of the fluid has been removed and disposed of in a licensed facility and that it continues to clean up the spill. It says there's no danger to public health or the environment.

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

INCIDENT REPORTS: ROAD TANKER ROLLOVERS, FUEL STATIONS, STATIC TANKS, ETC.

Your Editor would like to remind readers that the ISCO Newsletter does not usually report on incidents of these kinds because there are far too many and, in any case, these are already really well covered by Don Johnston in his excellent newsletter "Newsy Stuff".

"Newsy Stuff" is circulated free of charge every few days to members of the DG & Hazmat Group and each issue contains around 20 pages of incident reports and other mainly downstream related news.

The ISCO Newspaper does not aim to compete with "Newsy Stuff" and vice versa. The Editor of the ISCO Newsletter does pick up on some news stories in "Newsy Stuff" and Don does the same with links in the ISCO Newsletter but, as far as incident reports are concerned, the two publications complement each other.

The DG & Hazmat Group is an Industry Partner of ISCO.

To find out more about joining DG & Hazmat Group and subscribing to "Newsy Stuff", visit - <http://groups.yahoo.com/neo/groups/DangerousGoods/info>

USA: NEWS REPORTS

December 9 - New York Environmental Cleanup Chief on Potential Oil Spills: 'I Don't Know' If We're Ready

In early spring of this year, the New York Department of Environmental Conservation quietly approved a request from a Texas oil company to double the amount of crude oil and ethanol it ships through the Port of Albany down the Hudson River every year. The company's proposal for the permits received no public comments, allowing Buckeye Partners to ship 1 billion gallons of crude and 780 million gallons of ethanol through the Port annually.

The announcement generated some fanfare among Albany's residents. As they had recently learned, the Port of Albany is the destination for Bakken shale crude oil that goes to Irving Oil Co.'s St. John, New Brunswick refinery — the same refinery that the tanker train in Lac-Megantic, Quebec was heading to when it derailed, killing 40.

And now, after an inquiry from Capital New York, the head of the DEC's spill cleanup division is saying he's unsure if the agency is ready to handle a disaster like the one that happened in Lac-Megantic, or any major spill event.

Lisa King, the public information officer at the DEC, said in an e-mail that Capital New York had taken the quote "out of context." *Climate Progress* [Read more](#)

December 6 - U.S. officials prepare to destroy Syrian chemical weapons at sea

If all goes according to plan, the bulk of [Syria's chemical weapons stocks](#) could be destroyed early next year inside the specially modified hold of a U.S. ship somewhere at sea, Pentagon officials said Thursday.

[Spurned by one country after another](#) in recent weeks, the roughly 1,000 metric tons of toxins may be eliminated miles away from any port, under the supervision of trained U.S. technicians in protective suits — assuming that the plan is accepted by the international chemical weapons watchdog overseeing the project, the officials said. *The Washington Post* [Read more](#)

December 12 - Safety of Enbridge Pipeline In Great Lakes Challenged by Michigan and Illinois Senators

Three U.S. senators asked a federal agency Wednesday for evidence that a pipeline crossing a section of the Great Lakes is safe, following a roughly 10 percent increase in its capacity to carry oil.

Enbridge Energy Partners LP boosted the capacity of its Line 5 pipe earlier this year by 2.1 million gallons from 20.6 million. The line runs from Superior, Wis., to Sarnia, Ontario, passing through Michigan's Upper Peninsula and crossing the Straits of Mackinac, a five-mile-wide area where Lakes Huron and Michigan meet.

In a letter to the Pipeline and Hazardous Materials Safety Administration, Sens. Carl Levin and Debbie Stabenow of Michigan and Richard Durbin of Illinois noted the line is 60 years old and questioned its durability in the straits, where currents are strong and water temperatures variable.

"If the pipeline running beneath the Straits of Mackinac were to leak or burst, it could have devastating effects on the Great Lakes and the entire region's economy," they said. *Huffington Post* [Read more](#)

December 12 - Ship operators fined for non-compliance with tank vessel response plan regulations

The U.S. Coast Guard has issued monetary penalties to three vessel operators in violation of federal regulations related to tank vessel response plan requirements.

The vessels *Pacific Galaxy*, operated by Synergy Maritime PET; *Tamar*, operated by MTM Ship Management, and *Yayoi Express*, operated by MOL Tankship Management, have been issued a monetary violation for non-compliance with [Title 33 Code of Federal Regulations Part 155 Subpart D](#) in Alaska. Vessel operators can face penalties of up to \$11,000 per violation, per day.

Tank vessels bound to or from a U.S. port and transiting through the Western Alaska Captain of the Port zone must have an approved geographic specific appendix in their vessel response plan for Western Alaska prior to transiting or operating within the COTP zone if carrying oil in bulk as cargo or oil cargo residue. Violation of this requirement can include the issuance of a letter of warning, notice of violation, or a civil penalty. *The Maritime Executive* [Read more](#)

December 11 - Spike in oil pumped under Straits of Mackinac worries Michigan lawmakers

Michigan's U.S. senators want to know what steps federal regulators took to ensure that a 60-year-old pipeline crossing the Straits of Mackinac was safe before allowing millions of gallons of oil to flow through it each day — and how quickly a leak could be detected and the line shut down.

Sens. Debbie Stabenow and Carl Levin sent a letter to the Federal Pipeline and Hazardous Materials Safety Administration today,

USA: NEWS REPORTS (Continued)

raising the specter of another environmental disaster like the one that occurred in 2010 when a pipeline in Marshall ruptured and sent hundreds of thousands of gallons of oil into a tributary of the Kalamazoo River.

Enbridge Energy Partners of Canada owns and operates Line 6B that failed three years ago and Line 5, which traverses the the Upper Peninsula before ducking underwater near the Mackinac Bridge. Daily transports of light crude along Line 5 were increased by as much as 2 million gallons a day earlier this year. *Detroit Free Press* [Read more](#) [Thanks to Marc K. Shaye Hon.FISCO, Member of ISCO Committee]

CANADA: NEWS REPORTS

December 13 - Province okays jet fuel pipeline bringing tankers into Fraser River

A controversial jet fuel pipeline that would be built across Richmond and bring tankers into the mouth of the Fraser River has been given the green light by the province.

Environment Minister Mary Polak issued a conditional environmental assessment certificate for the project to the proponent, the Vancouver Airport Fuel Facilities Corp.

B.C.'s Environmental Assessment Office concluded there will be no significant adverse impacts.

The projects includes a marine terminal and storage facility on the South Arm of the Fraser River near Riverport and a 13-kilometre underground pipeline to Vancouver International Airport. *Richmond Review* [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

December 13 - Ottawa to designate crude oil as highly dangerous

The federal government will, for the first time, designate crude oil a highly dangerous substance and introduce tougher safety and testing measures for shipping oil by rail, Transport Minister Lisa Raitt has told *The Globe and Mail*.

The fundamental shift, in response to mounting concerns about crude safety, comes after a *Globe* investigation detailed how the oil that exploded in Lac-Mégantic, Que., last summer was far more dangerous than regulators and shippers considered. The investigation found that numerous warning signs about the volatility, corrosiveness and content of the crude were ignored before the disaster. *The Globe and Mail* [Read more](#) [Thanks to Don Johnstone of ISCO Industry Partner, DG & Hazmat Group]

December 12 - Canada to boost rail safety after deadly oil blast

New stricter safety measures for shipping oil by rail across Canada are expected in response to the worst tanker train disaster in the country's history, it was reported Friday.

Transportation Minister Lisa Raitt told the daily *Globe and Mail* the change is an acknowledgement that crude oil is "a dangerous good, and should be treated as such."

She tasked officials with implementing the new rules by mid-2014, the newspaper said.

The change comes as trains are set to resume rolling again next week through Lac-Mégantic, a Quebec town whose downtown area suffered a devastating rail disaster caused by a runaway train. *Google* [Read more](#)

December 15 - Toronto environment groups want cleanup plans should Line 9B rupture

All of Toronto's major waterways fall in its path.

That path, of Enbridge's Line 9B pipeline, crosses all nine watersheds in the Toronto and Region Conservation Authority area along its route from North Westover to Montreal.

As the company seeks federal approval to increase capacity and reverse the flow of the 38-year-old pipeline, environmental groups and municipalities have sounded alarm bells over the potentially catastrophic affect of a spill on water in the GTA.

"It runs through a really, really sensitive place and the proposal makes the pipeline much more dangerous," said Adam Scott, climate and energy program manager at Environmental Defence.

Enbridge is seeking approval from the National Energy Board to boost the 30-inch pipeline's capacity from 240,000 barrels per day to 300,000. It also wants to reverse its flow from westbound to eastbound, allowing it to carry bitumen from Alberta's oilsands to refineries in Quebec. *The Star* [Read more](#)

NIGERIA: FG SET FOR Ogoni CLEAN UP – LAUNCHES EIGHT EMERGENCY MEASURES, SAYS UNEP

December 13 - Following the report of the United Nations Environmental Programme (UNEP) on the degradation of Ogoniland by oil companies, the Federal Government has wrapped up measures for the cleaning up of devastated areas through the Hydrocarbon Pollution Restoration Project (HYPREP).

Federal Ministry of Petroleum Resources announced weekend that the ministry has launched the execution of eight emergency measures with material and logistic support from the Bayelsa State Government, some Local Governments and communities in Rivers State, along with a number of corporate organisations. The ministry explained that in readiness for the clean up, project officials held meetings with Stakeholders across Ogoniland, including a consultative meeting with the Supreme Council of Traditional Rulers of Ogoni. *Business Day* [Read more](#)

CHINA: AS U.S. REFUSES A DIRTY FUEL, CHINA ONLY TOO READY TO INCREASE IMPORTS



December 3 - When crude oil is boiled down to make diesel, a solid matter called petroleum coke, petcoke, is left at the bottom of a refinery tank. The substance that was virtually unheard of a few years ago is fast becoming one of China's most pressing environmental concerns.

Petcoke that is 80 percent carbon and has a low sulfur content is used extensively in the steel and aluminum industries. The high-sulfur version is used for fuel in power and cement plants. It is cheaper than coal but much dirtier, resulting in more pollution and high carbon emissions.

Petcoke gained notoriety earlier this year when a three-story mountain of the stuff was dumped on the banks of the Detroit River. The Wall Street Journal followed up with a report on the huge surplus the

United States has accumulated in recent years. At a time when most countries are looking for greener sources of energy, there did not seem to be a market for it.

U.S. Department of Energy figures show that while petcoke sales in United States have declined since 2006, China's demand has increased. In the first half of 2013, China imported 24 million barrels from the United States, 55 percent more than in the same period last year. China accounts for about 20 percent of U.S. petcoke exports. An analysis by the consulting firm ICIS China says this increase is the result of China's incessant desire for cheap fuel. It adds that the imports are mainly used by glass and power plants.

Researchers at Huazhong University of Science and Technology, in the central city of Wuhan, found that petroleum coke emits much more pollutants such as sulfur dioxide and nitrogen oxide than coal. *Caixin Online* [Read more](#)

AZERBAIJAN: OSCE ASSISTS AZERBAIJAN IN OIL SPILL PREPAREDNESS

December 15 - Forty specialists of the Azerbaijan's state oil company SOCAR attended a workshop on oil spills preparedness by OSCE Office in Baku on December 11. The event aimed at strengthening SOCAR's capacity to execute the National Marine Oil Spill Contingency Plan, which requires that all companies involved in oil and gas exploration develop and implement oil spill emergency plans for all their operations that could cause an oil spill.

"The plan aims to foster close co-operation with oil companies working within the Azerbaijani part of the Caspian Sea, and we stand ready to provide further assistance in training staff of these companies to make sure they are better prepared for oil spills," Emmanuel Huntzinger, Head of the Economic and Environmental Unit at the OSCE Office in Baku said.

Upon the request of SOCAR, the OSCE Office in Baku hired an international expert to develop an oil spills response plan for the national oil company in line with the international, regional and national requirements, which takes into account the guidelines developed by the International Maritime Organization and International Petroleum Industries Environmental Association. *Azernews* [Read more](#)

TRINIDAD: RESPONDING TO OILED WILDLIFE



Picture: Suited up: Trainers using personal protective equipment. — Photos courtesy Marianne Hosei

December 4 - Dealing with animals covered in oil does not mean washing them off with dishwashing liquid

Some people spill coffee; some people spill the beans. But in 1979 off the coast of Tobago, two oil tankers, the Atlantic Empress and Aegean Captain ran into each other and spilled an estimated 88 million gallons of oil. That's a different kind of spill. T&T is famous internationally for Brian Lara, nesting leatherbacks and steel pan. Thanks to that 1979 spill, we're also on the list of the world's largest oil disasters; right up there with the 2010 Deep Water Horizon spill and the 1991 Gulf War. To date it's still the largest ship-sourced oil spill on record. Ouch.

Love them or hate them, oil and gas companies fuel T&T.

There's no denying we are heavily dependent on the sector for its contribution to our prosperity. To access our nonrenewable resources, multinational energy companies undertake aggressive industrial activity. In T&T there is both land and offshore activity with increasing exploration and production in deep water areas. We also have large quantities of hydrocarbon-based products in tankers and carriers in transit through our waters.

With increased activity comes increased risk. Oil is not something that can be mopped with paper napkins. An oil spill is an environmental catastrophe affecting human health and livelihoods. Is T&T prepared?

As of 2013, we have an updated National Oil Spill Contingency Plan. According to the website of the Ministry of Energy and Energy Affairs, this plan is designed to mitigate the impact of all oil spills on the environment by setting standards, establishing time frames for oil spill response and increasing collaboration among partner agencies. The website states increased exploration and production activity warrants an increase in precautionary measures, especially in light of the major oil spill incident in the Gulf of Mexico in 2010.

To its credit, bp Trinidad and Tobago (bpTT) took the initiative in November to host an intensive oiled wildlife response workshop and train-the-trainer exercise under the guidance of Tyrone Kalpee, vice-president—Safety and Operational Risk. The sessions were run by international nonprofit organisations Sea Alarm Foundation and Tri-State Bird Rescue and Research, which have worked globally with numerous spills. Objectives included preliminary steps toward an oiled wildlife response plan and training to manage, treat, rehabilitate and release oiled animals. Key stakeholders at the workshop included NGOs such as Wildlife Orphanage and Rehab Centre (WORC), El Socorro Centre for Wildlife Conservation, Council for the Presidents of the Environment (COPE), Environment Tobago, Asclepius Green, Zoological Society of Trinidad and Tobago, Trinidad and Tobago Veterinary Association; governmental agencies such as THA, Wildlife, Ministry of Energy; and others. *Trinidad Express* [Read more](#)

AUSTRALIA: RADIOACTIVE ACID SPILL AT ERA RANGER MINE IN KAKADU

December 7 - There has been a major radioactive incident at a mine site inside Kakadu National Park overnight, with about a million litres of radioactive acid believed spilled, workers evacuated and production shut down.

A leaching tank containing the radioactive slurry burst at about 1am this morning, apparently with such force that it bent a crane and other infrastructure nearby at the Ranger mine. *The Australian* [Read more](#) (Registration required) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

UK: EU PLAN FOR FRACKING LAW THREATENS UK'S SHALE GAS BOOM

David Cameron's plan for a new fossil fuel bonanza from "fracking" underground gas reserves is under threat from draconian environmental laws being drafted in Brussels.

The European Commission has been drawing up proposals for a new framework directive, which could take years to negotiate, in order to regulate the pollution risks of "unconventional" fuels, including shale gas.

Conservative ministers fear the move could severely damage the UK's shale exploration industry and are now plotting a fight-back against the Commission.

Owen Paterson, the Environment Secretary, has hosted a series of private dinners in Brussels in an attempt to persuade ministers from other EU countries to back Britain's case. *The Telegraph* [Read more](#)

“SIDEWAYS” ICEBREAKER LAUNCHED AT ARCTECH HELSINKI SHIPYARD



December 12 - An innovative and somewhat strange new icebreaking multipurpose emergency and rescue vessel has been launched at Arctech Helsinki Shipyard.

The new vessel, named “Baltika”, features an asymmetric hull, with a patented oblique design and three 360 degree rotating propulsors, which allow the vessel to operate efficiently sideways, astern and ahead. In oblique mode the vessel will be able to generate a 50m wide channel in 0.6 m thick ice. Bow and stern first the vessel can operate in 1.0 m thick ice.

The Baltika will be used in icebreaking, rescue and oil response and recovery operations in the Gulf of

Finland and is being built for the Russian Federal Agency of Sea and River Transport. The design of the vessel is based on ARC 100 concept, which has been developed by Aker Arctic Technology.

The vessel features an advanced oil recovery system suitable which, similar to its sideways icebreaking advantages, also uses the full length of its hull to funnel oil to the on board collector tanks for separation. This also allows for operation in ice and heavy seas, Arctech says. *gCaptain* [Read more](#)

HOW SCIENTISTS ARE USING DRONES TO FIGHT THE NEXT BIG OIL SPILL

December 3 - More than three-and-half years after the Deepwater Horizon disaster spewed millions of gallons of petroleum into the Gulf of Mexico, scientists are launching drones and ocean-going sensor arrays off the Florida coast in an effort to map the path of future oil spills before they devastate beaches and coastal ecosystems.

Researchers from the University of Miami and other scientists are placing 200 GPS-equipped "drifters" in the surf zone just off Fort Walton to map where the ocean currents take the devices. Sensors placed on the ocean surface and seabed will track the movement of colored dye that will be released during the three-week experiment that began today. Two drones outfitted with GoPro cameras will also monitor where the currents take the drifters and dye. Since the drones can only stay aloft for an hour at a time, a camera-carrying kite will also be deployed.

All the data collected will be used to construct a computer model of near-shore ocean currents to predict how future oil spills or other pollutants will disperse as they approach the shore. *Mother Jones* [Read more](#)

THE TECHNOLOGY REQUIRED TO CONTAIN SUBSEA WELL BLOWOUTS CONTINUES TO EVOLVE



As demands by offshore operators have evolved, MWCC has had to evolve their technology as well. Last month they unveiled their newly up-rated capping stack with the ability to handle upwards of 350 degree fluid temperatures.

This stack is the first of its kind anywhere in the world capable of handling temperatures of 350 degrees F.

“The rerate of the single ram capping stack is another step in MWCC’s commitment to keep pace with member needs as they explore at greater depths, pressures and temperatures” said Marty Massey, chief executive officer of Marine Well Containment Company in an emailed statement.

High pressure, high temperature subsea wells are always a focus for MWCC, but in some cases the sheer size of the capping stack made it more difficult to use. Such issues are inherent to

production facilities such as spars or tensioned leg platforms where the wellheads and riser systems are all fairly closely located together. For this issue, MWCC made available a more compact, 50-ton, dual ram, 10,000 psi-rated capping stack.

Looking ahead into 2014, MWCC plans to further evolve this technology with an expanded containment system that incorporates the use of a specially-converted Aframax tanker into a “Modular Capture Vessel,” and an electro-hydraulically operated capping stack capable of operating in 10,000 feet of water at 15,000 PSI and 250 degrees. In addition, this new system will be able to flow upwards of 100,000 barrels per day of fluids, vice the current rating of 60,000. *gCaptain* [Read more](#)



In this issue of the ISCO Newsletter we are printing No. 157 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 157: THE NEED FOR KNOWLEDGE-ONLY ENVIRONMENTAL POLICY

Further to article 156, I now contrast the so-called renewable sources of energy with the fossil fuel and nuclear options, further to proclaim that knowledge must replace belief if any progress is to be made in reality. Thus, we know that no electricity is generated in high or low winds; that wind can be absent for long periods, particularly in winter when electricity is most needed; that wind farms must thus be supported by fossil fuel or nuclear power stations which for this purpose must continuously maintain steam pressure for their own turbines, and that wind farms cannot thus remove the need for continuous fossil fuel combustion unless replaced by the nuclear option, neither of which is any more acceptable to environmentalist belief than is knowledge-only response to releases of oils/HNS (c.f. articles 116-120).

Nonetheless, with belief controlling the political agenda, the UK accepted an EU directive to generate 38% of its energy from 'renewables' by 2020 despite 41.8% of our current requirement of 55GW being lost by 2015 with nuclear power stations (10GW) having been age-decommissioned and coal/oil fired stations (13GW) having become non-viable by their failure to comply with the large combustion plant directive. Thus, we will have lost ~ 42% of our generating capacity while Westinghouse, sold out of UK influence in 2006, had orders by 2010 for 19 new nuclear stations. Clearly, while others were placing orders, the UK was constrained by EU 'state aid' rules, by doubtfully reliable imports of natural gas, and by worries as to UK gas-production causing earthquakes no more significant than those of coalmining. Thus, with only five MPs having voted against acceptance of a 38% deficit in electricity-generating capacity while relying solely on wind farms, we see that reality is politically dismissible at least until the lights go out, computers crash, and all power-requiring work is disrupted.

Despite this looming reality, there are those who believe hydrogen will replace fossil fuels for motor vehicles, the emissions being water instead of carbon dioxide. Alas, we know that were electricity needed to produce the hydrogen from water in the first place, further calls would be made on an already doubtful generating capacity; that the transformation from one energy form to another is never 100% efficient because of heat losses; that consequently there is a chain of losses in converting chemical and nuclear energy to electrical energy, in its subsequent cable-transmission; and in its subsequent conversion to kinetic energy in individual electric motors; that it is thus more cost-effective to burn fossil fuel directly in the internal combustion engines of motor vehicles than in generating electricity for transmission to electrolysis plant to produce hydrogen to combust in internal combustion engines, this being an even longer chain of energy conversion and transfer losses, as indeed would be the chain from nuclear power station to hydrogen-production for internal combustion in motor vehicles.

As to the intermittent production of electricity from wind and other so-called 'renewables' we know that hydrogen intermittently produced by electrolysis of water could be stored at roadside filling stations for use irrespective of wind intermittency in a manner comparable to the early intermittency of wind driven flour milling for storage and sale irrespective of wind. However, while hydrogen demand and storage capacity are as yet unknown, the associated uncertainties are likely to be greater than for flour and petroleum products, while the capital losses of an imposed changeover from petroleum products to hydrogen would be as unnecessary as are those imposed by erection of intermittent wind farms.

To conclude this review of substitutes for fossil fuels, I include the geothermal and nuclear fusion options. Thus, with hot springs being a source of direct heating in Reykjavik, with natural super-heated steam (> 100° C) having generated electricity at Larderello (Italy) since 1905, and with volcanic heat being much in evidence in the north island of New Zealand, it was hypothesised that the ubiquitous temperature increase observed with depth in coal mines could be a source of geological energy irrespective of geography. However, injection and return of water through permeable rock to depths of 3000-4000m has shown that not all rock is sufficiently permeable, that permeability diminishes with depth, and that the rate of heat extraction is limited by the thermal conductivity of rock. Again, as to nuclear fusion, we know that the Joint European Torus (JET) at Culham, UK, has sustained such fusion for 2 seconds in a plasma at 220 million degrees K with an energy release of 2 megawatts for an energy input of 15 megawatts; that a more recent alternative of bringing pellets of solid hydrogen to fusion temperatures with lasers is being considered; but that a practical system is not an immediate prospect.

Thus, we know that knowledge-only policy will be needed to harmonise technology and environment as in articles 1-15. However, the reviews in articles 155-157 are intended to show that knowledge has difficulty in displacing belief; and that my newly defined differentiation of the knowledge/belief dichotomy is essential to overcoming this difficulty (c.f. articles 116-130). Thus, with these concluding remarks on the general need for knowledge-only policy, I will complete my knowledge-only contingency and incident-specific response plans in the early New Year.

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	November 2013
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	November 25 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	December 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	October 2013 issue
Intertanko Weekly News	International news for the oil tanker community	No. 50 2013
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	December 2013 issue
IMO Publishing News	New and forthcoming IMO publications	November 2013
IMO News Magazine	News from the International Maritime Organization	No 3, 2013
Pollution Online Newsletter	News for prevention & control professionals	December 11 issue
EMSA Newsletter	News from the European Maritime Safety Agency	December 2013 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 2013 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	December 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
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	November 8 issue

Events

CANADA: 37TH AMOP TECHNICAL SEMINAR ON ENVIRONMENTAL CONTAMINATION AND RESPONSE

June 3-5, 2014 Radisson Hotel and Conference Centre, Canmore, Alberta, Canada

With year-end and the Holiday Season upon us this is a busy time for most. This is a general reminder that Abstracts for the 37th AMOP Technical Seminar on Environmental Contamination and Response are due on December 31, 2013.

We are also pleased to announce two Special Sessions this year:

- Oiled Wildlife and
- Diluted Bitumen/Pipeline Spills

Technical Seminar Website: <http://www.ec.gc.ca/amop>

USA: SUBMIT A PRESENTATION FOR AHMP 2014

AHMP 2014 will be held from August 24-27, 2014 in New Orleans, Louisiana.

Individuals are invited to submit abstracts for AHMP 2014 for both concurrent technical sessions and pre-conference workshops on topics of interest to EHS&S, hazardous materials and waste management professionals. The 2014 Conference – integrating all the industry's diverse disciplines – offers you the unique opportunity to present new ideas, share valuable professional experiences and case studies, and explore recent developments, emerging issues, regulatory updates and trends in environmental, health, safety, security, hazardous materials and waste management.

Click [here](#) to submit an abstract or download the brochure for more information. **Deadline: February 16, 2014**

USA: INTERNATIONAL OIL SPILL CONFERENCE 2014

Join us on May 7, 2014 from 4:00 p.m. to 5:30 p.m. for the IOSC's [On Water and Aerial Technical Demonstration](#). Held on the Savannah River in front of the Convention Center, this 45-minute demonstration will follow a scripted simulation spill to demonstrate how new and existing technology has been configured to increase the effectiveness of a response.

Network and enjoy refreshments as you join other attendees in discovering how this complete response system can improve detection and tracking and increase encounter and recovery rates.

The demonstration is a must see, so don't miss out! [REGISTER TODAY](#) for IOSC 2014.

To learn more about the On Water and Aerial Technical Demonstration, or for more information on the conference program, special events, and sponsorship opportunities, visit www.iosc.org.

Events (continued)

USA: LEIGH FONDAKOWSKI'S *SPILL*, ABOUT THE BP OIL SPILL, WILL HAVE WORLD PREMIERE IN LOUISIANA

Swine Palace will present the world premiere of *Spill*, a multimedia play inspired by the 2010 British Petroleum (BP) oil spill written and directed by Leigh Fondakowski — head writer of *The Laramie Project* — in collaboration with Reeva Wortel beginning March 12, 2014.

Spill, about the largest environmental disaster in U.S. history, is the co-creation of playwright-director Fondakowski and visual artist Wortel and is based on interviews, photographs and court documents collected in the aftermath of the spill.

Performances will continue through March 30, 2014. For more information, visit SwinePalace.org.

Training

US EPA: UPCOMING LIVE WEB EVENTS

For details, visit <http://clu-in.org/live/>

US FEMA: CHARACTERISTICS OF THE INCIDENT COMMAND SYSTEM: PART 4

Download at http://www.usfa.fema.gov/downloads/pdf/coffee-break/cc/cc_2013_11.pdf

INDIA: HOW TO CLEAN A LAKE?

Learn from Sanjay Aggarwal, CEO, Clover Organics on how they cleaned a lake in Delhi, India. Sun, Dec 22 at 8pm IST. RSVP now! *Indian Environment Network* [More info](#)

And finally, something completely different !

VIDEO: RUSSIAN MOTORISTS SHOCKED BY APOCALYPTIC MAD MAX FUEL TANKER

An apocalyptic lorry has been prowling the motorways of Belarus - but it would look more at home on the set of *Mad Max*

The black rig, a custom lorry covered in sharp spikes, rusty rivets and battle armour has been spotted on motorways in Mogilev.

The crazy truck was custom built by members of the Night Wolves, Russia's most famous motorcycle club.

Founded in 1989, the Night Wolves are Russian president Vladimir Putin's favourite biker group.

He has met with them on at least three occasions and appeared at a biker festival with them in April.

Putin arrived at the festival on a huge black trike to the sound of the group's anthem. *Mirror Newspaper* [View the video](#)
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

This is the last issue of the ISCO Newsletter for 2013 but we'll be back with Issue 416 on Thursday 2 January 2014

Have a great holiday !

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
