



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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**HAPPY NEW YEAR
TO ALL OUR READERS**



International news

INTERNATIONAL FORUM ON GROUP V OILS

ISCO President, David Usher, gives an update on the International Forum taking place over 9-10 September 2014 in Detroit, USA. See ISCO News on page 8.

MEDEXPOL 2013 - WORKSHOP ON REGIONAL RESPONSE CAPACITY AND CO-ORDINATION FOR MAJOR OIL SPILL IN THE MEDITERRANEAN SEA

Member of ISCO Council for Croatia, Darko Domovic, reports on the December 2013 workshop held in Athens, Greece. See page 10.

Incident reports

TRINIDAD & TOBAGO: MULTIPLE OIL SPILLS



December 26 - Officials in Trinidad & Tobago continue to respond to a mysterious series of oil spills that has soiled beaches and killed wildlife across the island nation.

The spills started last week with the discovery of a weld leak on the Number 10 Sea Line at state-owned Petrotrin's Pointe-a-Pierre port. Shortly thereafter, authorities discovered that a gasket on a 16-inch line of Riser Platform 5 in Trinmar's main field had leaked and spilled into the sea.

Later that week an oil leak was discovered in the area of Platform 17 in Petrotrin's Trinmar East field. On Saturday, Trinity Oil & Gas reported that

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Incident reports (continued)

several valves had been opened on wellsite tanks at the WD-2 Block in Rancho Quemado. In total, five separate spills from government-owned facilities have been identified, according to reports. *Upstream* [Read more](#)

December 27 - An oil spill that occurred in Moruga on Christmas Day is being cleaned up. In a release on Wednesday, Petrotrin stated there were two more incidents of oil being discharged from the area. These oil spills were unrelated to the previous ones across the south-western peninsula.

It stated: "Regrettably, Petrotrin has received reports today of two further incidents of oil being discharged into the environment in the Moruga/Rock River area.

"Clean-up and investigation efforts have already been initiated with respect to these latest incidents. Petrotrin continues to investigate the circumstances which resulted in these incidents and is actively following several new leads." *Trinidad Express* [Read more](#)

December 31 - Three months to clean oil spills, says US expert - US oil spill expert Brian Gove says the oil spill ravaging the southwestern coastline is "challenging" and clean-up operations may take up to three months.

Yesterday Gove, technical adviser on health and safety at Oil Spill Response Ltd, Florida, USA, together with Energy Minister Kevin Ramnarine, toured clean-up operations at Point Saube, La Brea, where the major mopping up efforts have been concentrated. The US expert said the location of the oil spill had made cleaning up a bit difficult for his team, contractors and Petrotrin.

Yesterday Ramnarine said an Institute of Marine Affairs preliminary report had said the oil found at La Brea is Bunker C, a product of the refining process. He said Bunker C fuel had similar characteristics to crude oil and admitted that "both crude oil and Bunker C can be problematic."

Ramnarine said a report would be done on the oil spill, which he said was a lesson for Petrotrin, and the recommendations from that experience would assist in improving the National Oil Spill Contingency Plan. *Trinidad & Tobago Guardian* [Read more](#)

Incident reports (continued)

SOUTH KOREA: CARGO SHIP COLLIDES WITH CHEMICAL TANKER; 91 RESCUED

December 29 - A cargo ship collided with a chemical-carrying tanker ship Sunday off South Korea's coast, leading to a fire and the rescue of all 91 crewmen, officials said.

The 55,000-ton freighter was on a test run when it collided with a ship carrying nearly 30,000 tons of flammable chemicals off the coast of the southeastern Korean city of Busan early Sunday, the Yonhap News Agency reported. *UPI* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

December 30 - Hong Kong tanker catches fire after crash off Busan



Photo: The blaze on oil tanker Maritime Maisie. Photo: SCMP

According to South Korea's Yonhap news agency, the impact caused two of the 20 chemical containers on board the tanker to go up in flames.

The South Korean authorities deployed 16 coastguard boats, some navy vessels and helicopters to the scene for rescue.

Firefighters brought the blaze under control at about 10am. About 4,000 tonnes of the chemicals paraxylene and acrylonitrile were lost in the blaze.

South China Morning Post [Read more](#)

Incident reports (continued)

USA: AS OIL TRAIN BURNS, 2,300 RESIDENTS OF CASSELTON, N.D., TOLD TO FLEE



Picture: A fire from a train derailment burns uncontrollably Dec. 30, 2013, west of Casselton, N.D. Photo: Michael Vosburg, Fargo Forum via AP

December 31 - Officials on Monday night were calling for the evacuation of the entire town of Casselton, N.D., after a BNSF grain train derailed and crashed into a crude oil train in North Dakota on Monday afternoon, causing tank cars to explode in towering mushroom-cloud flames.

Amy McBeth, a spokeswoman for BNSF, said a grain train derailed on a track parallel to an eastbound crude oil train with 106 tank cars, striking some of the tanks and triggering explosions.

It was not clear how many tank cars were struck, nor how many were burning, she said. *Star Tribune* [Read more](#) [Thanks to Don Johnstone of ISCO Industry Partner, DG & Hazmat Group]

NORWAY: OIL SPILL IN THE ARCTIC AT STATOIL PLATFORM

December 29 - Norwegian oil and gas giant Statoil had to shut down production on its Statfjord A sea platform due to an oil leak. The crew of the platform has been evacuated. The cause of the leak remains unknown.

The Statfjord field is the biggest oil field in the North Sea and is located 180 km away from the Norwegian coast. Statoil has three oil platforms in the zone, but only one has been affected by the incident. "Production was shut down," Statoil spokesman Kjetil Visnes told Reuters. "About half of the staff were moved by two helicopters to platforms Statfjord B and C."

The environmental impact of the spill remains to be assessed. Statoil's spokesman declined to provide any additional information about the amount of oil and gas the platform was producing at the time of the leak. It is also unknown whether the leak has been stopped by production shutdown. According to Reuters data, the Statfjord field produces around 129 thousand barrels of oil per day. *Voice of Russia* [Read more](#)

USA: SEVERED FUEL PUMP CAUSES 5,500 GALLON GAS SPILL IN ALASKAN HARBOR

December 16 - Thousands of gallons of gasoline spilled into a harbor in southern Alaska on Saturday after a pump used to funnel fuel into boats was accidentally severed, representatives from Alaska's Department of Environmental Conservation confirmed Monday.

Initial reports indicated that 7,000 gallons of gasoline had leaked, but Sarah Moore, the DEC coordinator for pollution incident response in Southern Alaska, told ThinkProgress on Monday that more recent estimates from the village of Kake are suggesting a spill of about 5,500 gallons. *Climate Progress* [Read more](#)

USA: TWO BARGE COLLISIONS IN TEXAS

December 18 - U.S. Coast Guard marine inspectors are investigating and monitoring the repair of two barges that collided early Tuesday morning in the Corpus Christi Ship Channel near Ingleside.

At approximately 2 a.m., the captain of the tugboat Yellowfin called Coast Guard Sector Corpus Christi, reporting that barges pushed by the tugboats Yellowfin and Capt. Warren collided in the ship channel.

The Yellowfin barge was loaded with about 4.2 million gallons of gas oil. The Capt. Warren's barges were empty. There are no reports of personal injury or marine pollution. *The Maritime Executive* [Read more](#)

December 26 - The U.S. Coast Guard responded to a collision between two barges early Monday morning in the vicinity of Siever's Cove on Bolivar Peninsula, in the Intracoastal Waterway.

At approximately 12:50 a.m., the captain of the tug pushing the TTI-150 contacted watchstanders at Coast Guard Marine Safety Unit Texas City to report the collision between the barge CBC 7026 and the barge TTI-150. A 25-foot Response Boat — Small from

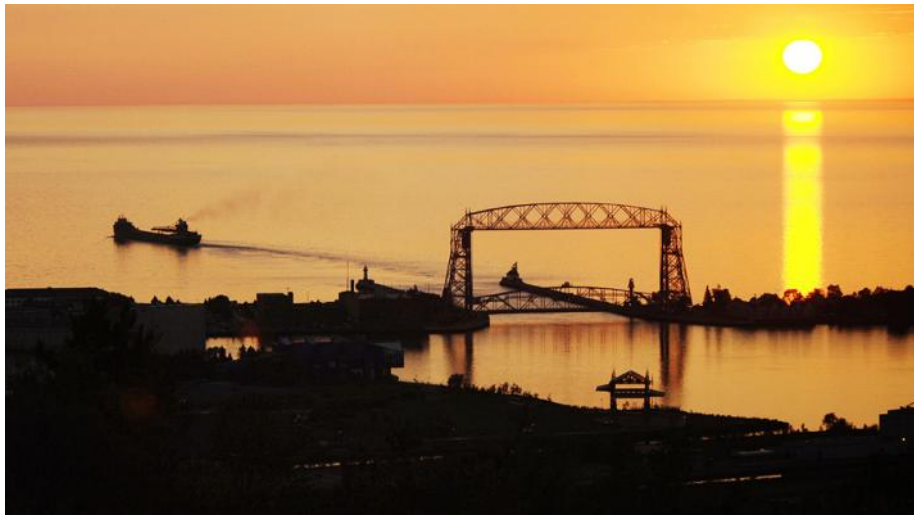
Incident reports (continued)

Station Galveston was sent with a team of incident responders, marine inspectors, and marine casualty investigators, to conduct a preliminary investigation and mitigate any possible further risk to the environment or the mariners aboard the vessels.

Both barges were damaged, but are currently secured and in a stable condition. No injuries or pollution have been reported or observed. *The Maritime Executive* [Read more](#)

Other news

USA & CANADA: OIL COMPANY LOOKS TO GREAT LAKES AS SHIPPING DEMAND BOOMS



Picture: A company proposes shipping crude oil by barge across Lake Superior to keep up with the booming supply from North Dakota and Canada Credit Jack Rendulich / AP

December 27 - A company proposes shipping crude oil by barge across Lake Superior to keep up with the booming supply from North Dakota and Canada

North Dakota and western Canada are producing crude oil faster than it can be shipped to refineries.

Rail car manufacturers can't make new tank cars fast enough, and new pipeline proposals face long delays over environmental concerns. So energy companies are looking for new ways to get the heavy crude to market.

One proposed solution is to ship the oil by barge over the Great Lakes — but it's a controversial one.

Crews are working around the clock in North Dakota, where there's a lot of oil under the Bakken Shale formation, and in the Alberta tar sands area in western Canada, where there's tens of billions of gallons more.

"As domestic production of crude oil from unconventional shale plays, such as the Bakken formation, among others, continues to increase, so too will the need to identify the safest, most reliable methods by which to transport crude oil to our nation's refining centers," says Noel Ryan, a spokesman for Calumet Specialty Products Partners, an energy company based in Indiana.

Shipping the oil by barge brings potential economic benefits and jobs. But there are special risks with heavy crude, says Lyman Welch, water quality program director of the conservation group Alliance for the Great Lakes. "A spill in the open waters of Lake Superior would be very difficult if not impossible to clean up," Welch says. "Tar sands crude oil is heavier than water, so much of it sinks to the bottom of a river or lake water body if there is a spill." *WAER* [Read more](#)

AUSTRALIA: EMERGENCY TOWAGE CAPABILITY EXTENDED

During 2013, AMSA secured the services of three separate tug operators to provide a Level 2 emergency towage capability (ETC) around the Australian coastline. Level 2 emergency towage arrangements make use of harbour and ocean-going tugs which are located all around the country. Depending upon their location, these tugs are able to be deployed within 2-4 hours of being tasked to assist in a maritime incident. We conduct regular audits to ensure the state of readiness and serviceability of these vessels.

When the National Maritime Emergency Response Arrangements (NMERA) was created in 2006, the coastal region around Australia was divided into eight regions for Level 2 ETC service. Due to increased shipping activity and recommendations from DNV, the boundaries of these eight regions were redefined with two new regions created. These regions are known as South Western Australia and North Central Queensland. The two additional regions came into force when the new contracts became operational on 1 August 2013. North Central Queensland is served by SMIT Marine whilst South Western Australia is served by SVITZER Australia. The other regions are served by RiverWijs (North-West Western Australia), Australian Maritime Systems (AMS) (Northern GBR- Level 1 region) and SVITZER Australia (South Central Queensland, Central East Queensland, NSW, Victoria/Tasmania, South Australia, South West Western Australia and Northern Australia).

The tugs which provide for ETC capability for both levels 1 and 2 are maintained within the 11 strategic locations around Australia and are kept at a high level of readiness all the time. On several occasions throughout the life of the NMERA program they have been tasked to respond to disabled or distressed vessels. They have also often been put on stand-by as a precaution when a maritime casualty was developing, with the dedicated ETV for level 1 often providing passive escorts for vessels transiting the GBR and the Torres Straits. *AMSA Aboard* [Read more](#)

USA: NEWS REPORTS

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

December 16 - In Wake of Chevron 2012 Pipe Rupture and Fire in Bay Area, CSB Draft Report Proposes Overhaul of Refinery Industry Regulatory System in California and Urges Adoption of the Safety Case Regime to Prevent Major Chemical Accidents

In a draft report released to the public today, the U.S. Chemical Safety Board (CSB) proposes recommendations for substantial changes to the way refineries are regulated in California. Entitled "Regulatory Report: Chevron Richmond Refinery Pipe Rupture and Fire," the CSB draft calls on California to replace the current patchwork of largely reactive and activity-based regulations with a more rigorous, performance-based regulatory regime – similar to those successfully adopted overseas in regions such as the United Kingdom, Norway, and Australia – known as the "safety case" system.

The draft report is the second part of three in the CSB's investigation of the August 2012 process fire in the crude unit at the Chevron refinery in Richmond, California. That fire endangered 19 workers and sent more than 15,000 residents to the hospital for medical attention. *US Chemical Safety Board* [Read more](#)

December 16 - Court Rejects Oil Spill Contempt Case

The U.S. Interior Department will not be held in contempt over its actions in the aftermath of the 2010 Gulf of Mexico oil spill after the U.S. Supreme Court declined on Monday to review an appeals court ruling in the government's favor.

The nine justices refused to hear an appeal filed by Hornbeck Offshore Services LLC, a drilling company subsidiary of Hornbeck Offshore Services Inc, and other businesses affected by a moratorium on deep sea drilling that the federal government imposed in May 2010. The federal appeals court ruling that overturned a federal district judge's contempt finding remains intact. *The Maritime Executive* [Read more](#)

December 17 - South Portland passes moratorium on tar sands oil

The City Council took its first concrete step Monday toward prohibiting Canadian oil sands from being shipped through the city's port. By a 6-1 vote, the council approved a moratorium, effective until May 5, that bars the city from approving any project or development that includes loading oil sands onto ships in the city.

The moratorium buys time for city officials to develop a permanent ordinance that would prevent Portland Pipe Line Corp. from reversing the flow in its underground pipe that now pumps crude oil from South Portland to Montreal. *Portland Press Herald* [Read more](#)

December 17 - USCG Hosts Executive Seminar for Spill of National Significance



The U.S. Coast Guard hosted the 2013 Spill of National Significance Executive Seminar at its headquarters Monday. As a follow up and identified best practice to the 2012 Spill of National Significance (SONS) Executive Seminar, the Coast Guard hosted the 2013 Executive Seminar to explore national level policy issues associated with Arctic spill response and to exercise national-level coordination of Senior Officials during an Arctic SONS.

Over 75 senior government officials and advisors representing over 20 federal agencies and departments participated in this year's SONS capstone event. Additionally, two representatives from the state of Alaska, including the Commissioner from the Alaska Department of Environmental Conservation, participated in the exercise.

This was the third and final event in the 2013 SONS exercise series. *The Maritime Executive* [Read more](#)

Other news (continued)

December 19 - Enbridge suspends dredging operations at River Oaks park until spring



Picture: An excavator digs into the bottom of Morrow Lake during cleanup following the 2010 Kalamazoo River oil spill. [MLive file photo](#)

Enbridge, Inc. has suspended its dredging operations at Morrow Lake until spring, a company spokesman said Thursday.

Jason Manshum, senior advisor of community relations for Enbridge, said Enbridge ceased all of its dredging operations along the Kalamazoo River on Dec. 10. due to concerns over worker safety after the water started freezing.

[Michigan Live](#) [Read more](#)

December 29 - Keystone XL foes want focus on spill clean up

As the State Department readies its final environmental review of the Keystone XL pipeline, foes of the project are pressuring the Obama administration to pay attention to the challenge mopping spills of the heavy crude set to flow through it.

When the State Department issued its draft of the analysis in March, it largely ignored the issue, prompting a rebuke from conservationists as well as the Environmental Protection Agency, which has overseen the slow cleanup of oil sands crude dumped into Michigan's Kalamazoo River in July 2010.

That episode revealed the difficulties in cleaning up some Canadian crude, which sank to the bottom of the river and mixed with sediment, defying traditional removal methods that focus on floating and suspended oil.

Since Keystone XL is slated to carry a similar substance over more than 1,000 water bodies, the State Department should be paying attention, said Danielle Droitsch, director of the Canada program at the Natural Resources Defense Council. [Fuel Fix](#)
[Read more](#)

CANADA: NEWS REPORTS

December 16 – 19: Pipeline-related news relayed by Gerald Graham of World Ocean Consulting



Kinder Morgan has officially filed an application to expand its Trans Mountain Pipeline, which would triple its capacity to ship crude oil between Strathcona County, near Edmonton, and Burnaby, B.C.

The company released a statement on Monday morning saying it had filed its application with the National Energy Board.

[Read more about the pipeline proposal](#) Once the NEB delivers its final report, the federal government will have 90 days to review the recommendations and make a final decision on the expansion.

If approved, work on the \$5.4 billion project to revamp the 1,150-kilometre, 60-year-old pipeline could be complete by late 2017, said the company.

The application for the Trans Mountain pipeline proposal comes just days before the NEB is expected to release its report in to the Northern Gateway pipeline application. [CBC News](#) [Read more](#) Similar report in [The Vancouver Sun](#)

Link to information from the National Energy Board – Click [HERE](#)

Related article in the [Globe & Mail](#) - "Economic factors mean B.C. government unlikely to oppose Kinder Morgan bid"

[Press Release from NEB](#) "Joint Review Panel for the Enbridge Northern Gateway Project to Release Final Report" [Read more](#)

Article in [Seattle PI](#): "Tanker traffic would soar under proposed Canadian pipeline" [Read more](#)

Article in [Surrey Leader](#): "New tanker safeguards proposed with oil pipeline twinning" [Read more](#)

CANADA: NEWS REPORTS (continued)

December 27 - Harper government cutting more than \$100 million related to protection of water



Photo: Canadian and U.S. scientists use the Canadian Coast Guard vessel, the CCGS Henry Larsen, in August 2012, to retrieve instruments assessing ice and currents in the region

More than \$100 million in cuts are underway at the federal department in charge of protecting Canada's water and oceans, despite recommendations from top bureaucrats that it needs to increase spending for both environmental and economic reasons.

According to internal federal briefing notes obtained by Postmedia News, Prime Minister Stephen Harper's government is eliminating about 500 jobs at the Department of Fisheries and Oceans related to Coast Guard services, patrols to stop illegal fishing activities as well as scientific research to promote conservation,

protect endangered species, and prevent industrial water pollution.

The cuts, part of the federal government's efforts to eliminate its deficit, cover 26 different areas of the department which has a workforce of about 10,000 employees. The downsizing also includes the shutdown of federal libraries and millions of dollars in reductions to climate change adaptation programs. In total, the department estimates it will cut about \$80 million per year from its budget by 2014-15, and over \$100 million per year in the following fiscal year.

But the cuts coincide with internal advice from top bureaucrats that the government should instead be increasing its spending in the department to protect both economic and environmental interests, particularly for Coast Guard services which are facing cuts equivalent to about \$20 million by 2014-15 and 300 full-time jobs. [Canada.com](#) [Read more](#)

UK: NEWS REPORTS

December 17 - Publication of a regulatory roadmap for onshore oil and gas exploration in the UK and a strategic environmental assessment



Written Ministerial Statement to Parliament by Michael Fallon regarding onshore oil and gas regulatory roadmap and strategic environmental assessment.

I have today published a Regulatory Roadmap for Onshore Oil & Gas exploration and a Strategic Environmental Assessment which represent important steps for onshore oil and gas exploration, including shale gas.

The government is keen to explore the potential for shale gas in the UK which could bring major benefit in terms of growth, jobs and energy security. However we must develop shale responsibly, both for local communities and for the environment. These documents will help ensure this and enable a sustainable and successful industry for the

long term.

First, the Regulatory Roadmap sets out the process operators should follow when seeking to drill for onshore oil and gas in the UK. The content is primarily for unconventional oil and gas operations, (specifically shale gas and coal bed methane developments) but many of the processes described will apply equally to conventional operations

The Environmental Report can be viewed on the GOV.UK website. [Gov.UK Press Release](#) [Read more](#)

December 17 - Forerunner of environmental protection honoured

Paul Wheelhouse, Minister for Environment and Climate Change, unveiled a specially commissioned bust of Dr Robert Angus Smith, thought to be the world's first environmental regulator, at the official opening of our new Angus Smith Building last week.

The new building has been named after Glasgow-born Dr Robert Angus Smith, whose work led to the discovery of what is now known as acid rain, and is believed to be the world's first environmental regulator. SEPA Chief Executive, James Curran, who attended the opening said: "Angus Smith was a true pioneer of environmental regulation and protection and we are very pleased to be able to honour him in the naming of this important facility. [SEPA Update](#) [Read more](#)

Other news (continued)

BP / MACONDO REPORTS

December 25 - Judge rules against BP in spill-settlement dispute

A federal judge on Tuesday rejected BP's argument that a multibillion-dollar settlement over the company's massive 2010 Gulf oil spill shouldn't compensate businesses if they can't directly trace their losses to the spill.

U.S. District Judge Carl Barbier said in his ruling that the settlement was designed to avoid the delays that would result from a "claim-by claim analysis" of whether each claim can be traced to the spill. *SFGate* [Read more](#)

December 26 - BP reserves right to appeal ruling allowing business claims without proof of oil spill losses

BP filed a notice Thursday reserving the right to appeal a [federal judge's decision](#) rejecting the company's attempt to ban payments to some businesses claiming damages from the [2010 Deepwater Horizon oil spill](#). *The Times Picayune* [Read more](#)

ISCO news

INTERNATIONAL FORUM ON GROUP V OILS – SPONSORS AND ACCOMPANYING EXHIBITION

On 29 December 2013 ISCO's President, David Usher, advised by telephone that detailed planning of the International Forum, scheduled to take place in Detroit, USA on 9 and 10 September 2014, is moving ahead and he will be releasing more information in the very near future. He also confirmed that the initial sponsors of the forum include NOAA, US Coastguard and OSG Ship Management Inc. Other interested sponsors are invited to get in touch.

The importance of the subject matter of the forum has been underlined in many articles in the ISCO Newsletter and addressing the problems posed by spills of negative buoyancy oil is now causing more concern than ever because of the anticipated growth in movements of tar sands hydrocarbons.

The possibility of providing an exhibition area alongside the Forum is currently being considered and David would like to hear from parties who could be interested in this. Expressions of interest should be sent to dusher@marinepollutioncontrol.com with cc to info@spillcontrol.org

Committee Member, Marc K. Shaye, Hon.FISCO, has provided the following information on oil classifications. This will be helpful to readers who may not be familiar with the terminology.

Because of the constant potential of spills, the Environmental Protection Agency has classified crude oils in four categories that reflect how the oils would behave in a spill and its aftermath:

Class A – Because they are light and highly liquid, these clear and volatile oils can spread quickly on impervious surfaces and on water. Their odor is strong and they evaporate quickly, emitting volatiles. Usually flammable, these oils also penetrate porous surfaces such as dirt and sand and may remain in areas into which it has seeped. Humans, fish, and other biota face danger of toxicity to Class A oils. These high quality light crudes and the products produced from them are in this class.

Class B – Considered less toxic than Class A, these oils are generally non-sticky but feel waxy or oily. The warmer it gets, the more likely Class B oils can be to soak into surfaces and they can be hard to remove. When volatile components of Class B oils evaporate, the result can be a Class C or D residue. Class B includes medium to heavy oils.

Class C – These heavy, tarry oils (which include residual fuel oils and medium to heavy crudes) are slow to penetrate into porous solids and are not highly toxic. However, Class C oils are difficult to flush away with water and can sink in water, so they can smother or drown wildlife.

Class D – Non-fluid, thick oils are comparatively non-toxic and don't seep into porous surfaces. Mostly black or dark brown, Class D oils tend to dissolve and cover surfaces when they get hot, which makes cleanup more harder. Heavy crude oils, such as the bitumen found in tar sands, fall into this class.

The Group V Oils, which will be the main focus of the International Forum, are predominantly in Class D.

Another system used by EPA and USCG utilises specific gravity ranges to define oils –

Group 2 (or II) - specific gravity less than 0.85;

Group 3 (or III) - specific gravity equal to or greater than 0.85 and less than 0.95;

Group 4 (or IV) - specific gravity equal to or greater than 0.95 and less than 1.0;

Group 5 (or V) - specific gravity equal to or greater than 1.0.

More information about the International Forum will be published in following issues of the ISCO Newsletter.



In this issue of the ISCO Newsletter we are printing No. 158 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 (> 100⁰ 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.

GOVERNMENT AND INDUSTRY PARTNER UP ON PIPELINE LEAK DETECTION



Picture: The External Leak Detection Experimental Research (ELDER) apparatus at an Edmonton research facility. Enbridge and TransCanada are cooperating on testing various technologies using the one-of-a-kind device which can mimic a variety of conditions.

December 18 - Enbridge, TransCanada and the province have agreed to share costs of pipeline leak-detection research through mid-2014, using a one-of-a-kind testing device with project research partner C-FER Technologies of Edmonton.

Called the External Leak Detection Experimental Research (ELDER) apparatus, it creates a large-scale laboratory setting that closely mimics reality and gives Enbridge and TransCanada engineers the flexibility to evaluate multiple technology systems.

It will allow them to evaluate the four "front-running" external leak detection technologies:

distributed temperature sensing systems; distributed acoustic sensing systems; hydrocarbon-sensing cables and vapour-sensing tubes.

And it will allow them to replicate ground conditions, pipeline material and pipeline products to simulate real-life conditions, as well as manipulate environmental conditions such as leak rate, product temperature, and soil characteristics and temperature. *The Edmonton Journal* [Read more](#)

Contributed article

MEDEXPOL 2013 – REPORT RECEIVED FROM DARKO DOMOVIC, MEMBER OF ISCO COUNCIL FOR CROATIA

Between 10 and 12 December 2013 the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) convened in Athens, Greece the Workshop on Regional Response Capacity and Co-ordination for Major Oil Spill in the Mediterranean Sea (MEDEXPOL 2013).

REMPEC organized MEDEXPOL 2013 in cooperation with the Mediterranean Oil Industry Group (MOIG) and the Global oil and gas industry association for environmental and social issues (IPIECA), who also co-financed it. Additional financial support was provided by the Integrated Technical Co-operation Programme of the International Maritime Organization (IMO/ITCP), the Mediterranean Trust Fund of the United Nations Environment Programme's Mediterranean Action Plan (UNEP-MAP) and the EU funded Ecosystem Approach (ECAP). Almost 100 participants attended the Workshop including 39 representatives of 17 Mediterranean coastal States, 36 representatives of relevant organizations and the industry and 21 speakers, in addition to the representatives of REMPEC and its co-organizers.

Bearing in mind a constant increase in the extent of offshore activities in the Mediterranean region and consequently the need for practical implementation the Offshore Protocol to the Barcelona Convention, MEDEXPOL 2013 was primarily dedicated to discussing and examining issues related to contingency planning and response operations in case of an offshore incident, as well as to the progress made in the preparation of a regional Action Plan for the implementation of the Offshore Protocol.

The main goals of the Workshop were to review regional arrangements and policies related to response and cooperation to major oil spill incidents in the Mediterranean region, to examine the international best practices and regulations relevant to the implementation of the Offshore Protocol, to review the assessment and analysis of the existing practical measures in place in the Mediterranean countries with regard to offshore activities; and to provide recommendations to be considered when drafting the Action Plan for the implementation of the Offshore Protocol.

With a view to achieving these objectives REMPEC, in cooperation with IPIECA, prepared the programme of the Workshop featuring presentations by the representatives of several Governments, UN specialised agencies and offices, EU institutions, public bodies, scientific community and the industry. Documents prepared for MEDEXPOL 2013 and presentations delivered by the speakers can be downloaded from REMPEC's website (<http://www.rempec.org/rempecnews.asp?NewsID=281>).

A lively discussion followed almost each presentation and participants put forward a number of comments, proposals and suggestions which led to the formulation of the Workshops recommendations. Although all comments and recommendations will be available on the above quoted REMPEC's webpage in the beginning of January 2014, the most important recommendations addressed the need (1) to identify possible duplications, overlappings or gaps that exist in different EU and regional initiatives and

Contributed article (continued)

obligations concerning e.g. inventories and reporting obligations, coordination of projects and activities, (2) to improve cooperation arrangements and synergies between the EU and regional mechanisms including inter alia coordination arrangement in case of emergency and reporting procedure, (3) to organize a coordination meeting between the relevant European institutions and the Contracting Parties to the Barcelona Convention to discuss the above issues, and (4) to prioritize and comment on the identified recommendations for the development of the Action Plan for the implementation of the Offshore Protocol. Particularly important recommendation was to organize a meeting in the spring of 2014, with a view to further discussing and reviewing the main outline of the Action Plan.

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	January 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	Nov 1-15 2013 issue
Intertanko Weekly News	International news for the oil tanker community	No 51 2013
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	January 2014 issue
IMO Publishing News	New and forthcoming IMO publications	December 2013
IMO News Magazine	News from the International Maritime Organization	No 3, 2013
Pollution Online Newsletter	News for prevention & control professionals	December 18 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
WMU Newsletter	From the World Maritime University in Malmo, Sweden	December 2013 issue

OIL SPILLS IN MARSHES: PLANNING AND RESPONSE CONSIDERATIONS

American Petroleum Institute, API Technical Report 1146, 102 pp, Sep 2013 This report is intended to assist those who work in spill response and planning where fresh and salt marshes are at risk of oil spills. The report summarizes the scientific literature and experience at past spills in a format that balances between too much detail and too many generalizations. Every spill is a unique combination of conditions, such as oil type, amount of oil, location of oiling, extent of oiling on soils and vegetation, vegetation types, time of year, presence of species of concern, and degree of exposure to natural removal processes. Responders must evaluate all of these factors and make a rapid decision on the best course of action.
<http://www.spillprevention.org/documents/1146-Oil-Spills-in-Marshes.pdf>

Events

CANADA: 24TH ANNUAL NO SPILLS CONFERENCE

January 6-8, 2014. The Northern Michigan Waterways Hazardous Material Spill Planning Committee (No-Spills) is a group of emergency response and environmental professionals focusing on education and prevention of hazardous material spills to the Great Lakes (GL) and tributaries. The 2014 No-Spills Conference (24th) is scheduled for January 6-8, 2014, in Traverse City, Michigan at the Great Wolf Lodge. The conference theme is "Common Sense for Uncommon Waters". [More info](#)

UK: IMO OPRC-HNS TECHNICAL GROUP MEETING

IMO Headquarters, London, from Tuesday, 28 January 2014 to Friday, 31 January 2014 (Session commences at 9.30 a.m. on Tuesday, 28 January 2014)

UK: UK SPILL ASSOCIATION - ANNUAL MEMBERS MEETING & DINNER – NEW DATE

The Annual members Meeting & Dinner will NOW be held at 1800hrs on the 28 January 2014, at the Watermen's Hall in London. Guest speaker is Dr Simon Boxall of the National Oceanography Centre, and Southampton University. Ticket prices for the Dinner are £65 per person, to book please contact UKSpill at info@ukspill.org. The Board is again grateful to OAMPS for sponsoring the venue, bookings are required for this event. [More info](#)

Events (continued)

UK: SPILLEX AT OCEANOLOGY INTERNATIONAL 2014

11-13 March 2014 at London ExCeL. Registration is now open. [More info](#)

UK: UKSPILL2014

UKSpill2014 is a new event, to be held over the 14-15 October 2014, at Donington Park, near Derby. It is launched in 2014 on the 10th anniversary for the UK Spill Association, and is aimed to create a spills forum and showcase the capabilities of the UK Spill industry. [More info](#)

THE NETHERLANDS: INTERSPILL 2015 - CONFERENCE & EXHIBITION PLANS

The Interspill Steering Committee announced in May that Interspill would be held at RAI, in Amsterdam, The Netherlands, over 24-26 March 2015.

Interspill will announce the Preliminary Conference Programme in January 2014, together with a call for papers. The Conference Committee, led by Rob James, Regional Director EMEA at Oil Spill Response Ltd., have agreed the 2015 Conference Programme will focus on managing interactions between tools, techniques and stakeholders in response, emergent risks and technologies and maintaining a Licence to Operate. [More info](#)

Training

UK & IRELAND: ISAA TRAINING DAYS EVENT

Tuesday and Wednesday 29-30 April 2014. The event will take place at Castle Archdale, Enniskillen, Northern Ireland. The facilities at the Castle Archdale Country Park, provided by arrangement with the Northern Ireland Environment Agency, include the marina on the beautiful Lough Erne and the classroom and tearoom at Castle Archdale. [More info](#)

CERTIFICATE IN MARINE POLLUTION PREVENTION & MANAGEMENT

This part-time Marine Pollution Prevention and Management distance learning course delivers current, comprehensive knowledge of the overall framework governing marine pollution, including applicable regulations, compliance requirements and related management strategies in six easy to study modules over 12 weeks. DELIVERED BY PART-TIME DISTANCE LEARNING OVER 12 WEEKS - COMMENCES 30TH APRIL 2014 [More info](#)

HAZMAT OPERATIONS SERIES – VIDEO ONLINE TRAINING

Hazmat Operations Series is five programs that provide OSHA/NFPA Hazwoper training. These programs instruct responders on competencies at the Operations Level for responding to a hazardous material incident. Topics covered include analyzing the incident; planning and implementing the response; and evaluating progress.

Each of these programs are now available on Video on Demand for the fraction of the cost of purchasing the DVDs. [More info](#)

UK: OSRL'S JAN-APRIL 2014 UK-BASED SPILL RESPONSE AND ICS TRAINING COURSES

[DECC](#) Level 2 & Level 3 and DECC Refresher - (Aberdeen and London-based)

[UKCS Initial Response for Emergency Team Members](#) This new course has been specially designed to assist individuals trained to DECC 3 standard

[ICS 402](#) - Should ICS be part of your response strategy? This short course will help you to decide. This is an important course for all Senior Executives and company policy decision-makers wanting to learn about the [ICS](#). [Bjorn Ross](#) is the trainer for this Executive course. Bjorn has almost 3 decades of emergency response experience and leads OSRL's implementation and delivery of ICS.

[Oil Spill Clearance IMO 2](#) our very popular spill response knowledge-building course

Training (continued)

[Oil Spill Management Workshop IMO 3 & MCA 5/5P](#) , recommended training for oil spill response decision-makers

This is just a selection of courses, for the full 2014 training programme, visit our new and improved training [website](#). If you need any help, please contact [Steve Woods](#)

Correspondence

Letter from Thomas Bode in Nigeria: We write to express our intent to secure a genuine alliance or joint venture agreement with an international company that has background in Oil spill and Remediation services with experience similar to your organization. We aim to execute plans of physical operational presence and set-up in Nigeria

The scope of activities to be covered shall include but not limited to the under listed in connection with Oil Spill and Remediation services to support on/ offshore operations with certain Oil companies located in Nigeria: • Containment of spill site in swamp and land areas. • Recovery and evacuation of free phase oil to designated flow stations • Provision of pre-mobbed logistic equipment for evacuation, storage, spill response and haulage of impacted debris/vegetation. • Provision of remediation services by enhanced natural attenuation (RENA) process • Provision of services to undertake deep excavation of petrified material and impacted soils, using heavy mechanized equipment • Provision of compost technologies for the RENA process • Treatment of impacted soil using thermal desorption techniques or soil washing techniques. • In-situ or Ex-situ Remediation of impacted groundwater. Your organization should adhere to all applicable OSHAS and ISO standards, you must be willing to also practice in accordance to the Nigerian Oil and Gas Content Act of 2010. More info: bode.thomas@themproxltd.com

Company news

ISCO CORPORATE MEMBER, ALLMARITIM AS HAS MOVED TO A NEW ADDRESS AND LAUNCHED A NEW WEBSITE

With effect from Thursday 19th December AllMaritim has moved into new facilities. The new postal, visitor, and delivery address is Hillerenseien 82, 5174 MATHOPEN, NORWAY. The new website is at <http://www.allmaritim.com>

ISCO CORPORATE MEMBER, VIRAJ CLEAN SEA ENTERPRISES PVT LTD HAS BECOME THE FIRST COMPANY IN INDIA TO BE ACCREDITED BY NAUTICAL INSTITUTE, UK FOR CONDUCTING IMO LEVEL I AND II COURSES. [More info](#)

NIGERIA: NEW FIRM ON WATERWAYS POLLUTION CONTROL GETS CERTIFICATION FOR OPERATION

The Federal Government has given approval for a new firm, Sea Waters Environmental Services Limited, to commence operations in the maritime, as well as oil and gas sector for cleaning up of pollution in the nation's waterways. [More info](#)

End note

Message courtesy of Larry Klutz in Miami - "As you may know, some of us have been known to have brushes with the authorities from time to time on the way home after a social session" out with friends.

Well, two days ago I was out for an evening with friends and had a couple of cocktails with dinner, followed by a grappa for dessert. Feeling full of Christmas cheer, I still had the sense to know that I might be slightly over the limit.

That's when I did something that I've never done before - I took a cab home.

Sure enough on the way home there was a police road block, but since it was a cab they waved it past. I arrived home safely without incident. This was a real surprise as I had never driven a cab before.

I don't know where I got it and now that it's in my garage I don't know what to do with it"

[Reproduced with acknowledgement to Sam Ignarski, Editor of [Bow Wave](#)]

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