

## 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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## International news

### IMO SECRETARY-GENERAL LAUNCHES 2014 WORLD MARITIME DAY THEME: “IMO CONVENTIONS: EFFECTIVE IMPLEMENTATION”



Photo: Secretary-General Koji Sekimizu launches the 2014 World Maritime Day theme

January 21 - IMO Secretary-General Koji Sekimizu has launched this year's World Maritime Day theme, “IMO conventions: effective implementation”, expressing the hope that the year would see genuine progress towards effective and global implementation of all IMO conventions.

Speaking at a reception to mark the launch of the theme, at the end of the first day of the first session of the Sub-Committee on Ship Design and Construction (SDC), Mr. Sekimizu said the theme provided an opportunity to shine a spotlight on those IMO treaty instruments which have not yet entered into force, as well as wider and more effective implementation of measures already agreed or in place.

“The adoption of an IMO convention cannot be the end of a process. A conference is held, the text agreed, there are handshakes all round. But it's not the end of the process. It should be just the end of the beginning. Because an IMO convention is only worthwhile and meaningful if it is effectively and universally implemented,” Mr. Sekimizu said.

Treaties still to enter into force include the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004; the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009; the Nairobi International Convention on the Removal of Wrecks, 2007; the 2010 Protocol to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS); and the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels.

“The sooner these conventions enter into force, the sooner the benefits would be received by us and the international community. During the course of this year, under the banner of the World Maritime Day theme, we will do all we can to

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## International news (continued)

encourage the ratification and implementation of all these instruments," Mr. Sekimizu said.

"As well as conventions yet to enter into force, the wider and more complete implementation of measures already in place will also be a major element of this year's theme. encourage Energy efficiency measures for ships, the availability of fuel oil to meet increasingly stringent sulphur content requirements, and the verification of goal-based ship construction standards are all important activities for which we wish to make significant progress in the Organization's work this year and will all contribute towards wider and more effective implementation of measures already agreed or in place," Mr. Sekimizu said.

Mr. Sekimizu noted that implementation of IMO measures was, ultimately, the responsibility of the Member States and the industry, while the forthcoming mandatory audit scheme for Member States would be an important tool for assessing Member States' performance in meeting their obligations and responsibilities as flag, port and coastal States under the relevant IMO treaties. The Organization and the Secretariat also had a role to play, specifically through IMO's extensive technical cooperation programme.

The full text of the speech to launch the World Maritime Day theme can be found [here](#).

## Incident reports

### CANADA: ENBRIDGE SHUTS ALBERTA CLIPPER PIPELINE AFTER REGINA OIL SPILL

January 19 - The spill happened around 10:50 a.m. local time at the Rowatt pump station and came from station piping rather than the main line, Enbridge spokesman Graham White said in an e-mailed statement. About 125 barrels of crude oil were released, with nearly all contained at the site, White said.

Canada's biggest oil pipeline company, said it shut its Alberta Clipper pipeline as a precaution today after an oil spill at a pump station near Regina, Saskatchewan.

## Incident reports (continued)

Canada's National Energy Board said in a separate statement that it sent an emergency response team to monitor and assess the response of the Calgary-based company. *Bloomberg News* [Read more](#)

### CANADA: 6,000 LITRES OF OIL LEAKED FROM HIBERNIA OFFSHORE PLATFORM

January 17 – [Update on report in last week's newsletter] Newfoundland and Labrador's offshore regulator is investigating the leak of 6,000 litres of crude oil from the Hibernia platform – one of the largest spills recorded in the region since 1997.

The Canada-Newfoundland and Labrador Offshore Petroleum Board says the Hibernia Management and Development Company (HMDC) reported Friday that the leak happened from Dec. 27 to Jan 1. *The Globe & Mail* [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

### ANGOLA: PIRATES SUSPECTED TO HAVE ATTACKED TANKER OFF ANGOLA

January 22 - A fuel tanker is suspected to have been hijacked by pirates off the coast of Angola, the ship's owners said on Wednesday, in what would be the most southerly attack to date by pirates off West Africa.

Pirate attacks jumped by a third last year off the coast of West Africa but were mostly confined to the Gulf of Guinea, around Africa's biggest oil producer Nigeria, where most of the hijacking gangs are believed to originate.

The 75,000 deadweight tonne Liberian-flagged fuel tanker MT Kerala lost contact with its Greece-based owner Dynacom on January 18. The ship was last seen around seven nautical miles from the Angolan capital Luanda, according to a security source.

"It is suspected that pirates have taken control of the vessel," Dynacom said in a statement, adding it had no confirmation. *Reuters* [Read more](#)

## Incident reports (continued)



Photo: MT Kerala, image (c) Johann Cuschieri/marinetraffic.com

January 24 – Update from gCaptain - Rumors Fly of Second Hijacking, Oil Tanker Kerala Still Missing off Angola.

We've received rumors of a second pirated tanker offshore Angola however, those rumors are unsubstantiated. We spoke with Drewry Maritime Intelligence this morning and they note that "very credible sources indicate those rumors are false."

Another gCaptain source indicates a body was pulled out of the water in the area, however there were apparently no markings on the lifejacket and this incident may have been unrelated. *gCaptain* [Read more](#)

January 24 - [Update from the Maritime Executive] - Sonangol Confirms Tanker Still Missing Off Angola

Angolan state oil firm Sonangol on Friday confirmed reports that a tanker it had chartered had disappeared off the coast of the West African country.

The owners of the Liberian-flagged MT Kerala, Greece-based Dynacom, said on Wednesday it suspected that the tanker had been hijacked by pirates. If confirmed, the attack would be the most southerly to date by pirates off West Africa. *The Maritime Executive* [Read more](#)

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## NEW ZEALAND: MOTUEKA ESTUARY CONTAMINATED BY DIESEL SPILL

January 20 - A diesel spill has polluted the Motueka harbour and estuary.

The extent and cause of spill is being investigated, said Tasman District Council spokesman Chris Choat.

The spill was noticed about midday on Monday, and the smell was noticeable from the causeway, he said. "We are looking at the extent of it and confirming where it is coming from," he said. *Nelson Mail* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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## NEW ZEALAND: CHEMICAL SPILL CLOSES PORT TARANAKI

January 21 - A chemical leak in a wheat-carrying cargo ship yesterday caused an evacuation of Port Taranaki.

The chemical, fumigation agent aluminium phosphide, was in a barrel in a forward compartment of the cargo vessel Poavosa Wisdom, which arrived at the port from Australia at 11.25am yesterday.

Just two hours later what appeared to be smoke could be seen pouring from the front of the ship and firefighters used a ladder to climb aboard the vessel. *Taranaki Daily News* [Read more and see video](#)

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## PHILIPPINES: OIL SPILL FEARED AS CARGO VESSEL SINKS OFF CENTRAL PHILIPPINES



January 20 - Authorities expressed fear about oil spill from a cargo vessel that sank following a collision with another cargo vessel off central Philippines, after a low pressure area in the Pacific Ocean turned into a storm, sources said.

MV Sportivo has 12,000 litres of bunker fuel when it collided with MV Jehan in the Iloilo Strait off Guimaras Island in the Visayas on early Sunday, said the Philippine Coast Guard, adding that a Coast Guard ship was dispatched to siphon Sportivo's fuel on Monday.

The Coast Guard said it could focus on preventing an oil spill as all the crew members of the ill-fated cargo vessel were safe. *Gulf News* [Read more](#)

## Incident reports (continued)

January 22 [Update] - Coast Guard, cleanup crews move to contain oil slick off Guimaras

The Philippine Coast Guard said on Wednesday it has started efforts, along with local cleanup teams, to contain the oil sheen and oil drops that were detected off Guimaras, following the sinking of a cargo ship last Sunday.

Comodore Athelo Ybañez, commander of the Coast Guard District Western Visayas based in Iloilo City, said the portions of the shores in at least two barangays (villages), Hoskyn and Rizal, in the Jordan town, the capital of Guimaras, bore signs of oil contamination. *Inquirer* [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

## CANADA: TANK SPILLS 220,000 GALLONS OF ASPHALT OIL IN WEST VANCOUVER



*Photo: A tank failed at Albina Asphalt, spilling 220,000 gallons of asphalt oil into a containment area. (The Southwest Washington Clean Air Agency)*

Environmental regulators were notified Wednesday of an estimated 220,000-gallon oil spill contained inside a Vancouver asphalt plant.

Workers discovered the spill around 7 a.m. Wednesday at Albina Asphalt, 1300 W. Eighth St. The plant's company president, Jeff Arntson, said the spill occurred some time after 5:30 a.m., when workers selling a load of asphalt saw no problems with the tank.

"We're attempting to recover as much of it as we can while it's still flowing," Arntson said.

The Southwest Washington Clean Air Agency and the Department of Ecology were notified, along with the neighboring Port of Vancouver. The floor of the tank evidently failed, forming a hole, which spilled hot asphalt oil into a containment area, said SWCAA executive director Bob Elliott. The oil flowed downhill, forming a pool about 2 feet deep. *The Columbian* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## Other news reports from around the world

### NEWS STORIES FROM THE USA

#### January 20 - More oil spilled from trains in 2013 than in previous 4 decades

More crude oil was spilled in U.S. rail incidents last year than was spilled in the nearly four decades since the federal government began collecting data on such spills, an analysis of the data shows.

Including major derailments in Alabama and North Dakota, more than 1.15 million gallons of crude oil was spilled from rail cars in 2013, according to data from the Pipeline and Hazardous Materials Safety Administration.

Related: All-clear coming from ND town near oil train derailment

By comparison, from 1975 to 2012, U.S. railroads spilled a combined 800,000 gallons of crude oil. The spike underscores new concerns about the safety of such shipments as rail has become the preferred mode for oil producers amid a North American energy boom.

The federal data do not include incidents in Canada where oil spilled from trains. Canadian authorities estimate that more than 1.5 million gallons of crude oil spilled in Lac-Mégantic, Quebec, on July 6, when a runaway train derailed and exploded, killing 47 people. The cargo originated in North Dakota. *MSN News* [Read more](#)

#### January 21 - Elk River leak included another chemical

Federal and state investigators learned Tuesday that an additional chemical that wasn't previously identified was in the tank that leaked Jan. 9 at the Freedom Industries tank farm, just upstream from West Virginia American Water's regional drinking water intake.

The company told investigators that the Crude MCHM that leaked also contained a product called "PPH," according to state and federal officials.

## Other news reports from around the world (continued)

State officials said late Tuesday that, after consulting with West Virginia American Water Co., they believe the water company's Elk River plant would likely have removed the chemical from drinking water during its normal treatment process. Additional testing of some of the original water samples from the first days after the incident is being conducted to confirm that, officials said. *The Charleston Gazette* [Read more](#)

January 24 [Update] : No Trace Of Other Chemical In Water

Initial tests show no traces of a second chemical that spilled into the water supply for some 300,000 West Virginians.

State officials say there should be no health concerns. They took 30 samples at the Charleston water treatment plant and reviewed past tests for signs of the substance.

Freedom Industries revealed Tuesday that a chemical called "PPH stripped" was mixed with the 7,500 gallons of coal-cleaning agent that seeped into the Elk River on Jan. 9. *The Intelligencer Wheeling News Register* [Read more](#)

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## January 21 - Keystone pipeline's southern section to open

Hour after hour, day after day, the southern leg of the Keystone XL pipeline is slowly filling with millions of barrels of oil.

The fate of the more controversial northern half of the Keystone, which crosses the Canadian border and requires approval by the White House, may remain undecided. But after years of legal and regulatory fights, the southern Keystone is scheduled to begin delivering oil to refineries along the Gulf Coast on Wednesday.

For TransCanada, the Calgary-based corporation building the pipeline, the start of commercial operations is far from a reprieve.

Landowners in East Texas continue to challenge the company's right to take their land in court. Environmentalists are calling on the government to shut down the pipeline. And the company's attorneys continue to negotiate with officials at the U.S. State Department over what effect the northern pipeline would have on sensitive wilderness areas and water supplies between Oklahoma and Canada. *Dallas News* [Read more](#)

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## UK: RAT-FILLED GHOST SHIP HAUNTS UK COASTLINE



January 23 - Coast guard officials have not made any sightings of an abandoned cruise ship, infamously dubbed the 'rat-infested ghost ship.'

Newly detected beacons off the vessel's rescue boats indicate it was recently off the west coast of Scotland, raising concerns it could run ashore there, along the west coast of Ireland or the southern tip of England.

The Russian-registered Lyubov Orlova was cut adrift while being towed from Canada almost a year ago amid difficulties having it scrapped.

Experts believe winter storms may have driven the ship towards Ireland, Scotland or England. However, no one has reported seeing the vessel since last year. The ship had been due to be scrapped in the Dominican Republic, but ended up being set adrift. *The Maritime Executive* [Read more](#)

January 23 - Ghost ship carrying cannibal rats could be heading for Britain

A deserted cruise liner which is believed to have been drifting around the North Atlantic for a year carrying nothing but hordes of rats could be heading for British shores, it has been claimed.

The 300ft Lyubov Orlova has been floating around the North Atlantic since being set adrift off the Canadian coast a year ago and coastguards believe a series of storms blowing in from the west have driven her thousands of miles towards UK shores, according to The Sun.

Since being abandoned by her crew, it is feared the 40-year-old Soviet vessel may have become home to hordes of rats, which would have had to eat each other to survive. *The Telegraph* [Read more](#) [Thanks to Gerald Graham of World Ocean Consulting]

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## BP / MACONDO UPDATES

### BP seeks rehearing in oil spill settlement dispute

January 23 - BP on Tuesday asked an appeals court to review a ruling upholding a multibillion-dollar settlement to compensate victims of the company's 2010 oil spill in the Gulf of Mexico.

In a filing with the full 5th U.S. Circuit Court of Appeals, BP argued that a divided three-judge panel from the court erred earlier this month when it affirmed a U.S. district judge's approval of the company's settlement with a team of private plaintiffs' lawyers. The New Orleans-based appeals court has 14 active judges and eight senior judges who also hear cases. BP argued that the panel's Jan. 10 majority decision will force the company to pay hundreds of millions of dollars to businesses that weren't harmed by the massive spill.

The company's lawyers argue that the 5th Circuit panel shouldn't have upheld U.S. District Judge Carl Barbier's December 2012 certification of a class of "vast numbers of claimants ... without regard to whether the class has been defined to include numerous members with no colorable claims against the defendants." *The Washington Post* [Read more](#)

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## CUBA: CUBA PRESSES AHEAD ON OFFSHORE OIL DRILLING

January 21 - Cuban officials are preparing to resume offshore oil drilling in deep waters as close as 50 miles from the Florida coast, posing a threat to the state's beaches and marine life, former Gov. Bob Graham said Monday after a trip to Havana.

The Cubans, he said, are negotiating with energy companies from Angola and Brazil to drill exploratory wells along the maritime border where U.S. and Cuban waters meet, starting next year. Graham warned that if drilling in that area produces a major oil spill, the powerful ocean current known as the Gulf Stream would drag any slick north to the Florida Keys and along the coast to South Florida's coral reefs and beachfront. *Sun Sentinel* [Read more](#)

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## TRINIDAD & TOBAGO UPDATES

### Petrotrin review on oil spills to be released today

January 20 - A review is expected today of a report on Petrotrin's investigation into 12 employees who have been suspended in connection with a series of oil spills that began on December 17, 2013.

In a media statement at the weekend, the company said the "operation report" was completed on Friday into the employees, who were suspended with pay two weeks ago.

Petrotrin has also said it fired a senior manager in connection with what it said is a possible oil-fuel bunkering scheme that could be related to the spills, which were tallied at 11 up the start of this year. The Oilfields Workers' Trade Union (OWTU) has denied that any of its members have been fired.

The December spill at the Pointe-a-Pierre jetty is one of four spills that have impacted heavily on the Southern Peninsula, in particular La Brea, resulting in Petrotrin being fined \$20 million by the Environmental Management Authority (EMA) for remediation and rehabilitative works along affected areas of the Southern coast. *Trinidad Express Newspaper* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### Prime Minister picks oil-spill task force

January 24 - Several people have been appointed to the National Environmental Assessment Task Force (NEATF). This follows Prime Minister Kamla Persad-Bissessar's announcement on January 16 that such a Task Force would be appointed.

Yesterday, the Ministry of the Environment and Water Resources announced the members of the NEATF whose appointments took effect January 20.

This Task Force has been established to oversee all activities that are necessary to address the environmental impacts of the oil spills at the Petroleum Company of Trinidad and Tobago (Petrotrin) affecting the coastline of the South West Peninsula of Trinidad and Tobago. It will also provide guidance to the Environmental Management Authority (EMA) as a lead agency in the clean-up efforts, a news release said. *Trinidad Express Newspaper* [Read more](#)

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## NIGERIA: BONGA OIL SPILL - REPS SUMMON SHELL, ENVIRONMENT MINISTER, NOSDRA

January 23 - The House of Representatives Committee on Environment has summoned the minister of environment, the National Oil Spill Detection and Response Agency (NOSDRA) and Shell Petroleum Development Company (SPDC) over compensation issues following the December 20, 2011 Bonga oil spill.

## Other news reports from around the world (continued)

The Department of Petroleum Resources (DPR) and the Nigerian Maritime Administration and Safety Agency (NIMASA) were also invited among others.

The minister and others are expected to explain their roles over the effects of chemical dispersants used by Shell to disperse the said spillage at the sea on the said communities.

The affected communities alleged that the dispersant led to disruption of their fishing activities and other source of livelihood, but that the oil company has not been forthcoming. *AllAfrica.com* [Read more](#)

## ISCO news

### ISCO WELCOMES NEW MEMBERS

ISCO is pleased to introduce new members who have recently joined the organization –

#### New Corporate Members

**Environmental Protection Engineering SA** in Piraeus, Greece. <http://www.epe.gr> EPE S.A. is one of the major companies in the field of environmental protection, offering a variety of services and products in the marine and industrial field.

**SeaHow** in Helsinki, Finland. <http://www.seahow.net> SeaHow is a brand of Meritaito Ltd. Meritaito is the leading Finnish marine survey service and infrastructure management company. The company has decades of experience in a comprehensive range of services in maintenance of waterways, use and maintenance of canals, hydrographic surveying services, oil spill response, hydraulic engineering, waterways design and manufacturing of aids to navigation. Meritaito Ltd is 100 % Finnish state-owned.

**Koseq BV** in Ridderkerk, The Netherlands [design@koseq.com](mailto:design@koseq.com) Koseq is the manufacturer of the Koseq Sweeping Arm oil recovery system which is in use all over the world.

**Chemtex Inc.** in Cumberland, Rhode Island, USA. <http://www.chemtexinc.com> Chemtex manufactures and supplies a huge selection of sorbent materials and secondary containment products such as spill pallets, overpacks, lab packs, drum funnels, drain protectors, spill dams, and drain guards used in storm water management.

#### New Professional Members

**MISCO – Mr Andrew Brian Ray.** Andrew Ray is the Senior Incident Response Co-ordinator with the Qatar Petroleum Oil Spill and Emergency Response Dept.

#### New Individual Members

**Commander USCG, Ret. Steven A. McCall** of SAMc Solutions LLC.

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## ISCO AT IMO MEPC OPRC-HNS TECHNICAL GROUP MEETING IN LONDON THIS WEEK

The ISCO delegation to TG16 will consist in ISCO President, David Usher; Secretary, John McMurtrie; Committee Member, Kerem Kemerli; and Hon.FISCO, Dr Douglas Cormack. On behalf of ISCO, Dr Cormack has submitted a paper on “Knowledge-based response planning for marine incidents”. David Usher will be giving a presentation on “Submerged Oil Recover – Case Studies, 1995 to present” and Kerem Kemerli will present on “A Case Study involving a release of Silicone Tetrachloride on board a vessel”

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## MEMBER PROFILES IN THE ISCO NEWSLETTER

In recent months your editor has received enquiries from Corporate Members asking if the ISCO Newsletter would be willing to print articles about their companies.

Some time ago your editor raised the possibility of display advertisements in the Newsletter with the ISCO Committee and Council as a potential way of raising much needed additional revenue. The idea did not generate much enthusiasm but has not been dismissed out of hand.

As an alternative we are, for a trial period, proposing to offer to members only the opportunity to submit their company profiles for publication.

It has been recommended that members be asked to make a contribution of £150 to ISCO funds for publication of a one page company profile. Given that the ISCO Newsletter has a large and highly targeted readership in over 50 countries, the suggested contribution may be too low and is being kept under review. Interested members should contact the editor at [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org)



In this issue of the ISCO Newsletter we are printing No. 160 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 160: KNOWLEDGE ONLY INITIATIVES

Having brought my knowledge-only approach to incident response planning to the attention of IMO at the 59<sup>th</sup> meeting of the MEPC, ISCO was authorised to inform the OPRC-HNS Technical Group as to the development of this approach, the knowledge already having been acquired and collated by Warren Spring Laboratory (WSL) of the UK Department of Trade and Industry.

Accordingly, ISCO has submitted documents to Technical Group meetings 10 - 15 and more recently for TG 16 to show that this knowledge was acquired by laboratory investigation of the physicochemical properties of oils/HNS which determine their slick thicknesses; their rates and extents of evaporation to the atmosphere and dispersion/solution in seawater as emulsified oil or non-emulsified HNS; their resulting concentrations in the atmosphere and in the sea; and the amenability of residual slicks to the viscosity-dependent embodiments of the various design principles for mechanical recovery and/or for dispersion by kerosene-based or water-based concentrate dispersants, whether deployed onshore and/or from ships, inshore boats, or aircraft.

In addition, these submitted documents show WSL to have extended this laboratory-acquired knowledge to the real world by discharging oils/HNS to the sea from its specifically converted and thus dedicated ship, *RV Sea spring*. Thus, WSL confirmed the natural fates and effects of such discharges in terms of their resulting atmospheric and seawater concentrations; evaluated the comparative effectiveness of the full range of commercially available mechanical recovery options in terms of their design principles; evaluated the comparative effectiveness of dispersant applications from ships and aircraft; and compared the seawater concentrations arising from natural and dispersant-induced dispersion.

Yet again, WSL designed its own viscosity-tolerant single-ship mechanical recovery system; optimised droplet size for dispersant delivery from aircraft by spray trials over airfields; and related airborne remote-sensing imagery to directly measured thicknesses and ultimate sheens at sea.

Furthermore, these documents show that WSL made such discharges to the range of UK shoreline types to optimise the effectiveness of its own approaches to mechanical recovery from shorelines and to optimise their dispersant treatment by direct and modified use of commercially available equipment intended for this and/or related purposes.

Again, these documents have made the Technical Group aware that WSL-acquired knowledge contributed to IMO regulation of operational discharge from ships. Thus, in respect of oil discharge, it provided knowledge of the oil concentrations in bilge and fuel tank ballast water discharges by measurements made during normal operations, knowledge of the efficiency of gravitational oil-water separators, coalescers and filters acquired from a circulatory evaluation system capable of operating at flow-rates up to 100 tonnes h<sup>-1</sup> which it constructed to the IMO test specification.

Again, with respect to HNS cargo-discharge residues, WSL quantified them and their wash-water concentrations prior to operational and modified discharge from coastal and seagoing HNS parcel tankers, thus enabling IMO to finalise its oil/HNS discharge regulations with respect to this knowledge to the extent it would wish.

However, as to the known relationship between concentration and toxicity, these documents have also made the Technical Group aware that the concentrations of oil and dispersants needed to kill 50% of test organisms (the LC<sub>50</sub> values) in the approvals tests of the then UK Ministry of Agriculture, Fisheries and Food were several orders of magnitude greater than those arising at sea from the layer thickness of naturally dispersing slicks or at the moderately increased rates induced by kerosene based dispersant-use; that the concentrations of concentrate dispersants as operationally applied were another order of magnitude lower (diluted 20:1); and that their toxicities were so low as to provide LC<sub>50</sub> values only when mixed with the test oil *i.e.* so low as to provide an LC<sub>50</sub> value for the test oil only; that none of these test concentrations are toxic at the concentrations arising in the marine environment; and that comparative LC<sub>50</sub> values orders of magnitude above HNS concentrations arising in seawater thus overstate their individual toxicities to this extent also.

Thus, with these initiatives already having been taken, the Technical Group is aware that with surface-proximate concentrations being initially too low to be toxic, their subsequent dilutions in the water column as a whole cannot be toxic; that their subsequent biodegradation is thus uninterrupted by toxicity; and that inorganic compounds diluted and neutralised by the buffered pH system which is seawater are thus similarly non-toxic in reality.

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

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News from the International Maritime Organization

News for prevention & control professionals

News from the European Maritime Safety Agency

Int'l Organisation for Industrial Hazard Management

Environmental Monitoring, Testing & Analysis

News from the Oil Companies International Marine Forum

Int'l Petroleum Industry Environmental Conservation Assoc'n

From the World Maritime University in Malmo, Sweden

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## Events and training courses

### UK AND IRELAND: ISAA TRAINING DAYS EVENT AT CASTLE ARCHDALE, ENNISKILLEN



This year the ISAA Training Days are on Monday 28th and Tuesday 29th April 2014 and 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 The ISAA Training Days are on Monday 28th and Tuesday 29th April 2014 and the event will take place at Castle tearoom at Castle Archdale.

Only a limited number of places are available – Bookings should be made ASAP.

This year trainees are being offered a choice of four options -

- (1) A two-day MCA Level 2 Oil Spill Response Training Course on 28 and 29 April. Satisfactory completion of the course will result in award of an MCA Level 2 Course Certificate.
- (2) Attendance at Day 2 only (29 April) of the MCA Level 2 Course covering deployment and recovery of oil spill response equipment. Note that this option does not qualify trainees for award of an MCA Level 2 Course Certificate but an ISAA Course Attendance Certificate will be issued.
- (3) A one day Introduction to Contaminated Soil and Groundwater remediation on April 28 only. An ISAA Course Attendance Certificate will be issued.
- (4) As a 4<sup>th</sup> Option you can choose to attend the Contaminated Soil and Groundwater Introduction on April 28 AND the Practical Oil Spill Response Equipment Deployment and Recovery Exercise on April 29. ISAA Course Attendance Certificates will be issued and you save

#### OPTION 1 - MCA Level 2 Oil Spill Response Training.

The aim of this two day course is to provide a more detailed knowledge to delegates of how and why their response and response equipment should work as a result of an oil spill incident.

The course will provide delegates with a theoretical and practical awareness of the different types of containment and recovery devices used in response to an oil spill incident.

Accreditation: This course is approved and accredited by the Nautical Institute to Maritime and Coastguard Agency Level 2. Attendance at the full two day course carries an MCA approved certificate with a validity of three years.

The syllabus focuses on: Legal Implications, Contingency Planning, Safety at an Oil Spill, Environmental Implications, Booming Principles, Recovery Devices, Practical Deployment and Spill Assessment.

The course includes theoretical input backed up with practical demonstrations and de-briefs. Course notes will be provided.



## Events and training courses (continued)

The first day will consist in classroom work and on the second day trainees will receive practical training in the deployment of sorbent materials, booms, skimmers, pumps, portable tank and other oil spill response equipment.

For the practical exercises it is essential that trainees bring with them and wear appropriate PPE equipment, including life jackets.

### OPTION 2 – Practical Exercise using Oil Spill Control Equipment

As per Option 1 but excluding the Day One content.

### OPTION 3 - Oil Contaminated Soil and Groundwater Remediation

The aim of this one day course is to give attendees an overview of the problems and procedures involved in dealing with oil polluted soil and groundwater and the techniques available for site remediation.

During the forenoon there will be a classroom introduction – site risk assessment, typical groundwater problems, general approach and methodologies (dig and dump, in-situ remediation techniques, recovery wells, pump and treat, soil types, interceptor trenching, use of membranes, soil venting and vapour extraction, oily water separation, application of biological degradation techniques, problems that can be encountered, things to look out for and how to avoid problems, looking at the topography of a site, selecting locations for exploratory drilling, taking samples (containers, preservation, labelling, sending to lab, etc.)

Students will be introduced to a wide range of specialised equipment (down-hole pumps, augurs, core samplers, other sampling equipment, oily water separator, venting equipment, monitoring systems and hear an explanation of what it's for, where it would be used and how it works, with demonstrations where possible.

The outside programme will include the drilling of an exploratory well using a mobile drilling rig.

### OPTION 4 – Combining Options 2 and 3 over the two days

The programme has been so arranged that all delegates who are not attending the two-day MCA Level 2 Course will be able to attend both the Oil Contaminated Soil and Groundwater course on 28 April and the Oil Spill Practical Exercise on April 29.

### COURSE FEES

**Option 1 - Course Fee for MCA Level 2 Course** - The fee for the two day course on 28 and 29 April is **£ 300.00** Note that all attendees must bring and wear their own PPE, including life jackets.

**Option 2 - Course Fee for attendance at Day 2 only (Practical Training)** - The fee for this one day course on 29 April is **£ 120.00** Note that all attendees must bring and wear their own PPE, including life jackets.

**Option 3 - Course Fee for the Polluted Soil / Groundwater Course** - The fee for this one day course on 28 April is **£ 150.00**

**Option 4 – Course Fee for combining Options 2 and 3** - The fee for the attending both courses over 28 and 29 April is **£ 250 (Saving of £20 on cost of booking Options 2 & 3 separately)**

Booking Places on the Courses – You can make a booking by email to [info@spillcontrol.org](mailto:info@spillcontrol.org)

To avoid disappointment intending attendees should confirm their booking as soon as possible.

Number of attendees – For practical reasons, the number of trainees on each of the courses will be restricted to a maximum of 18 and places will be allocated on a “first come, first served” basis

Teas, coffees and lunches - Costs are included in the course fees.

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## GHANA: OIL SPILL CONFERENCE NIGERIA 2014



### Accra, Ghana, 17-19 March 2014. Oil Pipeline Integrity, Oil Spill Response and Remediation in the Niger Delta Nigeria.

Over the years, oil spillage has posed great threats to lives and properties, environment, human health, security and safety of people in the oil producing areas with little or no political will to deal with it. The oil companies too on the other hand, have not shown sufficient concern and respect for the Nigerian environment as they do in other oil producing zones of the world. Oil spill rates have escalated to a serious level since 1976 to about 80% rate of incidents. Over 600 oil spill incidents are recorded in Nigeria annually. The severity of environmental degradation, chronic diseases and abject poverty in the oil producing areas cannot be tolerated and we need to promote the United Nations millennium development goals for environmental sustainability in Nigeria.

Kaku Professional Engineers Limited, Nigeria in collaboration with Texas A & M University National Spill Control School, Corpus Christi, Texas, USA cordially invites all the members of ISCO and readers of the ISCO newsletter to attend this conference. Apart from security challenges, we moved this conference to Ghana to enable us share experiences with our Ghana neighbour that just discovered oil and to reach wider audience. [More info](#)

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## Events and training courses (continued)

### USA: TEXAS A&M ENGINEERING: UPCOMING TRAINING COURSES



Texas A&M University has issued a new brochure on its Environmental Health and Safety Programme. [Download](#)

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### CANADA: 5TH ANNUAL ARCTIC OIL AND GAS NORTH AMERICA

26 - 27 March 2014, Sheraton Hotel Newfoundland, St John's, Canada

Arctic Oil and Gas North America: Innovative and cost-efficient technologies and strategies driving oil & gas development in the final frontier. [More info](#)

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### DUBAI, UAE: OFFSHORE ARABIA CONFERENCE AND EXHIBITION



Chairman, Mr Omar Al-Wassem writes "It is with great pleasure that I, on behalf of the Recso Board of Directors and Conference's Organizing Committee, invite you to participate at the 8th Offshore Arabia 2014 Conference & Exhibition.

This prestigious international Conference & Exhibition is to be held under the patronage of HH Sheikh Mohammed bin Rashid AL Maktoum Vice President & Prime Minister of the UAE and Ruler of Dubai. The event is scheduled to be held from 3 – 5 March 2014 at the Dubai International Convention Centre, Dubai, UAE".

#### Conference Topics –

- Oil Spill Prevention, Contingency Planning and Emergency Preparedness
- Knowledge Sharing and Lessons Learned from Offshore/Onshore Case Histories & Recent Major Incidents
- Innovations as Applied to Oil Spill Recovery & Response:
  - Use of Satellite Imagery in Oil Spill Monitoring and Response
  - Mapping and Surveying
  - Recovery Systems and Cleanup Techniques
  - Strategies, Policies & the Use of Appropriate Equipment for Applying Chemical Dispersants
  - Oil Spill Estimation
- Terminal & Tankers Measures to Prevent and Respond to Oil Spills
- Oil Drilling and Producing Measures to Prevent and Respond to Oil Spills
- Oil Spill Waste and Oily Discharge Management
- Restoration and Rehabilitation Practices for the Affected Areas, Wildlife and Shorelines
- Offshore/Onshore Risk & Crisis Management

**Exhibition - 200 Exhibitors from 33 Countries – The largest event of its kind in the region**

[Registration and more information](#)

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## Oil Spill India 2014

International Conference & Exhibition

18<sup>th</sup>-20<sup>th</sup> September, Holiday Inn Resort, Goa

The theme of the conference 2014 will be "Practice to Perfection". Sponsors and organizers of Oil Spill India conference believe this alignment enhances regional and global knowledge-sharing capability and provides greater resources for addressing global oil spill issues facing the industry. [Registration and more information](#)

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