



# ISCO NEWSLETTER

*The Newsletter of the International Spill Response Community*

**Issue 184 15<sup>th</sup> June, 2009**

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## **FORTHCOMING IMO MEETINGS**

IMO Council 102: 29<sup>th</sup> June to 3<sup>rd</sup> July 2009

IMO Marine Environment Protection Committee (MEPC): 13<sup>th</sup> – 17<sup>th</sup> July, 2009

IMO OPRC-HNS Technical Group 9: 6<sup>th</sup> – 10<sup>th</sup> July, 2009

## **IPIECA 2008 ANNUAL REVIEW PUBLISHED**

The 2008 Annual Review of the International Petroleum Industry Environmental Conservation Association (IPIECA) is now available on the IPIECA website at - [http://www.ipieca.org/members/downloads/2008\\_ipieca\\_annual\\_review.pdf](http://www.ipieca.org/members/downloads/2008_ipieca_annual_review.pdf)

## **EAST ASIAN SEAS CONGRESS 2009**

With a focus on *Partnerships at Work – Local Implementation and Good Practices*, the EAS Congress will take place on 23 – 27 November 2009 at Manila, Philippines.

The EAS Congress is a pioneering region-wide platform for capacity building, strategic action and cooperation for the sustainable development of the Seas of East Asia. It has been described as an intellectual marketplace whereby various groups all across the globe come together to share knowledge/experiences and engage in dynamic discussions regarding trends, issues and concerns related to coastal and ocean governance.

The EAS Congress 2009 will be hosted by the Government of the Philippines through the Department of Environment and Natural Resources (DENR). It is being organized by the Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) and DENR and supported by the Global Environment Facility, United Nations Development Programme, United Nations Office for Project Services and Coastal Management Center. Various partner organizations are [being invited](#) to co-convene Congress workshops, seminars and events. More info at - <http://pemsea.org/eascongress>

## **USA: WORK SET TO START AT ONE OF HANFORD'S WORST SITES**

Work to determine what was buried in one of Hanford's most hazardous waste sites is ready to begin with federal economic stimulus money.

Washington Closure Hanford has awarded a subcontract worth up to \$4.4 million to North Wind Inc., of Idaho Falls to see what can be learned about the 618-10 Burial Ground without opening it up.

It is one of the two highest risk and most complex burial grounds in the 210 square miles at Hanford along the Columbia River. It was used from 1954 to 1963 to dispose of highly radioactive waste from research in Hanford's 300 Area just north of Richland. The burial ground is a couple miles southeast of the Fast Flux Test Facility and about six miles north of Richland near the highway.

Read the complete report at <http://www.tri-cityherald.com/business/story/601320.html>

## **UK: SEPA PUBLISHES LANDMARK REPORT ON CONTAMINATED LAND IN SCOTLAND**

SEPA published its report *Dealing with land contamination in Scotland* on 26 May, which represents the first attempt to show the extent of contaminated land and potentially contaminated land in Scotland.

There is a significant amount of interest in land contamination from a variety of groups including local authorities, land developers, environmental consultants, academic institutions and the general public. This report, which was prepared by SEPA at the request of Scottish Ministers, details the progress made in implementing the contaminated land regulatory regime, commonly known as Part IIA, through which local authorities (and in some circumstances SEPA) effect remediation of land contamination that is posing unacceptable risk to health or the environment. [www.sepa.org.uk/land/land\\_publications.aspx](http://www.sepa.org.uk/land/land_publications.aspx)

## **MARITIME NEW ZEALAND TO DEVELOP OIL SPILL CONTINGENCY PLAN FOR SUB-ANTARCTIC ISLANDS**

Two Maritime New Zealand (MNZ) oil spill experts recently visited the rugged Subantarctic Islands to help develop a special oil spill response plan for the area.

Listed as a World Heritage Area, the islands are home to vast numbers of birds and sea-mammals. Remote and isolated, many species of birds and plants are endemic to their own small island groups and extremely vulnerable to human disturbance. MNZ has responsibility for oil spill response in the Subantarctic Islands, the furthest of which is located approximately 870 km south-east of New Zealand. MNZ has been working closely with the Department of Conservation (DOC), who manage the islands, to develop a special area oil spill contingency plan.

MNZ Environmental Analyst Alison Lane recently visited the islands as a guest aboard the HMNZS frigate *Te Kaha*, along with Marine Pollution Response Service (MPRS) Response Planning Officer Dayne Maxwell. "The contingency plan has been developed in response to the rapidly-growing cruise ship tourism industry in the area, which brings with it an associated increased risk of an oil spill," Alison says. <http://www.maritimenz.govt.nz/Publications-and-forms/Newsletters/SSCSMar09.pdf>

## **USA: "WE ALL LIVE IN BHOPAL" - PANELISTS RELAY DANGERS OF CORPORATE GREED, WARN OF DISASTER CLOSE TO HOME**

Corporate greed and political neglect could lead to disaster on American soil, warned a panel of experts and witnesses of an industrial disaster in Bhopal, India. Portland State hosted representatives from the International Campaign for Justice in Bhopal who teamed up with local experts, volunteers and advocates to educate people about the Bhopal disaster of 1984. The group has been touring the United States to educate people about the incident during the 25th anniversary of the industrial disaster that has killed thousands and caused lingering health concerns in Bhopal, India. The panelists, including disaster survivor Safreen Khan, a Bhopal resident who organized a grassroots group striving for justice, spoke Thursday night before a crowd of about 50 students and community members. The slogan for the group's international campaign for justice, —We all live in Bhopal, || was the message they aimed to share on the eve of the industrial disaster's 25-year anniversary. Read the complete article at <http://www.dailyvanguard.com/we-all-live-in-bhopal-1.1756051> [Thanks to Don Johnston of DG & Hazmat Group for passing on this item]

## **U.S. TRANSFERS HAZARDOUS MATERIALS RESPONSE EQUIPMENT TO MEXICO**

As part of a groundbreaking first between the United States and Mexican governments, personal protective suits, multi-gas meters, and related hazardous materials response equipment for Ciudad Juárez first responders have been transferred to Mexico's Dirección de Protección Civil (Civil Protection Agency) through a collaborative agreement between the Environmental Protection Agency (EPA) and U.S. Northern Command under the U.S.-Mexico Border 2012 Program.

The primary goal of this partnership is to strengthen border hazardous material response capabilities by building capacity in Mexico to respond to environmental pollution incidents that impact or threaten to impact the environment and public health within the border region. Read more at -

<http://yosemite.epa.gov/opa/admpress.nsf/0/777DDF1FFC762FA0852575CC006659FC>

## **EXXONMOBIL REPORTS ZERO MARINE SPILLS IN 2008**

ExxonMobil Corp. reports zero spills from ExxonMobil-operated and long-term chartered marine vessels in 2008.

Marine affiliates of ExxonMobil help develop voluntary industry initiatives, including implementation of the Oil Companies International Marine Forum's (OCIMF) Tanker Management and Self Assessment, a best practice guide for ship operators.

ExxonMobil said it's committed to preventing spills from all its operations. The number of spills greater than 1 bbl in 2008 was down by over 60% since 2001. ExxonMobil's total volume of hydrocarbons spilled in 2008 was about 20,000 bbl, most of which was recovered at the site of the spill. Read more: [http://www.ogj.com/index/blogs/health-safety-environment/s-blogs/s-OGJ/s-health-safety-environment-blog/s-post987\\_4529686655999302383.html](http://www.ogj.com/index/blogs/health-safety-environment/s-blogs/s-OGJ/s-health-safety-environment-blog/s-post987_4529686655999302383.html)

## **PPE – CLEANING, MAINTENANCE AND STANDARDS FOR USE IN EXPLOSIVE ENVIRONMENTS**

Two interesting articles can be found in the June 2009 edition of *The Catalyst*. Go to - <http://www.joiff.com/catalyst/June09.pdf>

## **DESOLVIT DEGREASER USED IN OIL SPILL CLEAN-UP TASK**

Mykal Industries has reported that its Desolvit degreaser (DSI 1000) has been applied in an emergency oil spill clean-up operation at a shipyard in Istanbul, Turkey.

The spill occurred at a shipyard where a salvaged vessel had been dry-docked.



*12 vessels and the whole dry-dock were cleaned using Desolvit in conjunction with steam, absorbents and skimmers, allowing approximately 10 tons of oil to be collected from the surface*

The oil was being held in tanks at the bottom of the vessel, which had been damaged - causing the oil to leak out and pollute the dry-dock and surrounding area.

In total, 12 vessels and the whole dry-dock were cleaned using Desolvit in conjunction with steam, absorbents and skimmers, allowing approximately 10 tons of oil to be collected from the surface.

Desolvit is a citrus-based, non-flammable solvent degreaser. When applied to oil-contaminated surfaces, the solvent starts to penetrate the oil immediately. In doing so, it breaks the bonding of the long chain molecules, reducing viscosity and destroying the adhesion of the oil to the substrate. It can then be hosed down with water and collected with absorbents and skimmers.

It is Defra and Scottish-Executive approved for use as a surface cleaner oil dispersant in exactly this type of operation. <http://www.manufacturingtalk.com/news/myk/myk127.html>

[Editor's note: I've recorded good experience of using this product for removal of even weathered heavy fuel oil and crude oil deposits from rocky shorelines, jetties, harbour walls, etc. On a related matter, when vessels with bottom damage to fuel tanks are to be dry-docked, the amount of fuel lost can sometimes be dramatically reduced by hot-tapping through a manhole cover (before dropping down the water in the dry dock) and pumping off the oil that is pressed up against the roof of the tank by hydrostatic pressure]

## **SEARCH FOR DOWNED PLANE HIGHLIGHTS OCEAN TRASH PROBLEM**

Report from CNN - The massive amount of garbage in the ocean likely complicates the search for the remains of an Air France flight that went missing Monday near Brazil, oceanographers who spoke with CNN said.

Earlier this week, investigators said they had located pieces of the plane in the southern Atlantic Ocean, which might have given them clues to the origin of Air France Flight 447's crash.

But on Thursday, Brazilian officials said what they had found was nothing more than run-of-the-mill ocean trash.

This highlights a little-seen environmental problem: Scientists say the world's oceans are increasingly filled with junk -- everything from large items like refrigerators and abandoned yachts to small stuff like plastic bottles.

Much of the ocean trash is plastic, which means it won't go away for hundreds of years, if ever. And the problem has gotten so bad that soupy "garbage patches" have developed in several locations, called gyres, where ocean currents swirl.

One of them is estimated to be the size of Texas.

<http://edition.cnn.com/2009/TECH/science/06/05/marine.debris.crash/index.html>

[Editor – At what point in time will it become feasible to start collecting and recycling all this trash?]

## **NOSCA 2009 SEMINAR ON OIL SPILL TECHNOLOGY AND RESPONSE**

This year's NOSCA Seminar will be held in Bergen, the beautiful capital of Western Norway. The schedule is: Arrival pm on Monday 14<sup>th</sup> September; Seminar days – Tuesday 15 through Thursday 17; Departure on Friday 18<sup>th</sup> September.

More information will be published later in the ISCO Newsletter but, in the meantime, you can register by clicking on the link given at <http://www.nosca.no/index.php?uget=6&mid=29&k=29>

## **ELASTEC DRUM SKIMMERS MOBILIZED IN SOUTH AMERICAN SPILL**

Ecuador's second largest oil pipeline ruptured in February polluting large areas of the Santa Rosa River in the lush Amazon jungle.

The rupture shut down the flow of crude to a Pacific port in the city of Esmeraldas. The OCP pipeline pumps around 130,000 barrels of heavy crude per day.

A wide range of response equipment was put into operation including Elastec drum skimmers. Access to the spill site is very difficult through dense jungle terrain - most of the equipment has to be hand carried. Responders appreciated the lightweight design of the Elastec drum skimmer. The open channels inside the skimmer allow the operator to easily remove any entrained debris. These skimmers are able to pick up a wide range of oils as the oil will adhere to the specially constructed rotating drums. This oil is wiped off the drum on a continuous basis and collected in the sump.



Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate, unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter.