



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 197 14th September, 2009

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



BAN URGES ISRAEL TO COMPENSATE LEBANON FOR OIL SPILL DURING JULY 2006 WAR.



Secretary-General Ban Ki-moon on Tuesday (8th September) urged Israel to assume responsibility and compensate Lebanon for the oil spill it caused on Lebanese shores that resulted from the bombing of el-Jiyeh power plant during the 2006 summer war. In a report to the General Assembly on the issue, Ban commended the ongoing efforts made by the Government of Lebanon to address the impact of the oil spill and urged Israel to "take the necessary actions towards assuming responsibility for prompt and adequate compensation to the Government of Lebanon."

Ban also commended the efforts made by western governments and the UN system in responding to the emergency and thereafter to the requests of the Government of Lebanon pertaining to the management of the oil spill crisis. No figures were given. Kuwait was the only Arab country mentioned among nations that responded to Lebanon's request for assistance. While the response of the international donor community has been both "generous and timely," Ban urged those governments and UN agencies to continue their support for Lebanon in this matter, particularly for rehabilitation activities on the Lebanese coast, as well as in the broader recovery effort. "The international effort should be intensified, since Lebanon is still engaged in oil removal, waste treatment and recovery monitoring," he said, noting that the oil spill is not covered by any of the international oil-spill compensation funds, and thus "merits special consideration". [Thanks to Don Johnston of DG & Hazmat Group] <http://www.tayyar.org/Tayyar/News/PoliticalNews/en-US/128969628990047660.htm>

AUSTRALIA: FINALLY, HELP ARRIVES AT STRICKEN WEST ATLAS OIL RIG

A relief rig has finally arrived at the damaged West Atlas oil rig which has spewed hundreds of thousands of litres of oil into the Timor Sea, north of WA. PTTEP Australasia released this photograph, taken today (September 11), of the West Triton (left) just 2km south-southwest of the Montara well head platform and West Atlas rig (right). West Triton will drill a relief well to intersect the existing well from the well head platform. This will allow for the injection of heavy mud directly into the existing well bore to stop the leak, the company said.



<http://www.news.com.au/perthnow/story/0,27574,26059755-2761,00.html>

AUSTRALIA: GOVERNMENT TO SET UP EMERGENCY RESPONSE UNIT AFTER WEST ATLAS SPILL



The Federal Government plans to set up a major incident body in the wake of a massive oil spill off Australia's north-west coast. The government is proposing to amend legislation to create a new body to investigate such incidents and prevent future occurrences. "While this is the first blowout in offshore Australia since 1984, and around 1,500 wells have been drilled safely over the last 25

years, there is no room for complacency," Mr Ferguson said. "We want to learn from this incident and take the measures necessary to stop it happening again." The federal opposition says it will support any inquiry into the massive West Atlas oil spill. The coalition has already indicated it will support government plans to set up a major incident body. Read the complete report at - <http://www.news.com.au:80/perthnow/story/0,21598,26042938-5017963,00.html> [Thanks to Don Johnston of DG & Hazmat Group for sending the link to this news report]

USA: VESSEL AND FACILITY RESPONSE PLANS FOR OIL: 2003 REMOVAL EQUIPMENT REQUIREMENTS AND ALTERNATIVE TECHNOLOGY REVISIONS

The Coast Guard is updating its requirements for oil-spill removal equipment associated with vessel response plans and marine transportation-related facility response plans. This update is based on an ongoing review of these requirements conducted by the Coast Guard pursuant to our regulations. These changes will add requirements for new response technologies and revise methods and procedures for responding to oil spills upon the navigable waters of the United States, adjoining shorelines, and the exclusive economic zone. The Coast Guard is also revising the compliance date for updates of vessel response plans (VRPs) required by the Salvage and Marine Firefighting final rule. This extension of the compliance date will ensure that plan holders are not required to update their VRPs twice within a 12-month period. Full text at : <http://edocket.access.gpo.gov/2009/pdf/E9-20311.pdf>

USA & CANADA: CALIFORNIA, ALASKA, OREGON, WASHINGTON, HAWAII, AND BRITISH COLUMBIA JOIN TO HONOR EFFORTS TO IMPROVE OIL SPILL PREVENTION AND RESPONSE

The Pacific States/British Columbia Oil Spill Task Force will give its 2009 Legacy Awards for Oil Spill Prevention, Preparedness, and Response at the Clean Pacific Conference in Portland, Oregon on September 15, 2009. This year's Legacy Award winners are: • Richard Wright, retired Pacific NW Regional Vice President of the Marine Spill Response Cooperative; • Joseph Mullin, Manager of the Minerals Management Service's National Oil Spill Response Research Program; • Alan Allen, an oil spill consultant working as "Spiltec"; and • Scott Knutson, U.S. Coast Guard District 13 Response Advisory Team Supervisor.

Legacy Awards may be given to industry, non-profit, or public agency organizations and individuals, or for team efforts. The Task Force gives Legacy Awards for projects, accomplishments, or leadership that demonstrates innovation, management commitment, and improvements in oil spill prevention, preparedness, or response resulting in enhanced environmental protection. Read more - http://aimediaserver6.com/ifss/email/Article_2009LegacyAward.pdf

USA: WRECKS OF THE WORLD: HIDDEN RISKS OF THE DEEP (WOW) CONFERENCE

In his opening address to the gathered throng of salvors, regulatory personnel and maritime attorneys, NAMEPA's Founding Chairman, Clay Maitland called the threat represented by seeping oil from the world's collective sunken wrecks, "A hidden cancer on the ocean environment." Indeed, the rapidly emerging awareness of a potential pollution problem (representing more than 4 billion submerged gallons of oil) is capturing new

attention from a host of flag states. That said, the majority of these wrecks are also more than thirty years old, with no apparent owners to approach for help with the salvage process. Many were sunk during World War II, which also means that these 50-year-old hulls are probably rapidly deteriorating and perhaps getting ready to discharge their deadly cargoes. This problem cannot be denied. How to identify, prioritize and fund the mitigation and/or elimination of these threats is another predicament altogether.

Read the complete article by Joseph Keefe, Editor in Chief of THE MARITIME EXECUTIVE at <http://www.maritime-executive.com/article/wow-what-are-we-waiting/>

AUSTRALIA: ETHANOLAMINE SPILL AT PORT OF BRISBANE SUCCESSFULLY CONTAINED

A highly toxic chemical spill occurred at the Port of Brisbane on 29 August 2009, but was cleaned up without injuries. The Fisherman Island area was evacuated after ethanolamine leaked from a ship's container onto hatch covers at the Port of Brisbane. Ethanolamine is a toxic, flammable and colourless liquid which smells like ammonia. Authorities isolated the container, and emergency workers donned protective suits before cleaning up the hatch covers. They covered the ethanolamine with absorbent material and confined it in Overpack drums, containing the leak and spill within concrete and bitumen areas. According to the authorities, a few people had sore throats and eye irritation, but there was no direct exposure, which could have been fatal. <http://www.safetowork.com.au/news/ethanolamine-spill-at-port-of-brisbane-successful> [Thanks to Din Johnston of DG & Hazmat Group for passing on this report]

RUSSIA: TRANSNEFT FIGHTS 27,000-TON OIL THEFT AS VIOLENCE SURGES

DAO Transneft, operator of the world's largest pipeline network, is struggling to combat oil theft in Russia's Caucasus as attacks on police strain security and federal funds fail to lift the region out of poverty. Transneft opened an office in Dagestan, between Chechnya and the Caspian Sea, and now has 700 guards along its 300-mile pipe after thieves stole 27,000 tons of oil last year, a record for the region, Jafar Nasirov, Transneft's local chief, said in an interview. State-run Transneft, building pipes to supply Europe and China, needs to show it can enforce security as Russia attempts to regain control of a region rocked by war and terror. Assaults on police in the republic, where inter-clan tensions have grown since the collapse of the Soviet Union in 1991, have surged in the past month and now occur almost daily. —It will be impossible for Transneft to eliminate the problem, || said Chris Weafer, chief strategist at UralSib Financial Corp., who has followed the Russian market from Moscow for 11 years. —There's something of a Robin Hood element to the theft. People feel they are being short-changed by Moscow and so are taking their share directly. The link through Dagestan, connecting the Azeri capital Baku to Russia's Black Sea port of Novorossiysk, transported 5.8 million tons of oil last year. It ran through Chechnya until war and theft forced Moscow-based Transneft to reroute it in the 1990s. Thieves tap the pipeline by drilling a hole and filling oil drums they transport by car or truck. Investigating sites can be difficult because at times there are no roads or the pipe goes through farms or private land. Transneft's security has found hot taps in the pipe where it runs under houses and offices. Thanks to Don Johnston of DG & Hazmat Group. You can read the complete text of this report at http://www.bloomberg.com/apps/news?pid=20601102&sid=aUx_l6Cs6M48

EGYPT: SUEZ CANAL SEES GROWING ENVIRONMENT PROBLEMS

Over the past four months, the waters of the Suez Canal have witnessed 10 environmental violations that have seen more than 30 million Egyptian pounds (\$5.25 million) lost, damaged coral reefs and fishers and is affecting the tourism boom in Egypt, the Suez Canal Authority said. The authority reported this week that pollution is becoming a growing problem for the canal as oil tanker accidents have put the waters in danger. The latest incident was the sinking of Panamanian ship, Elly, which is now at the bottom of the basin area of Al Adabbiya near the city of Suez. An estimated 60 thousand tons of diesel fuel have leaked from the ship and environmental organizations are now crying foul. The authority said in statements carried in local newspaper that much of the damage to the area is the result of delinquency. Thanks to Don Johnston of DG & Hazmat Group for providing this link. You can read the complete report at : <http://bikyamasr.wordpress.com/2009/09/02/suez-canal-sees-growing-environment-problems/>

CANADA: SAFE APPROACH TO OIL SPILLS: LESSONS LEARNED FROM THE TRANS MOUNTAIN PIPELINE OIL SPILL OF 2005.

This is an interesting paper and well worth looking at if you may be involved in response to a pipeline spill (and other spills too, where HNS hazards may be present).

The lessons learned have been utilized in a *Safe Approach to Oil Spills* training course developed by Kinder Morgan Canada Inc. and EmergWest Consulting. The course has become part of the core training requirements for the pipeline operator's field employees.

The author of the paper will be present at the Clean Pacific Conference. You can access the paper at - http://aimediaserver6.com/ifss/email/Article_SafeApproach.pdf [The editor acknowledges and thanks the Industrial Prevention and Response Newsletter for drawing his attention to this item]

UK: FINAL PROGRAMME FOR HAZMAT 2009 CONFERENCE IS RELEASED



HAZMAT 2009, the 5th Annual HAZMAT/CBRN Conference takes place next month on 13-14 October 2009, at the Hilton Hotel, London Stansted Airport, UK

Aimed at the practitioner, the conference will enhance knowledge and abilities in hazard planning, decision making and response when faced with complex incident management situations found with HAZMAT and CBRN incidents. HazMat 2009 will also provide insight into current thinking and emerging technologies related to HAZMAT/CBRN response.

You can find the detailed conference programme and other information at - <http://www.hazmatconference.com/>

The new venue at the Hilton London Stansted allows for easy travel for both national and international delegates and speakers and offers a top-class, international venue for this leading industry event. On the afternoon before the conference, there will be a FTIR / Raman technology workshop. This will be free for all attending the conference however, places will be limited. Please register via the conference website at - <http://www.hazmatconference.com/>

Attendance is recommended for personnel of Fire & Rescue Services, Police Forces, Emergency Medical Services, Environmental Agencies, Local authorities, People with Civil Contingency responsibilities, Military, Private Industry responders, Spill response organisations and any responder that may become involved in a hazmat or CBRN incident.

EOW CONFERENCE REGISTRATION DEADLINE EXTENDED TO 19 SEPTEMBER

This unique, week-long conference will bring together some of the world's leading experts in the field of oiled wildlife response and promises to be an outstanding event. Held in the enchanting city of Tallinn, Estonia



Effects of Oil on Wildlife
10th International Conference
Tallinn, Estonia, 5 - 9 October 2009

the week of 5-9 October 2009, the [scientific programme](#) will take place from 6-8 October, with optional [pre-conference short courses](#) organised on Monday, 5 October and [post-conference labs](#) on Friday, 9 October. The EOW is simply an event not to be missed! To register, please visit the [registration page](#) of the EOW website where you will be directed to the on-line booking service.

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.