



ISCO NEWSLETTER

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



UK: TEAM FROM ISCO MEMBER BRAEMAR HOWELLS AVERTS ENVIRONMENTAL INCIDENT



PHOTO: All four ships involved in the incident, L to R: Independent, Mannin, Torrent & the Newcastle. Torrent took the cargo up the River Fal to Truro; Mannin transferred the cargo to the Torrent & also to Independent (which is currently awaiting authorization to sail).

Christmas celebrations were put on the backburner as staff from incident response specialists Braemar Howells worked round the clock to prevent a potential environmental disaster off the UK coast at Falmouth, Cornwall.

The bulk carrier Newcastle carrying Ferrous Sulphate en - route from Spain, destined for a chemical company in Grimsby, got into difficulty in the Bay of Biscay when its cargo became contaminated with seawater and shifted, causing the vessel to take on a dangerous starboard list. The vessel was brought into Falmouth as a casualty and detained by the MCA pending resolution of the problem.

Drawing on their experience in dealing with the stricken cargo ship the Napoli, the maritime emergency specialists from Braemar Howells and their partner organisations worked around the clock to remove nearly 6,000 tonnes of potentially hazardous cargo – which had started to leach corrosive sulphuric acid – and take it to three specially prepared warehouses in Cornwall where it could be safely managed. There were fears that if the cargo was not removed quickly it had the potential to corrode the steel hull of the vessel.

Mr Evans outlines: "This was an intense job for us and our staff worked in shifts right from the moment we were called in to help and even worked on Christmas Day. Braemar Howells has provided a very comprehensive service for this job. Not only have we removed the cargo into specially engineered storage in under 10 days, we have also cleaned and repaired the vessel making it seaworthy again."

"Stuart Evans and his team are very professional and effective in resolving clients problems, sometimes with very interesting and at times unique engineering solutions, the MV Newcastle is a case in point, where leaching from the cargo was starting to attack the hold steel, and by a swift and effective response to the situation a serious environmental situation was averted" said Simon Rickaby CEO of Braemar Howells Ltd, the Environmental Division of Braemar Shipping Services plc. <http://www.braemarhowells.com/>

UAE: ADNOC TO BUY HI-SPEED OIL SPILL RESPONSE VESSELS, TUGS

13 January 2010 – ISCO Member, the Abu Dhabi National Oil Company (ADNOC) will buy a number of hi-speed offshore response vessels and escort tugs by the end of this year to strengthen its emergency response preparedness, an official said here on Tuesday.

The crisis management department of the petroleum company will purchase one hi-speed offshore response vessel (55 knots) that will be equipped with offshore oil spill response tools, said Craig Buckingham, who heads the crisis management team leader at Supreme Petroleum Council (SPC) and ADNOC.

Buckingham was making a presentation on ADNOC's Approach to Crisis and Emergency Management Preparedness at the Crisis and Emergency Management Conference 2010 at the Emirates Centre for Strategic Studies and Research.

ADNOC will also build four more hi-speed vessels - two for oil spill operations and two to be used as offshore ambulances - that would be equipped for medical purposes.

"We have already placed orders for 14 escort tugs. All these tugs will be having their own oil spill response capabilities," Buckingham said.

Currently, SPC has over 50 full-time trained oil spill responders and ADNOC has over 50 offshore vessels equipped with dispersant spray capability and three tow back tugs equipped with built-in oil spill recovery capability, Buckingham said. ADNOC will also purchase oil containment barges (approximately 3,500 dwt) for handling slops and storing recovered oil in case of oil spill, he said. Read more at:

<http://www.zawya.com/Story.cfm/sidZAWYA20100113042212/ADNOC%20to%20Buy%20Hi-speed%20Oil%20Spill%20Response%20Vessels.%20Tugs%20>

CHINA FACES NEW RISK: ATTACKS ON PIPELINES

As oil and gas pipelines are quickly extended in China to meet soaring fuel demands, the nation will face increasing threats to its environment, territorial safety and energy security, experts said. Efforts were urged recently by energy experts for the nation to protect and strengthen the pipelines in light of the Dec 30 discovery of diesel fuel leakage into a tributary of the Yellow River. The leak has spread downstream into Shanxi and Henan provinces and contaminated the drinking water of many local residents. "It is an accident but the hazards of oil and natural gas leaks exist, including pipe explosions and pollutions to water, air and soil," said Han Xiaoping, chief information officer of China5e.com, a leading energy website in China.

China now has around 50,000 km of oil and gas pipelines, and will build 40,000 km of pipelines in the 12th Five-Year Plan period (2011-15), according to China National Petroleum Corp (CNPC), the country's largest oil and gas producer. And pipelines will remain a major means of oil transport because they are "safer, more economical and convenient", he said. But new problems have arisen in recent years threatening the safety of pipelines.

Rapid urbanization has resulted in the reckless construction of buildings and roads within the pipelines' buffer zones in recent years, said Cao Kangtai, director of Legislative Affairs Office of the State Council. Rampant theft of oil and gas through illegal siphoning is also a major threat, he said. Thieves illegally drilled into the CNPC's pipelines 18,382 times from 2002 to 2006, causing the company a loss of more than 500 million yuan (\$72 million), according to CNPC. Oil theft is now a major cause of oil spills, said Liu Zheng, a professor from Tsinghua University, to China Daily. "Those who steal the oil from pipelines never think about the consequences on a large area of soil surrounding the pipeline," said Liu. In China, most oil pipelines are built near farmland where oil spills usually damage land and crops. Toxic substances contained in oil tend to accumulate in plants and animals, which consequentially threaten the health of humans who consume the polluted plants, he said. Read more: http://www.chinadaily.com.cn/china/2010-01/06/content_9270041.htm [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group, for relaying this news item]

AUSTRALIA: THE CAUSE OF THE WEST ATLAS OIL RIG SPILL

The Thai-based company behind an oil spill in the Timor Sea has revealed, ahead of a federal government inquiry, that a containment cap was not installed at a well that spewed oil for more than 10 weeks. A submission from PTTEP Australasia, which operates the Montara oilfield off Western Australia's northwest coast, has been published on the Montara Commission of Inquiry website. The inquiry, to be headed by former public servant David Borthwick, will summon witnesses, take evidence on oath and require individuals and corporations to hand over relevant documents. PTTEP said it was aware of the cause of the spill after it plugged the leaking H1 well, near the West Atlas oil rig, in early November, but would wait until the inquiry to reveal it. "When the work on the wells recommenced in August 2009, PTTEP discovered that the 340mm pressure-containing corrosion cap required by the drilling program had not been installed during the suspension of the H1 Well in March 2009," the company's submission says. Read the full report at: <http://news.smh.com.au:80/breaking-news-national/company-says-cap-left-off-leaking-well-20100114-m9ni.html> [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group for relaying this news item]

CANADA: ENCAN A SOUR GAS LEAK UNDER INVESTIGATION IN B.C.

November 27, 2009: A safety investigation is being carried out by the B.C. Oil and Gas Commission after a dangerous sour gas leak from an EnCana pipeline forced about 15 northeastern B.C. residents to flee their homes on Sunday. EnCana has yet to say what caused the leak at a well located about 10 kilometres south of Pouce Coupe, but officials have confirmed it was not caused by sabotage. Several residents of the nearby Tomslake area told CBC News they fled their homes after a large plume of sour gas moved in Sunday morning. "I was scared, but I wasn't panicking," said Kerry Klemmer, who lives just half a mile from the well that leaked. "There was just the high pressure noise ... like a jet plane ready to take off," said Klemmer. Other residents smelled rotten eggs and felt their eyes and noses burn, tell-tale signs of the toxic sour gas. One man drove door-to-door alerting people as a huge gas cloud rolled in. "Someone else called us and said, 'Okay we're all getting out of here,'" said Klemmer, "And because of having had some bombings in the area ... everyone was concerned." About 15 people were evacuated to a local community centre for several hours while the leak was repaired, before they were able to return home around 1 p.m. MT

On Thursday, Encana spokesperson Carol Howes confirmed the leak was from a company pipeline, and said the cause is still under investigation. The B.C. Oil and Gas Commission will look at the root cause of the failure and leak and consider whether the alarm system and evacuation procedures are adequate, according to commission spokesman Steve Simmons. "This is fairly uncommon," said Simmons, "I think it had the potential to be serious." *Simons said it was fortunate the sour gas that leaked had a low level of toxicity. "The leak was sour gas, but only 0.5 per cent sour gas — not a dangerous amount,"* he said. But Simons did confirm the gas can be flammable and explosive — a concern in an area where some homes are heated by wood. Read the full report at <http://oilsandstruth.org:80/encana-sour-gas-leak-under-investigation-bc> [Thanks to Jetty Middlekoop of Hazmat 101 Group for relaying this report]

ISCO: NEW MATERIAL UPLOADED ON MARINE HNS INCIDENT RESPONSE WEBSITE

ISCO has received a paper "*Marine responses to HNS and dealing with the MSC Napoli contaminated cargo*" and an accompanying Power Point presentation with graphic images from not only the MSC Napoli incident but from several other noteworthy marine HNS incidents of recent years. These were submitted by Simon Rickaby, CEO of ISCO Member, Braemar Howells Ltd. In his paper, Simon Rickaby describes the approach used in dealing with a very large number of recovered containers, some of which contained HNS.

The uploading of this information is part of ISCO's project to collate data on Marine HNS Response and Sub-Sea Oil Recovery experience in support of the IMO OPRC-HNS Technical Group. The information collated to date can be accessed by ISCO members in the IMO Work Groups section of the website. Non-members can access the data by clicking on the links given below -

HNS : http://www.spillcontrol.org/Joomla/index.php?option=com_content&task=view&id=73&Itemid=118

Subsea Oil: http://www.spillcontrol.org/Joomla/index.php?option=com_content&task=view&id=72&Itemid=117

Responders in the public and private sectors that can contribute information to assist the OPRC-HNS Working Group can now download the information gathering templates. Simply go to the ISCO website at <http://www.spillcontrol.org> and select DOWNLOADS from the menu on the left hand side of the page. Your contribution will be acknowledged and it's an opportunity for you to raise your profile. We need to know who out there has the know-how and experience. Don't hide your light under a bushel !

The overall objective is to collate experience and lessons learned with a view to the preparation of new IMO technical guidelines.

PUBLICATIONS:

BIO-REMEDIATION ABILITIES OF MICROORGANISMS IN POLAR REGIONS.

[University of Alabama at Birmingham \(UAB\)](#) biology Professor Asim K. Bej, Ph.D., has co-edited a new book believed to be a first in the field of polar microbiology that examines the bio-remediation abilities of microorganisms in polar regions. The book, *Polar Microbiology: The Ecology, Biodiversity and Bioremediation Potential of Microorganisms in Extremely Cold Environments*, is a literature review that contains 18 scholarly chapters from leading polar microbiology experts.

The book's focus is polar bio-remediation, or the use of microorganisms to mineralize and degrade environmental contaminants, specifically petroleum hydrocarbons that threaten land masses and bodies of water in extremely cold environments. "Our book discusses the taxonomy, physiology, biochemistry, gene-transfer, adaptation and bio-remediation potential of extremophile microorganisms, including the Archaea, that thrive in soil, lakes and coastal waters in extremely cold temperatures. It lays a foundation for future investigations into the potential to promote the biodegradation of pollutants in the Arctic and Antarctic," Bej said.

"Future research in the field of polar bioremediation is so crucial because oil exploration and other expeditions are increasing the level of pollution in Polar ecosystems annually," he said. "Thankfully, many organisms indigenous to these regions have the natural ability to degrade pollutants, and our book will help future research harness that potential to revive our vulnerable polar ecosystems." <http://main.uab.edu/Sites/MediaRelations/articles/72652/>

HANDBOOK OF INDUSTRIAL AND HAZARDOUS WASTE TREATMENT: SECOND EDITION, REVISED AND EXPANDED BY LAWRENCE K. WANG

Presenting effective, practicable strategies modelled from ultramodern technologies and framed by the critical insights of 78 field experts, this vastly expanded Second Edition offers 32 chapters of industry- and waste-specific analyses and treatment methods for industrial and hazardous waste materials-from explosive wastes to landfill leachate to wastes produced by the pharmaceutical and food industries.

Key additional chapters cover means of monitoring waste on site, pollution prevention, and site remediation. <http://sekary.blogspot.com/2010/01/handbook-of-industrial-and-hazardous.html>

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.