



# ISCO NEWSLETTER

*The Newsletter of the International Spill Response Community*

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## ISCO WELCOMES NEW MEMBERS

ISCO is pleased to introduce and welcome the following new members who have recently joined the organisation.

- Resolve Marine Group Inc. of Fort Lauderdale, Florida, USA (Corporate Member)
- Jude Egwuonwu of Manchester, UK (Individual Member)
- Kevin Waterman of Bulimba, Queensland, Australia (Individual Member)
- Ayles Fernie International Ltd. of Sevenoaks, Kent, UK (Corporate Member)
- Vikoma International Ltd. of Cowes, Isle of Wight, UK (Corporate Member)
- Roberto Giannini of São Paulo, Brazil, (Individual Member)
- Alex Cobra of São Paulo, Brazil, (Individual Member)
- Arkadiusz Talaska of São Paulo, Brazil, (Individual Member)
- Dante Neto of São Paulo, Brazil, (Individual Member)
- Mario Izidoro of São Paulo, Brazil (Individual Member)

## AUSTRALIA: CHRONICLE OF THE THREAT TO GREAT BARRIER REEF



Reports of 4<sup>th</sup> April advised that, late on Saturday 3<sup>rd</sup> April, the Chinese coal carrier Shen Neng One had run aground on Douglas Shoal about 120 kilometres east of Rockhampton. The ship has more than 900 tonnes of heavy fuel oil on board, and Maritime Safety Queensland (MSQ) said a fuel tank with 150 tonnes of

heavy oil had been breached. <http://www.abc.net.au/news/stories/2010/04/04/2863762.htm>

Pressure from the ocean is temporarily keeping tons of oil inside a coal ship grounded on Australia's Great Barrier Reef, authorities said. "The oil is being held from the breach tank by a hydrostatic plug of water," said Capt. Patrick Quirk of Maritime Safety Queensland. [http://www.upi.com/Top\\_News/International/2010/04/05/Water-pressure-holds-oil-in-grounded-ship/UPI-24951270475528/](http://www.upi.com/Top_News/International/2010/04/05/Water-pressure-holds-oil-in-grounded-ship/UPI-24951270475528/)

Fears are growing of an environmental disaster on Australia's Great Barrier Reef caused by a Chinese ship in danger of running aground and breaking up. The Shen Neng 1 is leaking oil and became stranded on a shoal 70km (43 miles) east of Great Keppel Island off the Queensland coast on Saturday night after veering 15km (nine miles) outside the shipping lane. Patrick Quirk, general manager of Maritime Safety Queensland, said: "She is completely damaged on the port side. It is in danger of actually breaking a number of its

main structures and breaking into a number of parts."

The accident occurred within the southern zone of the Great Barrier Reef Marine Park. Australian authorities are investigating why the ship strayed so far outside the shipping channel. The government said initial air and sea assessments of the bulk coal carrier showed a small number of oil patches about two nautical miles southeast of the ship, although so far there has been no major loss of oil. Authorities are expected to spray chemical dispersant on the slick as soon as weather conditions allow.

The Great Barrier Reef, which covers 345,000 square km (133,000 square miles) along Australia's northeast coast and is celebrated as the world's largest living organism, is already facing the twin threats of climate change and toxic farm chemicals.

<http://uk.news.yahoo.com:80/5/20100404/twl-oil-spill-fears-for-great-barrier-re-3fd0ae9.html>

By Wednesday 7<sup>th</sup> April the BBC was reporting – “Australian maritime authorities are preparing to remove tonnes of heavy fuel oil from a Chinese ship which is stranded on the Great Barrier Reef. A floating boom has been put around the Shen Neng 1 to contain oil which has already leaked from its damaged hull. The ship is now stable and chemicals have been used to disperse the fuel. <http://news.bbc.co.uk/1/hi/world/asia-pacific/8607095.stm>

On Thursday 8<sup>th</sup> April, Hu Wei, chief of shipping and development at Shenzhen Energy Transport, said “We are fully committed to co-operating with and assisting the authorities to minimize any environmental damage and to ensure the matter is resolved safely and quickly,” and the next day Maritime Safety Queensland, which is managing the salvage operation, said pumping of the fuel from the Chinese ship to a barge has begun and is “running smoothly”. Svitzer Salvage has been appointed to salvage the vessel.

<http://www.businessweek.com/news/2010-04-09/chinese-coal-carrier-stranded-on-reef-was-off-course-update1-.html>

## **USA: NOAA OFFICE OF RESPONSE & RESTORATION, EMERGENCY RESPONSE DIVISION 2010 ACTIVITY REVIEW**

Thousands of incidents occur each year in which oil or chemicals are released into the environment as a result of accidents or natural disasters. Spills into our coastal waters, whether accidental or intentional, can harm people and the environment and cause substantial disruption of marine transportation with potential widespread economic impacts. The Emergency Response Division (ERD) of NOAA's Office of Response and Restoration (OR&R) provides scientific expertise to support an incident response and initiates natural resource damage assessment. This integrated approach provides for an efficient and effective response, minimizing the harm to people, reducing the negative impacts to the economy and enhancing environmental recovery. Under the National Contingency Plan, NOAA has responsibility for providing scientific support to the Federal On-Scene Coordinator (FOSC) for oil and hazardous material spills. To support this mandate, ERD provides 24-hour, 7 day a week response to spill events.

Read more about recent ERD response interventions, preparedness and training activities at [http://response.restoration.noaa.gov/book\\_shelf/1014\\_ERD.pdf](http://response.restoration.noaa.gov/book_shelf/1014_ERD.pdf)

## **U.S. AGREES TO REMOVE TOXIC 'GHOST FLEET' SHIPS**



Dozens of mothballed military ships dating to World War II will be towed out of Suisun Bay northeast of San Francisco and recycled for scrap. (Eric Risberg / Associated Press / March 31, 2010)

After years of legal wrangling, the federal government agreed Wednesday to remove a fleet of mothballed military ships that has dropped tons of heavy metal pollution into a waterway northeast of San Francisco.

As part of a settlement with environmental groups, the U.S. Maritime Administration said it would remove 52 obsolete and decaying vessels -- nicknamed the Ghost Fleet -- from the estuary between the San Francisco Bay and the Sacramento-San Joaquin River Delta.

Five others have been removed since November.

The agency plans to get rid of the 25 worst offenders in less than 2 1/2 years; the entire decaying armada is scheduled to be removed from Suisun Bay by September 2017. Within the next four months, the agency has agreed to remove hazardous paint chips from vessel decks. Read more at: [http://www.latimes.com/news/local/la-me-ghost-fleet1-2010apr01\\_0\\_594478.story](http://www.latimes.com/news/local/la-me-ghost-fleet1-2010apr01_0_594478.story)

### **FRANCE: TOTAL TO APPEAL OIL SPILL RULING IN SUPREME COURT**

Oil giant Total on Tuesday said it would appeal in the French supreme court a decision by the appeals court last week upholding key elements of a verdict against the firm over a disastrous 1999 oil spill. France's court of final appeal for civil and criminal matters will make a final ruling within a year. Total was found guilty in 2008 for the damage caused when the Erika, an aging oil tanker it had chartered, broke apart and sank in a winter storm off Brittany in 1999, spilling 20,000 tonnes of crude oil. An oil slick covered 400 km (250 miles) of French coastline, killing thousands of birds and marine animals. The appeals court judgment confirmed the criminal responsibility of Total, which was fined 375,000 euros (\$502,900) in the first case, as well as that of three other defendants, who were also fined. The appeals court ruling also upheld the legal notion that damage to the general environment is on a par with economic harm to individuals or corporations for which companies must pay compensation. [Thanks to Don Johnston of ISCO Associate Member DG & Hazmat Group for passing on this item] Read more at <http://planetark.org/wen/57448>

### **CANADA: OIL AND WATER AND ICE; COAST GUARD SENDS OIL SPILL KITS TO ARCTIC COMMUNITIES**

Increased traffic through Arctic waters is prompting the coast guard to help northern communities to respond oil spills. To help mitigate the risk of spills at sea and from ships delivering fuel to northern residents, the coast guard is sending a series of sea cans loaded with cleanup gear to eight Arctic communities this summer. Volunteer responders will also be trained in how to use the booms, absorbents, beach cleaning kits and oil skimmers they contain.

And as interest grows in energy development off northern coastlines, Canadian scientists are planning their first field tests of a new technique they hope will give them a powerful tool against future accidents. "We really do need to conduct experimental field trials with controlled oil spills in the Arctic," said Ken Lee, director of offshore oil and gas research at the Bedford Institute of Oceanography in Dartmouth, N.S. But Lee said international researchers have made progress.

Dispersants - which break up the oil into droplets that degrade more quickly - now work better on oil thickened by cold. Cleanup crews are learning to use the propeller wash from ships to stir such dispersants into an oil slick even in waters thickened with ice chunks. His own researchers have developed a way to use fine clay particles instead of chemicals to break up oil globules into tiny droplets. Researchers now need approval to spill oil into Arctic waters to test their methods in the real world. Read the unabridged article at: [http://www.google.com/hostednews/canadianpress/article/ALeqM5hr1tsEP\\_tCr89DxjLBSEsQIcFxJA](http://www.google.com/hostednews/canadianpress/article/ALeqM5hr1tsEP_tCr89DxjLBSEsQIcFxJA)

### **USA: \$16.9M AWARDED TO RESTORE HABITATS HARMED BY OIL**

Nearly \$17 million will be used to restore migratory seabird habitat damaged by a series of oil spills from a freighter that sank a half century ago, state and federal wildlife officials said Tuesday. The money is being used to clean up breeding grounds for migratory birds that were killed by the numerous spills attributed to the SS Jacob Luckenbach, which sank in 1953 about 17 miles southwest of the Golden Gate Bridge.

Federal officials identified the Luckenbach wreckage in 2002 as the source of mysterious oil spills that had fouled the coast from San Mateo County to Pt. Reyes National Seashore and beyond for decades, especially during storms. More than 50,000 California sea birds were killed from the spills since 1990, said Al Donner, spokesman for the U.S. Fish & Wildlife Service. Read more at: <http://www.businessweek.com/ap/financialnews/D9EU76H00.htm>

## **IRELAND: NEW HANDBOOK OF ISAA-ACCREDITED OIL SPILL RESPONSE CONTRACTORS IN NORTHERN IRELAND & THE REPUBLIC OF IRELAND**

The International Spill Accreditation Association (ISAA) has just published a free 24 page handbook giving information about oil spill response organisations in Ireland that have gained accredited status under the “All Ireland Accreditation Scheme”.

The purpose of the accreditation scheme is to raise standards of performance within the oil spill response industry and thus give service users confidence that they will receive a high standard of professional and cost effective performance from contractors who have taken the trouble of seeking and achieving accredited status.

The accreditation assessment process involves a detailed assessment of candidates in regard to their conduct of operations and to their competency and preparedness in relation to different types of spill scenarios and capability levels at which accredited status is sought.

ISAA adopts a pro-active approach in helping responders to improve performance by providing advice, technical support and by organising training events and seminars.

Copies of the new handbook are being distributed to a broad spectrum of interested stakeholders, including government authorities, ports and harbours, insurance interests, fuel distributors and major handlers of petroleum products.

ISAA is working with governments and other parties to establish similar Accreditation Schemes in other countries. Interested government agencies and others can get more information through the ISCO Secretariat, from whom copies of the new handbook are also available. Contact [info@spillcontrol.org](mailto:info@spillcontrol.org)

## **TECHNOLOGY: NEW REPORT GIVES TECHNICAL GUIDANCE FOR APPLICATION OF IN SITU REMEDIAL REAGENTS**

A newly available technical report by a state-sponsored working group of Los Angeles-area environmental scientists, regulators and remedial contractors provides a detailed guidance document for subsurface injection of in situ remedial reagents (ISRRs) to eliminate groundwater contaminants. The 46-page document is available for download online at <http://www.regenesis.com>

Environmental professionals have had notable successes in the Los Angeles region and elsewhere treating groundwater and soil contaminants with subsurface injections of bioremediation and chemical oxidation reagents, which can efficiently destroy many contaminants in place, safely and at much lower cost compared with conventional engineered treatment systems. To minimize any potential environmental, health or safety impacts from such practices, the ISRR Injection Working Group was convened in 2008 under the auspices of the Los Angeles Regional Water Quality Control Board (LARWQCB) and tasked with identifying specific best practices for the safe and efficient use of subsurface injectables. Regeneration staff members were instrumental in drafting the initial technical document and informally serving as industry chair to incorporate input and comments from fellow members of the ISRR Working Group. Read more at: [http://www.environmental-expert.com/newsletter/News\\_Soil\\_Groundwater\\_01042010.htm](http://www.environmental-expert.com/newsletter/News_Soil_Groundwater_01042010.htm)

## **NEWLY LISTED TRAINING COURSES, CONFERENCES & EXHIBITIONS**

There are just too many new events listed this week to individually describe in this edition of the Newsletter. Topics include ICS, Facility Security, Qualified Individual, Hazwoper, Emergency Plan Writing, CBRNE Preparedness, Salvage & Wreck Removal, Management of Marine Emergencies, HNS Response and Environmental Technology Developments. Go to “EVENTS” at <http://www.spillcontrol.org> and look under the headings “Conferences/Exhibitions” and “Training”. Depending on your area of interest select “Oil Spill Response”, “Chemical Spill Response” or “Homeland Defence” from the drop-down menu.

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.