



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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## 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

### ISCO'S INTERNATIONAL FORUM PROGRAMME WILL INCLUDE THE PETCOKE ISSUE



*Photo: Rocky piles of petroleum coke, an oil refining byproduct, have been heaping up along the Detroit River. (Photo Courtesy of Stephen Fuzzytek/Facebook)*

The Agenda of the International Forum on Group V (Non-buoyant) Oils to be held in Detroit, USA on 9-10 September 2014 will include the matter of dealing with Petroleum Coke spillages during handling and transportation.

This is a subject of concern in all areas of the world where Petcoke is being produced, stockpiled or transported.

Although a solid hydrocarbon by-product of oil refining, Petcoke, like Group V (Non-buoyant) Oils, will sink if spilt during loading/unloading operations or as a result of a shipping or other transportation incident.

The Forum will not be concerned with taking sides in issues between community groups, operators and regulators but will instead focus on the practical matter of cost-effective spillage recovery.

Currently ISCO is compiling a mailing list of individuals and organizations who would like to be kept informed on progress as the detailed plans for the International Forum are firmed up.

If you would like to receive updated information on the International Forum please drop an email to [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org)

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containment and recovery system. The system is designed for response operations after large oil spills and well 'blowouts'. It is equipped with a fully autonomous source of hydraulic power and packed for quick mobilisation and easy deployment. Source: [EMSA Newsletter](#)

## International news (continued)

### ENHANCING OIL SPILL PREPAREDNESS AND RESPONSE IN SOUTH-EAST ASIA

South Asia Co-operative Environment Programme LOGO/PIECA attended the first regional meeting of the national authorities responsible for oil spill preparedness and response in South-East Asia, in Colombo, Sri Lanka from 26-28 February 2014, organized by the International Maritime Organisation (IMO) and the South Asia Co-operative Environment Programme (SACEP).

The meeting was organized to enhance regional cooperation on marine pollution preparedness and response in the SACEP region, assess the level of oil spill preparedness and responses in each country and the status of national contingency plans; as well as raise awareness of the latest developments in terms of oil spill preparedness and response around the world and establish how to strengthen partnerships with industry.

The participating countries were Bangladesh, India, Pakistan, Sri Lanka and the Maldives, while the industry was represented by IPIECA, the International Oil Pollution Compensation Funds, Oil Spill Response Limited and the International Tanker Owners Pollution Federation (ITOPF). The meeting succeeded in adopting a three-year work programme of activities. In the long-term the project aims to ensure the effective implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) and the Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS).

IPIECA will continue monitoring progress as the project moves forward. Source: [IPIECA News](#)

### EMSA: EQUIPMENT UPGRADE TO BRING ENHANCED OIL SPILL RESPONSE TO THE BLACK SEA

The capacity of EMSA's contracted vessel in Varna, Bulgaria, is now better equipped to handle potential oil spills. The Enterprise has been fitted with a new Weir Boom 180 system, bringing significant advantages through its combined

## IMO: 40<sup>th</sup> ANNIVERSARY OF THE FIRST MEETING OF MEPC

The first session of IMO's Marine Environment Protection Committee (MEPC) was held from 4 to 8 March 1974 at IMO (known as the Inter-Governmental Maritime Consultative Organization (IMCO) until 1982). The meeting was held in IMO's former headquarters building on Piccadilly, London (now the Japanese Embassy in the United Kingdom). Source: [IMO News](#)

## Incident reports

### USA: DEC RECOVERS 3,200 GALLONS OF FUEL FROM UTICA HARBOR



*Photo: A vessel used to dredge the Erie Canal rests on the bottom of the Utica Harbor on Feb. 24, 2014. A barrier used to contain the spill can be seen in the foreground.*

February 25 - Quick response time, ice and a favorable wind helped ensure timely cleanup of a 3,200-gallon diesel spill from a sunken vessel in Utica Harbor over the weekend — a much larger spill than was originally reported by the state Canal Corp.

Stephen Litwhiler, spokesman for the state Department of Environmental Conservation, said DEC crews recovered 3,200 gallons from the vessel's 4,000-gallon tank of the 1926 vessel called Derrick Boat No. 1. "The ice in the frozen harbor helped contain the spread of the diesel fuel," Litwhiler said. "Plus, there were some steady winds that pushed the fuel to the shore."

*Utica Observer-Dispatch* [Read More](#) [Thanks to Don Johnston of ISCO

Industry Partner, DG & Hazmat Group]

## Incident reports (continued)

### TRINIDAD & TOBAGO: CHEMICAL LEAK AT PORT: WORKERS RUSHED TO HOSPITAL

February 26 - A chemical leak aboard a vessel at the Port of Port of Spain yesterday caused several workers to be rushed to hospital and a section of the port to be shut down for some five hours.

According to reports, around 2 a.m., there was a leak of diluted sulphuric acid from a consignment belonging to Specialist Chemicals Ltd. *Trinidad Express* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### USA: COAST GUARD CLEANING UP DIESEL SPILL IN DARIEN

February 28 - The U.S. Coast Guard is overseeing the cleanup of a spill of about 100 gallons of diesel fuel into the Darien River that will keep the boat ramp at Skipper's Fish Camp closed until Monday.

Coast Guard pollution responders from the Marine Safety Unit in Savannah went to the river Thursday night after residents complained of a strong smell of diesel near Brown's Seafood in Darien, the Coast Guard said. *Jacksonville.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### AUSTRALIA: AVIATION FUEL FOR MELBOURNE AIRPORT LEAKS FROM DAMAGED PIPELINE NEAR SUNSHINE RAILWAY STATION

March 2 - Up to 4000 litres of aviation fuel has leaked from a damaged pipeline near railway lines in Melbourne's west.

MFB Commander Frank Stockton said the spill - near the Sunshine railway station - occurred as workers were trying to transfer the fuel from an old pipeline to a new one being built alongside it.

He said workers were now urgently trying to get fuel flowing through the pipe, which is a crucial fuel link to Melbourne Airport, a task he hoped would be achieved "within the next 24 hours". *Herald Sun News* [Read more](#)

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### SOUTH AFRICA: PENGUINS MONITORED AFTER DIESEL SPILL



*Photo: The penguin colony at Stony Point is one of four mainland colonies in South Africa. Picture: Henk Kruger*

March 4 - Penguins in the Stony Point Penguin Colony near Betty's Bay will be monitored this week after 10 000 litres of diesel spilt from a wrecked boat threatened the colony.

About 4 000 penguins and 400 nests of various seabirds were exposed to contamination when the fishing trawler *Connect*, carrying 10 000 litres of diesel and 80 litres of engine oil, ran aground 5km from the Betty's Bay Marine Protected Area last Thursday.

The area was closed as authorities prepared to examine the penguin and seabirds for diesel contamination. *IOL SciTech* [Read more](#)

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### NEW ZEALAND: FIRE SERVICE WORKS TO CLEAR A MILLION LITRES OF LEAKED FUEL

March 6 - A massive fuel leak in Lyttelton will take a long time to clear, the Fire Service says.

Police evacuated 19 households in Cressy Terrace, Park Terrace and Brittan Terrace after a cliff collapsed causing damage to a fuel storage tank at the port.

The Fire Service says the landslip dislodged the valve of the tank, spilling fuel into a surrounding catchment area and leaving the strong smell of diesel wafting through the portside suburb. *One News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group] Another report in [The Press](#)

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### AUSTRALIA: SANTOS COAL SEAM GAS PROJECT CONTAMINATES AQUIFER

March 8 - A coal seam gas project operated by energy company Santos in north-western NSW has contaminated a nearby aquifer, with uranium at levels 20 times higher than safe drinking water guidelines, an official investigation has found.

It is the first confirmation of aquifer contamination associated with coal seam gas activity in Australia - a blow to an industry pushing state and federal governments for permission to expand. *The Sydney Morning Herald* [Read more](#)

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## NEWS REPORTS FROM USA

### March 3 - Pet coke storage controversy isn't over, just relocated a few miles downriver

The controversy over large petroleum coke piles stored along the Detroit River, and the uproar over the ubiquitous black dust that they spread throughout the southwest Detroit neighborhood where they were located, could be moving a few miles downriver.

Detroit Bulk Storage is seeking approval from the Michigan Department of Environmental Quality to openly store piles of pet coke and other materials on a 15-acre riverfront site at 530 W. Great Lakes St. in River Rouge, near the border with Ecorse. *Detroit Free Press* [Read more](#)

### March 3 - Sea Otters in Prince William Sound back to Pre-Exxon Valdez Oil Spill numbers

Nearly 25 years after the Exxon Valdez oil spill off the southern coast of Alaska, sea otters in the most affected parts of Prince William Sound have recovered to their pre-spill numbers, a federal report released on Friday showed.

Several thousand sea otters died in the aftermath of the oil tanker running aground on Bligh Reef and leaking 42 million liters of crude oil into the sound in March 1989, according to the U.S. Geological Survey, which issued the report. *The Huffington Post* [Read more](#)

### March 3 - Sunken Great Lakes oil pipeline raises spill fears

A freshwater channel that separates Michigan's upper and lower peninsulas is a premier Midwestern tourist attraction and a photographer's delight, offering spectacular vistas of two Great Lakes, several islands and one of the world's longest suspension bridges.

Stretched across the bottom of the waterway at depths reaching 270 feet are two 20-inch pipes that carry nearly 23 million gallons of crude oil daily. They are part of the 1,900-mile Lakehead network, which originates in North Dakota near the Canadian border. A segment known as Line 5 slices through northern Wisconsin and Michigan's Upper Peninsula before ducking beneath the Straits of Mackinac and winding up in Sarnia, Ontario. *Yahoo Finance* [Read more](#) [Thanks to ADR Training UK]

### March 3 - Court Says BP's Spill Agreement Is Binding

In a setback for BP as it deals with the aftermath of the 2010 Gulf of Mexico oil spill, a federal appeals court on Monday ruled that the company would have to stick to its agreement and pay some gulf businesses for economic damage without their having to prove it was caused by the spill.

BP had argued strenuously in court, and in newspaper advertisements, that the settlement had been unfairly misinterpreted and that it was being forced to pay for damage unrelated to the accident. *International New York Times* [Read more](#) [Thanks to Member of ISCO Executive Committee, Marc K. Shaye, Hon.FISCO]

### March 3 - Update oil spill response

In a little over two years, the amount of crude oil traveling down the Hudson by rail or barge has jumped from virtually none to over a billion gallons annually. And the explosive growth in the transport of the highly combustible crude along the Hudson is just getting started.

Industry will be allowed to roughly triple the flow of crude through the region to nearly 3 billion gallons a year under permits already approved by the state Department of Environmental Conservation. And the agency has given the OK for a warming facility at Albany that would enable the local transport of Alberta tar sands, a heavy, viscous substance that sinks straight to the bottom of waterways when spilled, and can take years to clean up. *TimesUnion.com* [Read more](#)

### March 4 - Big Victory for Chevron over claims in Ecuador

Since losing a \$19 billion judgment in an Ecuadorean court three years ago, Chevron has drawn the condemnation of human rights and environmental activists by refusing to pay anything in fines or accept blame for polluting the Ecuadorean rain forest.

The award against Chevron was one of the largest judgments ever imposed by a court for environmental pollution, and it appeared to pit a mighty corporate Goliath against powerless peasants and the principal lawyer who represented them, Steven R. Donziger, as a brave David.

But on Tuesday, Chevron won a major victory. A federal judge in Manhattan ruled that a two-decade legal effort to punish the company was marred by fraud and corruption, making it increasingly likely that the oil company would be ultimately successful in beating back the legal and financial challenge. *International New York Times* [Read more](#)

## NEWS REPORTS FROM USA (Continued)

### March 4 - Variety of Projects Vying for Grants From \$19.5 Million Oil Spill Fund

For decades, oil seeped from the refineries that once occupied parts of Greenpoint, Brooklyn, and pooled under nearby homes and businesses, into a plume roughly the expanse of 50 football fields.

The total oil spill, estimated at 17 million to 30 million gallons, remains one of the largest in United States history, a distinction the neighborhood is not exactly proud of. But it is about to start receiving its consolation payments. The first grants from a \$19.5 million fund, part of a settlement between ExxonMobil and the state, are about to be announced.

The aim of the fund is to make lasting environmental improvements in Greenpoint and address current environmental concerns. *International New York Times* [Read more](#)

### March 6 - House approves storage tank legislation

Late Wednesday night to enact tighter regulations and oversight of aboveground chemical storage tanks in response to the Freedom Industries chemical spill. The House of Delegates passed a significantly changed Senate Bill 373 following more than two hours of discussion.

The bill establishes a new regulatory system for tanks and guidelines for emergency preparedness. The programs will require more oversight from and coordination between the state Department of Environmental Protection, the state Bureau for Public Health, public water utilities and local communities. *Charleston Daily Mail* [Read more](#)

### March 6 - CSB Hearing: “Preventing Potential Chemical Threats and Improving Safety: Oversight of the President’s Executive Order on Improving Chemical Facility Safety and Security”

U.S. Chemical Safety Board Chairperson Rafael Moure-Eraso at March 6, 2014, Senate Environment and Public Works Committee Hearing Entitled “Preventing Potential Chemical Threats and Improving Safety: Oversight of the President’s Executive Order on Improving Chemical Facility Safety and Security” [CLICK HERE](#) to view the written statement *US CSB* [Read more](#)

### March 6 - \$400K in Environmental Grants Awarded Through Greenpoint Oil Spill Fund

More than a dozen projects received nearly \$400,000 in grants to restore the Greenpoint waterfront, improve parks and open space and create environmental education programs, the first awards resulting from a [settlement over the Greenpoint oil spill](#), officials announced Thursday. *DNA Info New York* [Read more](#)

### March 6 - Oil exploration off Nova Scotia carries potential benefits, dangers for Maine

Two major oil companies are exploring potential drilling sites in waters off Nova Scotia, in an undertaking that ultimately could generate opportunities for Maine businesses but pose a threat to the state’s fisheries.

Nova Scotia’s government has granted Canadian subsidiaries of Shell Oil Co. and BP Plc. rights to explore thousands of square miles of ocean floor in search of commercially viable oil deposits. Each company has committed to about \$1 billion Canadian in surveying costs over the next several years. *Portland Press Herald* [Read more](#)

### March 6 - Eleven oil trains a day “is a big deal”: Cantwell



Photo: A DOT-111 rail tanker passes through Council Bluffs, Iowa. DOT-111 rail cars being used to ship crude oil from North Dakota’s Bakken region are an “unacceptable public risk,” and even cars voluntarily upgraded by the industry may not be sufficient, according to a member of the National Transportation Safety Board. The cars were involved in derailments of oil trains in Casselton, N.D., and Lac-Megantic, Quebec, NTSB member Robert Sumwalt said at a House Transportation subcommittee hearing. (AP Photo/Nati Harnik, File)

Aging, 1964-vintage tanker cars must be quickly phased out as oil trains move through downtowns of Seattle, Spokane, Vancouver and other cities, Sen. Maria Cantwell, D-Wash., told a senior executive of the American Petroleum Institute on Thursday.

“About 11 trains a day, to our population centers, is a big deal,” Cantwell said at a hearing of the Senate Commerce Committee.

“We’ve gone from four years ago — having basically nothing on rail by crude — to now having something like 408,000 carloads of crude. Knowing when those DOT-111 cars are going to be off those rails — those cars that the NTSB has said are unacceptable — that is the key issue.” *Seattle PI* [Read more](#)

## NEWS REPORTS FROM USA (Continued)

### March 7 - Feds detail tests for crude moved by rail

Federal regulators offered more details on testing requirements for oil transported by rail on Thursday and warned companies against skirting the rules after a spate of explosions caused by crude train derailments in the U.S. and Canada.

The new order from the U.S. Department of Transportation builds on a Feb. 25 declaration that the industry's unsafe handling practices have made crude shipments an imminent hazard to public safety and the environment. *Yahoo Finance* [Read more](#)

### March 7 - ABC News poll: Keystone XL project overwhelmingly favored by Americans

Americans support the idea of constructing the [Keystone XL oil pipeline](#) between Canada and the United States by a nearly 3 to 1 margin, with 65 percent saying it should be approved and 22 percent opposed, according to a [new Washington Post-ABC News poll](#).

The findings also show that the public thinks the massive project, which aims to ship 830,000 barrels of oil a day from Alberta and the northern Great Plains to [refineries on the Gulf Coast](#), will produce significant economic benefits. Eighty-five percent say the pipeline would create a significant number of jobs, with 62 percent saying they "strongly" believed that to be the case. *The Washington Post* [Read more](#)

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## NEWS REPORTS FROM CANADA

### March 4 - Canada offers to work with US on oil pollution in Keystone XL letter



*An Oct. 4, 2012 file photo showing sections of pipe on a property in Sumner, Texas. Tony Gutierrez / The Canadian Press*

The Canadian government has sent the Obama administration a letter making its case for the Keystone XL pipeline.

The letter argues the merits of the pipeline on environmental, economic and energy-security grounds.

It expresses a desire to work with the Americans on oil and gas issues, without wading into specifics.

The three-page note is signed by Canada's ambassador to Washington, Gary Doer, and addressed to Secretary of State John Kerry. *Global News* [Read more](#)

### March 5 - Alberta Regulator Quietly Halts Steam Bitumen Mining Near Fort Mac

The Alberta energy regulator has suspended the fastest-growing source of bitumen production around Fort McMurray due to concerns about fracturing the region's cap rock.

Last January, the regulator quietly issued a bulletin announcing the freeze on development in the Wabiskaw-McMurray deposit of the Athabasca Oil Sands Area while it completes "a thorough technical review of the factors that affect reservoir containment of steam-assisted gravity drainage (SAGD) projects." *The Tye* [Read more](#)

### March 6 - TSB: Lac-Mégantic crude as explosive as gasoline

The crude oil aboard the ill-fated train that destroyed downtown Lac-Mégantic was as explosive as gasoline, Canada's Transportation Safety Board revealed on March 6, 2014, eight months to the day after the catastrophe that killed 47. *Railway Age* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### March 6 - Two giant oil pipelines proposed to speed "doubling" of tar sands

Two major oil pipelines -- the most expensive in Canada -- passed key hurdles this week: Energy East and Line 3 Replacement. Observers say they lead to "massive" environmental and economic consequences. *Vancouver Observer* [Read more](#)

### March 6 - Enbridge pipeline to move more oil without U.S. review

A Canadian company's \$7 billion plan to move more tar sands and other oil across the U.S. border is using a novel tactic to avoid a lengthy U.S. review: pipe diameter.

## NEWS REPORTS FROM CANADA (Continued)

Calgary-based Enbridge, Canada's largest pipeline company, announced this week that it plans to replace almost all of its Line 3 from Hardisty, Alberta, to Superior, Wis., with wider, improved pipes that will allow it to nearly double the amount of oil it would carry. *USA Today* [Read more](#)

### March 8 - Enbridge Line 9 pipeline reversal approved by energy board

The National Energy Board has approved energy giant Enbridge's plan to reverse the flow and increase the capacity of a pipeline that has been running between southern Ontario and Montreal for years.

The green light for the Calgary-based company is subject to certain conditions and requirements. A statement from the National Energy Board says "the board's conditions require Enbridge to undertake activities regarding pipeline integrity, emergency response, and continued consultation." *CBC News* [Read more](#)

## UK: HOW MUCH OIL IS BURIED UNDER NORFOLK'S BEACHES 35 YEARS AFTER ELENI V DISASTER?



*Picture: Flashback to the stricken Eleni V. With HMS Plymouth close by, the ship's helicopter ferries explosives across to the tankers hulk (31/05/1978). Source: Library.*

March 7 - A £25,000 investigation is underway to assess the continuing impact and level of threat posed by an historic oil slick that blackened the beaches of Gorleston and Hopton more than 35 years ago.

Experts are combing a 4km stretch of beach, focusing on trenches that were exposed by severe erosion last year, in a bid to find out how much oil was buried under the beaches in 1978 and what to do with it today.

The thick deposits are the aftermath of the Eleni V shipping disaster - the worst marine oil slick to have hit the east coast.

The Greek oil tanker was sailing in thick fog when she was struck by the French bulk carrier Roseline six miles off Winterton spilling more than 5000 tonnes of oil along 35km of the east coast from Winterton to Aldeburgh. *EDP24* [Read more](#)

## UAE: "READY TO RESPOND TO ANY MAJOR OIL SPILL INCIDENT"

March 3 - The Minister of Environment and Water of the United Arab Emirates (UAE) Rashid Bin Fahad said on Monday the Gulf Arab state is ready to respond to any major oil spill incident.

The UAE, a major oil supplier, has so far witnessed only minor incidents of oil spills, the minister said at the opening of the three-day fair and exhibition Offshore Arabia.

The Gulf state comprises seven sheikhdoms, namely Abu Dhabi, Dubai, Sharjah, Ajman, Umm Al-Qaiwain, Ras Al-Khaima and Fujairah. Ninety percent of the UAE oil and seven percent of the globally known oil reserves are located under the sands and seas of Abu Dhabi, also the capital of the Gulf Arab state. *Global Times* [Read more](#)

## AUSTRALIA: PENGUINS IN JUMPERS: VOLUNTEERS MAKE WOOLLY GARMENTS TO HELP BIRDS CAUGHT IN OIL SPILLS



A wildlife group is calling for knitters to help little penguins in rehab recover by making woollen jumpers for them.

The Penguin Foundation said the jumpers are worn by penguins caught in oil spills, because they help keep them warm and prevent them from trying to clean the toxic oil off with their beaks.

The little penguins are also not as immune to the cold as those from the south.

Avid knitter Lyn Blom is a receptionist at the Phillip Island Nature Parks in Victoria, where The Penguin Foundation is based. Speaking to ABC News Melbourne, she said she has knitted many jumpers over the years for recovering penguins. Phillip Island is home to a large penguin colony, where 453 little penguins were affected by the last major oil spill in 2001. The Foundation said the jumpers played a significant role in their recovery, and 96 per cent of the birds were saved and rehabilitated at the centre. *The Independent* [Read more](#)

## People in the news

### USA: PRESIDENT OBAMA INTENDS TO NOMINATE VICE ADM. PAUL F. ZUKUNFT AS THE 25TH COMMANDANT OF THE U.S. COAST GUARD



Photo: Vice Adm. Paul Zukunft. U.S. Coast Guard

Department of Homeland Security Secretary Jeh Johnson announced President Obama's intent to nominate Vice Adm. Paul F. Zukunft, currently Pacific Area commander, to be the next commandant of the United States Coast Guard in an all hands email to DHS personnel.

Jeh Charles Johnson Secretary of Homeland Security wrote "Since I became Secretary, I have had the opportunity to get to know Vice Admiral Zukunft, and if confirmed he will be a great leader for the future of the Coast Guard. As a 37 year veteran of the U.S. Coast Guard, he has demonstrated this leadership while serving in a number of different capacities, including coordinating federal response to the Deepwater Horizon Spill. During the response, Vice Admiral Zukunft directed more than 47,000 responders, 6,500 vessels and 120 aircraft as the Coast Guard worked to respond to and recover from the largest oil spill in U.S. history" *Coast Guard Compass* [Read more](#)

### USA: KATHRYN SULLIVAN CONFIRMED AS NOAA ADMINISTRATOR

The United States Senate has confirmed Kathryn D. Sullivan, Ph.D. as under secretary of commerce for oceans and atmosphere. In this capacity, she will serve as the tenth administrator of the National Oceanic and Atmospheric Administration, the nation's top science agency for climate, oceans, and the atmosphere.

"With her impressive background as a scientist and astronaut and her excellent record of building bridges between diverse environmental stakeholder communities and federal policymakers, Kathy brings a great blend of scientific rigor, team-building skills, and strategic sensibility to the important job of NOAA administrator," said John P. Holdren, assistant to the president and director of the White House Office of Science and Technology Policy. *The Maritime Executive* [Read more](#)



## Special Feature

### THE CHALLENGE OF RESPONDING TO A HAZARDOUS MATERIAL EMERGENCY AND TREATING ITS VICTIMS

The moves onsite safety professionals make to decontaminate a manufacturing chemical spill involving employee exposure and the information they provide emergency responders will determine how fast that employee receives medical attention.

Hazardous material spill protocols mandate that emergency responders secure the area before treating victims. Knowing how to manage that against standard first aid procedures can make all the difference in ensuring victims receive timely medical care, write authors Scott Gunderson, Cameron Helikson and Michael Heffner in an article titled, "HazMat Emergencies" in the March issue of the ASSE Journal Professional Safety.

Early notification and emergency decontamination are vital, since every delay in "starting emergency decontamination allows hazardous materials to injure exposed employees by burning, absorption or inhalation," the authors write. "The span between these first and second steps should be as short as possible, and preferably done simultaneously by multiple employees and/or workplace emergency response team members."

The authors also said information on the chemical spill will help emergency room personnel to avoid secondary contamination, which may happen when clothes or medical equipment are mishandled. "It is unwise to accept a contaminated patient into a transport unit or to be unsure of the level of decontamination performed," according to the article. "A poor decision in the field can have significant ramifications at the door of the hospital."

Overall, the authors recommend safety professionals preplan for these events, including tours and training drills between site and emergency responders so they can learn more about the facility, its hazards and the abilities of the safety professionals.

For more than 50 years, ASSE's Professional Safety journal has been sharing the latest technical knowledge in SH&E—information that is constantly being developed through research and on-the-job experience. Each issue delivers practical guidance, techniques and solutions to help SH&E professionals identify hazards, protect people, prevent injuries, improve work environments and educate management that investing in safety is a sound business strategy. For more information please visit <http://www.asse.org/professionalsafety>.

Founded in 1911, the Des Plaines-based ASSE is the oldest professional safety organization and is committed to protecting people, property and the environment. Its more than 35,000 occupational safety, health and environmental professional members lead, manage, supervise, research and consult on safety, health, transportation and environmental issues in all industries, government, labor, health care and education. For more information please go to [www.asse.org](http://www.asse.org)



In this issue of the ISCO Newsletter we are printing No. 166 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 166: THE NEW RESPONSE PLANS AND THEIR USES

Articles 163-165 constitute the introduction to the new contingency plan and as such may be read without detailed reference to the knowledge preserved for its support in articles 1- 139; to the benefits of implementing it as set out in articles 141- 147; to the need for this implementation as set out in articles 147- 154; or to the initiatives already taken towards this implementation as set out in articles 155-162. Again, this introduction to this new contingency plan may be read without detailed reference to the counter-beliefs already reality-refuted by this knowledge as retained in articles 116-130 against any future displacement of knowledge by these or other beliefs. Thus, with this comprehensive victory of knowledge over belief having been previewed in the introductory articles 163-165, articles 166-168 now recall the release-prevention and release-response aspects of the new knowledge-only contingency plan before articles 169-171 describe how this contingency plan is to be converted to any and every incident-specific action/inaction plan in respect of these two aspects of response.

As to release-prevention, the new contingency plan acknowledges that normal practice is for the ship's crew to conduct a damage survey and to undertake damage-limitation action to the best of its ability after grounding or collision; that beyond this stage, the public interest is best served when the marine survey service of the coastal state collects as much knowledge as possible as to the state of the casualty before salvors arrive on-scene; and that such knowledge together with that later acquired by salvors is the only means of enabling government to assume joint ownership/endorsement of all elements of any ensuing incident-specific salvage plan and thus to invoke the Powers of Intervention to overcome any belief-only objections to any element thereof. Thus, the new contingency plan acknowledges that whether the incident-specific plan derived from it is for in situ ship-to-ship transfer of cargo/bunkers and wreck removal; for movement to a safe haven for such transfer; or for movement to an oil port for discharge to shore, the above collaborative knowledge-acquisition is the only means of avoiding the uncertain outcome of the belief/counter-belief debates of the adversarial legal processes which discourage the use of Intervention Powers in the first place.

Again, the new contingency plan acknowledges that such collaboration of the salvor in possession with the marine survey service of the coastal state, is best able to secure the good offices of the International Salvage Union (ISU) or the American Salvage Association (ASA); that such overall collaboration is best able to reach a knowledge-only assessment of damage and of the best means of release-limitation prior to and during re-floatation by pressurisation of tank water-bottoms; that such preparation facilitates safe haven entry for ship-to-ship transfer of cargo/bunkers by onboard or emergency pumping or port entry for ship to shore discharge by either means depending on whether or not onboard pumps and power supplies remain in working order. Yet again, the new contingency plan acknowledges that intervention-induced releases are insignificant in comparison with total loss of cargo/bunkers were the casualty to remain at the weather-exposed location of its initial and limited tank-damage; and that the cost of responding to the former is insignificant in comparison with the cost of responding to total release or to anything approaching it. Yet again, the new contingency plan acknowledges that blow-out prevention, oil-well capping and shipping casualty management are technological; that neither benefit from panic induced by belief in species-extinction/ecological-disaster; that both require calm application of knowledge; and that intervention-releases are preferable to ongoing damage-releases.

As to the Powers of Intervention, the record shows coastal states to be reluctant to use them with respect to either type of casualty for fear of liability-transfer from owners to themselves. Thus, the new contingency plan acknowledges the need for coastal states to take the lead-role supported by providers of professionally relevant knowledge. However, reluctance has been such that even after the Sea Empress Incident, the Donaldson Enquiry of 1996 would have been unlikely to recommend safe haven use, had the general case for it not been made in my 1983 book and supported by my assessment of this specific incident as presented to the Enquiry and to salvage-claim arbitrators (c.f. articles 107-116).

As to activities onboard casualties, the new contingency plan acknowledges the physicochemical properties of oils/HNS which determine saturated vapour pressures in confined spaces and the atmospheric concentrations attainable by releases to open spaces adjacent to them, and their associated human toxicity/non-toxicity and flammability/non-flammability, all of which are readily identifiable. Thus, while atmospheric analysis, breathing apparatus and protective clothing are recommended onboard, the new contingency plan acknowledges that the single compound, nonane, evaporates entirely from a 0.1 mm layer in 3 minutes and from a 1.0mm layer in 30 minutes; that while slicks burn in the open air when vapours are ignited, explosions are possible only in confined spaces where layer thicknesses may be sufficient to create saturated vapour pressures and dilutions to within specific explosive envelopes; and that casualties may be approached through floating slicks without any such explosive risk. However, the new plan acknowledges that reliance on the toxicity and explosion icons of guidebooks which ignore known concentration-toxicity and concentration-explosion relationships are no substitute for actual measurement and the constant availability of safety equipment for all such onboard activities (c.f. articles 70-91).

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

### FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

[ASME EED EHS Newsletter](#)  
[Bow Wave](#)  
[Cedre Newsletter](#)  
[The Essential Hazmat News](#)  
[USA EPA Tech Direct](#)  
[USA EPA Tech News & Trends](#)  
[Technology Innovation News Survey](#)  
[Intertanko Weekly News](#)  
[CROIERG Enews](#)  
[IMO Publishing News](#)  
[IMO News Magazine](#)  
[Pollution Online Newsletter](#)  
[EMSA Newsletter](#)  
[JOIFF "The Catalyst"](#)  
[Environmental Technology Online](#)  
[OCIMF Newsletter](#)  
[IPIECA eNews](#)  
[WMU Newsletter](#)

News and commentary on HSE issues from George Holliday  
Sam Ignarski's Ezine on Marine & Transport Matters  
News from Cedre in Brittany, France  
Alliance of Hazardous Materials Professionals  
Remediation of contaminated soil and groundwater  
Contaminated site clean-up information  
From US EPA - Contaminated site decontamination  
International news for the oil tanker community  
Canberra & Regions Oil Industry Emergency Response Group  
New and forthcoming IMO publications  
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

### UK AND IRELAND: NEW FLOOD DEFENCE SYSTEM – AN ADDITION TO THE ISAA TRAINING DAYS PROGRAMME



**It has just been announced that, as an addition to the programme, a test deployment of a new transportable emergency flood barrier is being organised. More details later.**

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.

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 £20 on the cost of booking the courses separately.

[View the detailed Training Programme](#)

[Download the online booking form](#)



### AUSTRALIA: HAZMAT 14-15 MAY 2014

HazMat 2014 is the leading conference for the chemical management, dangerous goods and hazardous materials industries. It brings together topical speakers and presentations that cover the many niches of these industry sectors. The conference provides valuable information for all levels of personnel and industry types, including researchers, government bodies, corporate entities, community and industry groups. By bringing together leading experts and relevant speakers HazMat 2014 offers an essential program for delegates wanting to stay abreast of their respective industry.

In addition to the comprehensive program delegates can peruse the exhibition offering the latest industry products and services. There is also a social dinner function with a guest speaker which offers an excellent networking opportunity. Downloads [HazMat 2014 Conference & Exhibition brochure including registration \[pdf\]](#) [HazMat 2014 Conference & Exhibition brochure \[docx\]](#)

## Training

### AUSTRALIA: EXPRESSIONS OF INTEREST IN TRAINING COURSES INVITED



The Transport Industries Skills Centre (TISC) has put in place an "EXPRESSIONS OF INTEREST LIST" for the Training Courses.

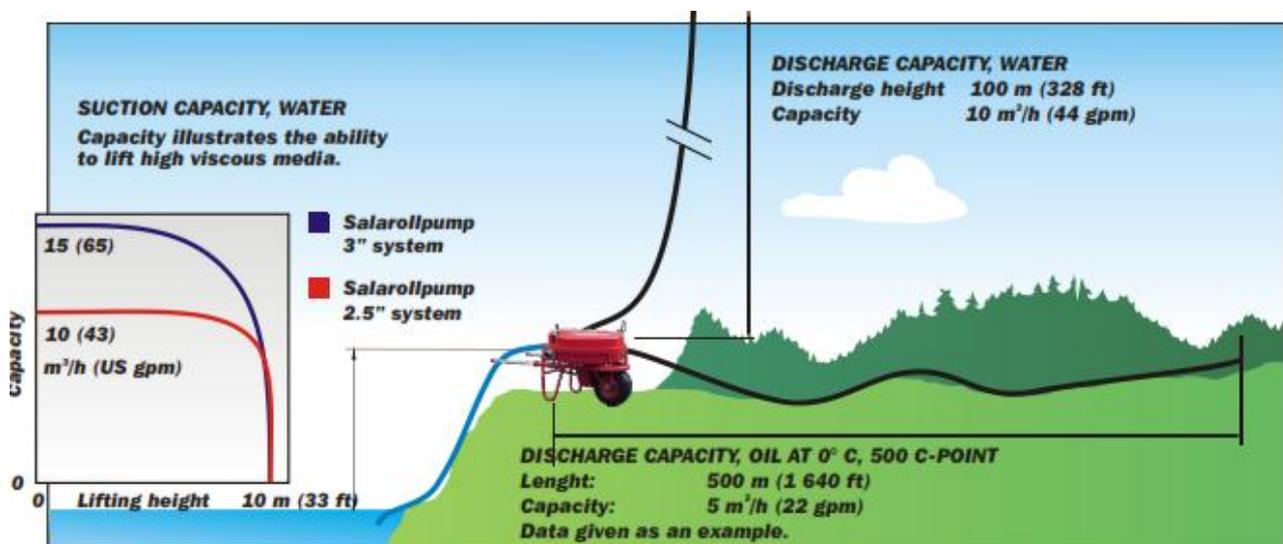
ALL TRAINING COURSE BOOKINGS & ENQUIRIES SHOULD BE MADE TO

Paul Harrison Executive Manager  
Transport Industry Skills Centre (TISC) 441 Sutton Road, Canberra ACT  
TISC PO Box 6074 Queanbeyan NSW 2620  
(02) 6297 7187 Mobile 0407 223 125  
Email [pharrison@suttonroad.com.au](mailto:pharrison@suttonroad.com.au)

## Equipment & services

### SALAROLLPUMP SYSTEM – AN INTERESTING PRODUCT FOR OIL SPILL CLEANUP, TANK CLEANING / SLUDGE REMOVAL AND DIFFICULT LIQUID TRANSFER PUMPING

From time to time we publish information on new equipment developments likely to be of interest to our community. This one isn't new but it is certainly interesting and it is very likely that many of our members and other readers have not heard about it before.



The Salarollpump System is a proven oil spill cleanup, tank cleaning / sludge removal and difficult liquid transfer pumping System. The Salarollpump is a unique patented peristaltic pump design that is an alternative to vacuum trucks due to its super suction. Although a vacuum truck has a much greater flow rate for light viscosities, the Salarollpump is comparable with high viscosities. The handling weight and portability allows the user to utilize the equipment in locations that a vacuum truck cannot and it offers an unlimited discharge capability into multiple containers or trucks. The videos and detailed specifications are available online at [www.megator.com](http://www.megator.com)

The Salarollpump aka "The Super Suction Pump" was originally developed for shoreline / pipeline oil spill clean-up. It is capable of pumping high viscous oil near freezing temperatures such as bunker oil laden with debris which makes it an effective tool for industrial, marine and offshore tank cleaning. It's also ideal for chemical spills, submerged oil recovery and especially high viscous skimmer offloading. The handling weight and portability enable the user to deploy the Salarollpump System in remote locations. It has few working parts, can run dry, is self-compensating for wear and is extremely durable. The pump has a reverse operation for clearing an obstruction or blockage that could damage other pumps.

With regard to tank cleaning, the high vacuum of the pump improves efficiency of suction from a valve at the bottom of a wide variety of tanks such as slop tanks. This simple method of connection will give easy, quicker clean out with little preparation required and fewer access issues. The risk for sparks due to static electricity is low due to the low rotating speed of the pump and the ability to place the power pack outside the hazardous area. The low rotating speed of the pump also ensures that the high viscous oil being pumped stays bonded together rather than vortexing from the intense vacuum of a vacuum truck which results in pumping air rather than oil. We have conducted tests for tank cleaning where the Salarollpump's recovery rate was similar to a vacuum truck when pumping high viscous sludge from the bottom of tanks.

Many oil companies use this pump for tank cleaning and spill response. They especially like the versatility and standardization of using one system for more than one application. In Russia the Salarollpump Systems are stored on trains carrying crude oil to clean out the sludge from the rail car tanks and for emergency response in case of spills.

## Equipment & services (continued)

The Salarollpump Systems and Truxor amphibious vehicle equipped with the Salarollpump and brush skimmer were two of only 300 new technologies approved for use by BP out of 60,000 submissions during the Gulf Oil spill. We adapted the Salarollpump to the TRUXOR which is a unique amphibious vehicle to enhance its brush skimmers effectiveness and utilize the Salarollpump's ability to pump debris laden oil from the ground / shoreline via the suction nozzle which can be lifted from the skimmer intake. The TRUXOR exerts minimal ground pressure and is easy to maneuver with undue damage to land. As a result, it is suitable for use at nature preserves, and sensitive land sites. TRUXOR is easy to drive and operate, rotates completely around its own axle in water, and has great precision. TRUXOR's wide assortment of tools gives the machine flexibility for various types of work with an effortless connection system that allows for a simple conversion of tools. Applications include: Dredging, Reed Cutting & Gathering, Excavation and Oil Spill Recovery. [More info](#)

## Job vacancies

### **EXECUTIVE DIRECTOR, CENTRE OF EXCELLENCE FOR MARINE TRANSPORTATION OF OIL AND LNG COMMODITIES IN BC, VANCOUVER, BC, CANADA**

Marine transportation is forecast to continue increasing in British Columbia in the coming years. The sensitivities surrounding the shipping of oil and LNG commodities have prompted the formation of an organization to enable sound development decisions, enhanced research and development and effective ongoing management with the best possible information regarding environmental risks, including the capacity to mitigate and manage them. Industry, government and Port Metro Vancouver have identified a need for a central collaborative body to become the leading source of information on best practice marine transportation of oil and LNG commodities on Canada's Pacific Coast and, in response to this need, are proud to announce the creation of the Centre of Excellence for Marine Transportation of Oil and LNG Commodities in British Columbia ("CoE" or "Centre of Excellence"). Coordinating and combining resources to facilitate research and development in this area, the Centre of Excellence will help improve knowledge and best practices for oil spill preparedness and response, and assist Canada in becoming a leader in the safe and sustainable marine transportation of bulk liquids. The CoE will enable more productive conversations surrounding the understanding of risks, mitigation measures, current practices, and potential for future growth in this sector, and in doing so will contribute to Canadian national prosperity and international trade.

The new Executive Director is accountable to the Board of Directors for providing overall leadership to and management of the Centre of Excellence, ensuring that its strategic and operating objectives are achieved in the context of broad range of stakeholder interest and in accordance with applicable legislation and the policies established by the Board of Directors. Coordinating and promoting world class best practices in marine transportation of petroleum products is at the heart of this role and is also a critical component of sustaining the spectacular, yet sensitive marine environment in Canada.

You are an experienced organizational leader with expertise in research coordination, government/stakeholder relations, and public policy development. Having successfully brought together numerous, diverse stakeholders and worked in rigorous regulatory environments, you will be a strategic and independent thinker with track records of developing community/stakeholder linkages. Because this is a start-up organization, self-starters who ideally have built an early stage organization are preferred, as is some form of maritime knowledge or expertise.

To explore this exciting opportunity further, please contact Barbara Morrison, Patrick Reynolds or Ken Werker in our Vancouver office at 604-685-0261. To apply for this position, please email: [vancouver@boyden.com](mailto:vancouver@boyden.com) Please indicate the position title and organization you are applying for in the subject line of the email.

## Company news

### **UAE: SAUDI ARAMCO WINS 3 ENVIRONMENTAL EXCELLENCE AWARDS AT OFFSHORE ARABIA AND QATAR PETROLEUM'S OIL SPILL EMERGENCY & RESPONSE DEPT. WINS AWARD FOR EXCELLENCE IN CAPABILITY AND RESPONSE**

March 6 - Saudi Aramco won three environmental excellence awards during the Offshore Arabia Conference & Exhibition, which ended on Wednesday.

The award for excellence in environmental technology went for Saudi Aramco's Manifa project and the award for excellence in environmental projects and products went to Saudi Aramco for its power systems renewable energy. Saudi Aramco also won the award for excellence in environmental applications.

The award for excellence in capability and response went to Qatar Petroleum's oil spill and emergency response department.

The awards ceremony was held at the Armani Hotel in Burj Khalifa

The event celebrated the importance of working toward the environmental goals committed to by the industry. *Arab News*  
[Read more](#)

## Company news (continued)

### CANADA & NETHERLANDS: ISCO CORPORATE MEMBER, AQUA-GUARD SIGNS CONTRACT WITH DAMEN SHIPYARDS



Aqua-Guard has signed a contract with Damen Shipyards of Gorinchem, The Netherlands for the supply of two large URO 300Z1 offshore oil skimming systems.

Damen Shipyards are currently building two Oil Spill Response Vessels (OSRV's class 1050) for the end customer GeoNavegação of Rio de Janeiro, Brasil. These vessels will patrol the offshore regions of Brasil and be on standby in the event of an oil spill.

Each vessel will be approx. 67 meters in length with a 14-meter beam. Each vessel will be equipped with one Aqua-Guard URO 300Z1 offshore oil skimming system.

Each URO 300Z1 will be fully equipped with Aqua-Guard's patented RBS TRITON™ oil skimming technology and has the ability to recover in excess of 300 m<sup>3</sup>/h of oil. The URO 300Z1 systems are built to Zone I hazardous explosion proof standards certified by DNV. One major advantage of Aqua-Guard's URO 300 Oil Skimming System, is that only one skimmer head is required for virtually any type of oil spill, including ultra-viscous oils. This unique Aqua-Guard feature drastically decreases response time, increases storage space on the vessel and also increases safety of the equipment operators as minimal additional setup is required while on the way to the oil spill. [nigelb@aquaguard.com](mailto:nigelb@aquaguard.com) <http://www.damen.com/>

### ISCO CORPORATE MEMBER, CHUKAR WATERJET, ADDS INNOVATIVE MOBILE WATERJET CUTTING SYSTEMS TO ITS OTC 2014 EXHIBIT

Chukar Waterjet, Inc. is pleased to announce that it is adding several innovative mobile waterjet cutting products to its OTC 2014 exhibit, May 5-8 in Houston, Texas. Look for Chukar Waterjet in the outdoor pavilion booth 546.

Chukar Waterjet's OTC exhibit will feature the latest ultra-high pressure waterjet systems designed especially for the oil and gas industry, including Chukar's Deepwater Subsea Waterjet System, a Spyder portable abrasivejet cutting system, a Ragworm® robotic waterjet system and a 60KSI (4100 bar) psi, 80hp iP60-80DS diesel-powered waterjet intensifier pump. [More info](#)

### ISCO CORPORATE MEMBER, NORTEK PRESENTING LATEST DEVELOPMENTS AT OCEANOLOGY INTERNATIONAL IN LONDON

Nortek will be on booth 1300 at Oceanology International 2014 being held at Excel London over 11-13 March. Nortek is the developer and manufacturer of environmental measurements systems including Doppler current profilers, Doppler wave systems, Doppler velocity logs. Separate divisions for piezo-composite transducer development and for Automatic Oil Spill Detection and Monitoring System X-band radar based. Nortek AS is a technology leader and a global provider of equipment.

You will be able to get up-dated on latest developments on the SeaDarQ Oil Spill Detection and Monitoring System. More info about [Oceanology International 2014](#) [Nortek's Website](#)

### UK & CANADA: ISCO CORPORATE MEMBER, RS AQUA LTD. LINKS UP WITH RBR LTD. OF OTTAWA, CANADA

RS Aqua Ltd. has signed a representation agreement with notable Ottawa, Canada based ocean equipment manufacturer RBR Ltd. Managing Director, Roger Scrivens, comments "We view RBR as one of the quality brands in the ocean instrumentation market and are delighted to have been invited to act for them. The RBR range complements our existing portfolio perfectly and we are immensely excited about the prospects".

Founded in 1976 by Richard Brancner, RBR is known globally for its diverse range of submersible data loggers, recorders, sondes, controllers and sensors for ocean and fresh water quality measurement.

RS Aqua Ltd., based in Hampshire, UK, supplies a range of marine equipment including oil spill drifters and location beacons (manufactured by MetOcean Data Systems Ltd, Nova Scotia, Canada) and oil detecting fluorimeters (manufactured by Turner Designs Inc, Sunnyvale, USA).

You can meet both companies at Oceanology International this week in London. RBR Ltd will be on booth J201 and RS Aqua Ltd. will occupy F550. All visitors and enquirers are most welcome. More info at [http://www.rsaquaco.uk/news\\_article.php?a=161](http://www.rsaquaco.uk/news_article.php?a=161)

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