

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 organisation.

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For more information on the events featured below, click on the banners



International news

IPIECA HIGHLIGHTS INTERNATIONAL PARTNERSHIPS AT PAJ OIL SPILL WORKSHOP



IPIECA Executive Director, Brian Sullivan, gave the keynote speech at the Petroleum Association of Japan (PAJ) 2015 Oil Spill Workshop in Tokyo. The speech highlighted the varying models of international partnerships used by IPIECA and its members across a spectrum of environmental and social issues. The partnership models all have the common message that working in collaboration achieves more than in isolation. A key example included the Global Initiative for Oil Spill Preparedness and Response - established and implemented through IPIECA's partnership with the International Maritime Organization - now operates in three regions to improve oil spill prevention, preparedness and response with two more regions under development.

Opened by Mr Muneyuki Sana, Chair of the OSR Measures Committee of PAJ, the event was attended by 160 industry experts from Japanese industry, academia and government organisations. Other speakers included ITOPIF, Oil Spill Response Limited, OSCT Indonesia, the Japanese Coast Guard, Eastern Canada Response Corporation and PAJ. *IPIECA eNews* [Source document](#)

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International news (continued)

EUROPE: NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS: DRILLS AND EXERCISES. ANNUAL REPORT 2014

In order to provide additional support to the Member States' pollution response mechanisms in a cost efficient way, the European Maritime Safety Agency (EMSA) has built up, in European waters, a Network of contracted Stand-by Oil Spill Response Vessels. To achieve the level of performance for pollution response required by the Agency, vessels and their crews participate regularly in training, drills and exercises.

EMSA has just released its annual report for 2014 on drills and exercises carried out by its network of stand-by oil spill response vessels.

The vessels are ready to respond to oil spills at sea caused by ships as well as by offshore installations at the request of a coastal State, a "Responsible Party" and/or the European Commission. By the end of 2014, the Network comprised 17 fully equipped vessels ready for immediate mobilisation and one vessel in the preparation phase.

During 2014 a total of 92 drills and exercises were carried out. Evaluation of the contractor's performance during drills and exercises by the Agency's staff in line with the "Guidelines on Conducting Drills and Exercises for the EMSA Contracted Vessels" is an effective method to ensure that the level of response preparedness of the Network is adequately maintained. The outcome of drills and exercises carried out during 2014 demonstrated that the service is provided efficiently and in accordance with EMSA requirements.

The purpose of the report is to provide an annual summary of the Agency's activities related to drills and exercises conducted by the Network of Stand-by Oil Spill Response Vessels. 2014 was the ninth year of implementation of the Vessel Availability Contracts and EMSA contracted vessels were on stand-by in nearly all significant marine pollution risk areas in European waters.

The links for downloading the report are –
[Drills and Exercises Report 2014.pdf](#)
[Drills and Exercises Report 2014 Annex 1.pdf](#)
[Full list of Drills and Exercises - Annual Reports](#)

CREATION OF SENSIBLE GUIDELINES FOR DECANTING SETTLED-OUT WATER DURING AT-SEA OIL SPILL CONTAINMENT- RECOVERY OPERATIONS

ISCO is currently reconsidering the possibility of restarting its effort to foster the creation of international guidelines for decanting settled-out water during oil spill containment-recovery operations.

Back in September 2012 ISCO presented the case for this at the 64th Session of IMO's Marine Environment Protection Committee.

ISCO's submission highlighted the problems faced by masters of skimming vessels when prohibited from discharging settled-out water during operations to recover oil spillage.

The hoped-for outcome was that MEPC would recognise the problem and refer the matter back to the OPRC-HNS Technical Group with an instruction to develop guidelines with the aim of making it easier for responders to legally decant settled-out water and thus realise the net environmental benefit of being able to continue oil recovery.

As things stand MARPOL Annex 1, regulation 4, paragraph 3 does allow individual governments to authorise decanting in specific oil spill combating situations but, for numerous reasons, this clause is seldom exercised.

One of these may be an understandable reluctance by member states to accept responsibility for giving a "carte blanche" without agreed safeguards.

Nine delegations spoke in response to the ISCO Paper but the general gist was that MARPOL Annex 1 had no Unplanned Output in regard to international shipping, was thus not a candidate for amendment and that the existing provision for member states is adequate. Under this circumstance the matter was not passed back to the Technical Group. However, at the end of the meeting several delegates approached the ISCO representative privately, expressing opinions that the proposal made good sense and recommending that ISCO should reintroduce the matter again at a later time.

For the interest of Members and others, the case that ISCO made can be summarised -

International news (continued)

States will not normally permit decanting unless oil content is within the limit permitted in MARPOL Annex 1 which prohibits all discharges of oil at sea if the oil content of an oil-water mixture is in excess of 15ppm. Other provisions totally prohibit oil discharge within 50 nm of the nearest land and within IMO-designated Special Areas. These provisions of MARPOL Annex 1 have a direct and negative bearing on at-sea oil recovery operations.

Unintended consequences – Negative effects on continuity of oil recovery operations

In situations where an oil spill recovery vessel is obliged to cease recovery operations on account of available tank capacity being completely topped up with recovered oil-water mixture, the rules do not allow settled out water to be discharged (to permit continuation of oil recovery) unless oil content is below 15ppm.

The frustration experienced by responders was recently expressed by an internationally respected oil spill response expert – “The rules are meant to cover normal operations and of course we all want to see low discharges into the sea, but there should be a dispensation for spills”. Furthermore a vessel’s master may be prosecuted for not complying with MARPOL requirements.

Historical precedents

Individual states can give, and in some instances have given, exemptions for discharge of separated water containing more than 15ppm of oil in specified situations. For example, limited decanting was permitted during the Exxon Valdez spill where many skimmer vessels were operating at very remote locations and where there were severe logistical problems in arranging for recovered oil-water mixtures to be uplifted from these vessels at frequent intervals.

More recently, during the Deepwater Horizon spill, The US EPA Comprehensive Liquids Waste and Materials Management Plan stipulated “During oil skimming operations, the objective is to collect oil with a minimal amount of water. Decanting operations on water are conducted under the approval and permitting of the incident’s Unified Command. The mix of oil and water that is collected offshore is stored in an appropriate container and the water that settles out is decanted back to sea while the container is still offshore”. Authorisation to decant settled-out water was very important because the response vessels were typically 5 to 7 hours away from port.

In the examples given above the granting of exemptions was possible under the provisions of MARPOL Annex 1 Regulation 4, Paragraph 3 which states “the discharge into the sea of substances containing oil, approved by the Administration, when being used for the purpose of combating specific pollution incidents in order to minimise the damage from pollution. Any such discharge shall be subject to the approval of any Government in whose jurisdiction it is contemplated the discharge will occur”.

One also has also to keep in mind that when a vessel is operating in international waters there could be problems of jurisdiction. In such a case a vessel’s flag state may take action against the master if the discharge is not in compliance with MARPOL requirements. Furthermore this would be more problematical if the area of operation is within a “Special Area”.

However, the granting of an exemption is very much more of an exception than a rule, and may only be applied in specific cases. This means that in most cases an oil spill response organisation (OSRO) would have to make application for an exemption, something that could be difficult to get processed quickly, resulting in unacceptable delay in the midst of a spill combat operation. It also appears that many OSROs and involved government officials have a low awareness of the provision within Regulation 4 and the option available to governments to invoke the relevant clause.

For these reasons it is recommended to make changes that would permit the person locally in charge of skimming operations to make timely decisions and to circumvent delay involved in seeking a special dispensation from the relevant authority.

Consideration of Net Environmental Benefit

In the midst of productive skimming operations it is not uncommon to be faced with the situation where tank capacity on the skimming vessel becomes full. The person in charge has to decide whether to cease recovery or decant settled-out water in order to continue skimming.

The most obvious consideration (apart from the legal aspects) should be based on the application of Net Environmental Benefit Analysis (NEBA).

Under NEBA, the environmental consequences of alternative actions are weighed and a decision is taken to adopt the option that will be the most positive for the protection of the environment.

The most environmentally beneficial choice may be self-evident but, in the absence of a dispensation, the person in charge will, in deciding to decant settled-out water, be breaking the law and may therefore be liable to prosecution.

This is not an acceptable situation. Therefore in such circumstances by applying the NEBA concept, decanting at sea should be allowed as long as the oil content in the mixture being discharged is significantly less than that being recovered. This would save on the frequency that vessels have to proceed to a discharge facility

Other points that should be considered

Firstly, a settled-out oil water mixture will contain only very small droplets of oil. These are comparable to droplets of similar size

International news (continued)

that would result from dispersant application, which is a generally accepted oil spill response option. So why worry about such small amounts of oil which will disappear and be finally biodegraded. When the real outcome is the same, it is not logical to accept the use of dispersants as a response option and forbid decanting of settled-out water in a spill situation.

Secondly, when a ship is recovering oil or treating oil with dispersant, oil will adhere to the hull and this will actually cause more oil pollution than that which will result from the decanting of an oil water mixture after gravity separation.

Thirdly, the primary goal should always be to recover as much oil as practicable from the water surface. Concern about the small amount of oil getting back into the marine environment as a result of decanting is misplaced when compared with the consequence that, without decanting, the capacity for oil recovery oil will be much reduced and less oil will be recovered.

ISCO suggested an amendment to Annex 1 recognising that under certain conditions the decanting of settled-out water should be permitted at the discretion of the person in charge. Appropriate conditions could include compliance with new Guidelines created to address the issues, including a requirement to address NEBA considerations. Other recommendations might apply to the need for continuous monitoring of decanting operations, ensuring that settled-out water is discharged into the immediate area of ongoing skimming operations and ensuring that discharge will be immediately ceased upon observation of increased oil content.

Recent technical advances include the development of an automated system for monitoring and control of decanting operations. Oil content of discharged water is continuously monitored. Discharge is automatically stopped if oil content exceeds a pre-set limit and a permanent record of the oil content of the decanted water is created.

If amendment to Annex 1 is accepted by states, existing regulations of states implementing the rules can be modified to reflect the changes relating to decanting settled-out water and the applicable Guidelines. Subject to compliance with the Guidelines, decanting would be automatically allowed if conditions are met and the need for issue of special dispensations will be removed. It would then become possible for states to incorporate the revised rules and new Guidelines for decanting of settled-out water within their national contingency plans.

During last month's IMO PPR Sub-Committee Meeting the ISCO Secretary briefly discussed decanting with Andrew Nicoll of IPIECA. Andrew mentioned the work done under the Joint Industry Project JIP 17 – Report on the use of decanting during offshore oil spill recovery operations - <http://oilspillresponseproject.org/sites/default/files/uploads/JIP-17-Decanting.pdf>

JIP 17 is a useful report that endorses the point “The use of decanting is an effective way to deal with recovered water during oil spill operations and has benefits in terms of efficiency and safety (enabling less handling and more time spent recovering oil from the waters' surface rather than transiting to and from the intermediate waste handling facility)”. Helpful operational advice is included, even a *pro forma* application that can be used to request approval from national authorities for decanting.

However, the findings of JIP 17 do not negate ISCO recommendations for changes that would create an internationally accepted solution, ensuring that decisions can be made without delay on NEBA considerations by on-scene commanders. No matter where in the world, decanting operations should be conducted in accordance with globally agreed operational procedures and high environmental standards.

Before taking this further ISCO wants to be assured that it will have the approval and support of the response community it represents and you are asked to comment. In discussion with the IMO Secretariat, it has been advised that to achieve MEPC approval for the PPR Sub-Committee to work on the development of Guidelines the support of a reasonable number of Nation States will be necessary. Representatives of Nation States at IMO are therefore invited to advise their interest. All communications should be sent to the ISCO Secretary at john.mcmurtrie@spillcontrol.org

Incident reports from around the world (in chronological order)

USA: CREWS WORK TO CLEANUP OIL SPILL IN OAKLAND ESTUARY

February 11 - A cleanup is underway in the Oakland Estuary, near Coast Guard Island, where there's been a fuel spill at the marina.

It's unclear where the diesel came from and how much actually spilled into the area, but the sheen from the spill is about three-quarters of a mile long. Crews from the coast guard, along with its contractors, have been out here since early Wednesday morning. [ABC7 News](#) [Read more](#)

NIGERIA: BAYELSA COMMUNITY RAISES ALARM OVER OIL SPILL FROM AGIP FACILITY

February 11 - Kalaba community in Yenagoa Local Government Area of Bayelsa State has raised alarm over the devastation of the area by oil spill from a Nigeria Agip Oil Company, NAOC, facility.

It was gathered that the spill was noticed two weeks ago, and promptly reported to the management of Agip, but the company was yet to contain it. [AllAfrica.com](#) [Read more](#)

Incident reports from around the world (continued)

USA: CLEANUP OPERATIONS CONTINUE FOR OIL LEAK AT SHELL WHARF, MARTINEZ, CA

February 12 - Resources and personnel have been deployed to the affected area as a precaution to guard against any potential impact. Resources include absorbent boom, skimmers and a helicopter for aerial assessments, as needed. Residents may continue to notice extra activity at the wharf and the Carquinez Strait area throughout the evening as cleanup operations are conducted.

"We are pleased with the progress and response to the release, both in the initial actions from Shell and the joint-agency cleanup and recovery activities," said Lt. Cmdr. Rhianna Macon, Coast Guard Sector San Francisco, Deputy Incident Commander, Unified Command. "As always, we would like to thank our outstanding emergency response personnel for their great cooperation and their immediate actions to stop this release and contain the spill." [Green4Sea.com](#) [Read more](#)

SPAIN: TOXIC ORANGE CLOUD CREATED BY NITRIC ACID EXPLOSION AT CHEMICAL PLANT SPREADS OVER FIVE SPANISH TOWNS



February 12 - Residents of five towns in Catalonia have been warned to stay indoors after a chemical explosion at a warehouse spread a massive orange toxic cloud.

The blast occurred when products being delivered to a warehouse in Igualada became mixed, exploded and set a truck on fire, according to a spokeswoman for Catalonia's regional fire service.

Two people were slightly injured in the explosion. Firefighters said the chemicals which have engulfed skies over the town were nitric acid and ferric chloride. [Mail Online](#) [Read more and watch video](#) [Thanks to JOIFF and Don Johnston of ISCO Industry Partner, DG & Hazmat Group] Related report in [The Guardian](#)

UK: INVESTIGATION BEGINS AFTER OIL SPILL POLLUTES RIVER USK AND KILLS FISH IN CRICKHOWELL, WALES

February 12 - An investigation has begun after 3,500 litres of oil leaked into a river in Crickhowell in Powys.

The oil is affecting around 850 metres of the river and has caused an oily sheen on top of the water and a strong odour. Natural Resources Wales (NRW) were called to the River Usk on Thursday along with South Wales Fire and Rescue Service. [Wales Online](#) [Read more](#)

USA: CREWS WORK TO CONTAIN POSSIBLE OIL SPILL IN MILL CREEK, UTAH

February 13 - Crews from several local and state agencies worked Friday to find the source of an apparent oil spill in adjoining Millcreek and South Salt Lake neighborhoods.

A passer-by reported noticing a sheen on the water in the area of 3300 South and 700 East about 7:30 a.m. Unified Fire Authority spokesman Rob Morley said although the substance was still being tested, it is believed to be oil-based. [KSL.com](#)

Other news reports from around the world (countries in alphabetical order)

BANGLADESH: 'MAKE SUNDARBANS OIL SPILL PROBE REPORT PUBLIC'

February 15 - Citizens' groups yesterday demanded that the probe reports on the Sundarbans oil spills be made public immediately to let the people know about the actual damage occurred to the world's single largest mangrove forest and the rivers. From two separate programmes in the capital, the activists also alleged that the government was trying to save the culprits responsible for the oil spill incident that has damaged the ecosystem of the forest.

Oil tanker Southern Star 7 carrying around 3.58 lakh litres of furnace oil sank in the Sela River in Mrigmari area under East Zone of the Sundarbans after being hit by a cargo vessel, Total Cargo, around 6am on December 9. [Dhaka Tribune](#) [Read more](#)

CANADA: USAT GENERAL ZALINKSI FUEL REMOVAL OPERATION

February 11 - A “must see” video - Watch how the environmental threat onboard the USAT General Zalinski, sunk in the Grenville in British Columbia, is removed by Mammoet Salvage together with partner Global Diving & Salvage and the Canadian Coastguard

Green4Sea [Watch the video](#)

ECUADOR: ESPECIALLY FOR OUR SPANISH READERS, CARLOS SAGRERA, MISCO, HAS ASSEMBLED INTERESTING REPORTS AND PHOTOS OF LAST MONTHS FLOREANA INCIDENT IN THE GALAGAPOS ISLANDS



Below – Links for downloading spanish language press news reports on the grounding and refloating of the vessel.

<http://www.armada.mil.ec/armada-coordina-rescate-de-buque-de-carga-floreana-en-galapagos/>

<http://www.galapagosdigital.com/espanol/2015/01/31/en-galapagos-encalla-otro-carguero/>

<http://www.metroecuador.com.ec/76052-en-las-islas-galapagos-la-ayuda-es-intensa-en-plena-emergencia.html>

<http://www.eluniverso.com/noticias/2015/02/08/nota/4529541/salvataje-floreana-operacion-posibles-riesgos-islas>

<https://www.youtube.com/watch?v=FTFW3sq1GUA>

<http://www.abc.es/natural-biodiversidad/20150205/abci-galapagos-estado-emergencia-201502051222.html>

<http://www.ecuavisa.com/tags/barco-floreana>

<http://www.vistazo.com/seccion/pa%C3%ADs/piden-declarar-emergencia-en-gal%C3%A1pagos-por-buque-encallado>

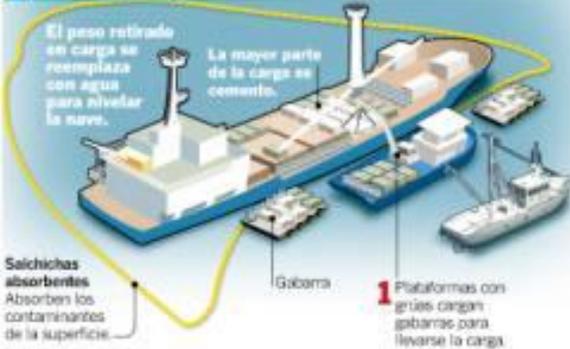
<http://www.gobiernogalapagos.gob.ec/coe-galapagos-acelera-acciones-para-evacuar-carga-y-productos-contaminantes-del-buque-floreana/>

Reflotamiento del Floreana

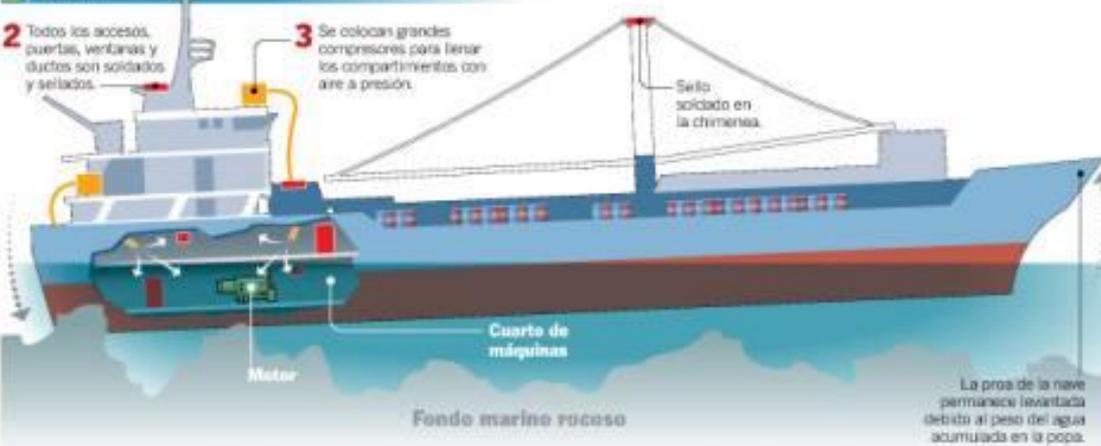
Una compañía norteamericana será la responsable de retirar el barco del lugar.



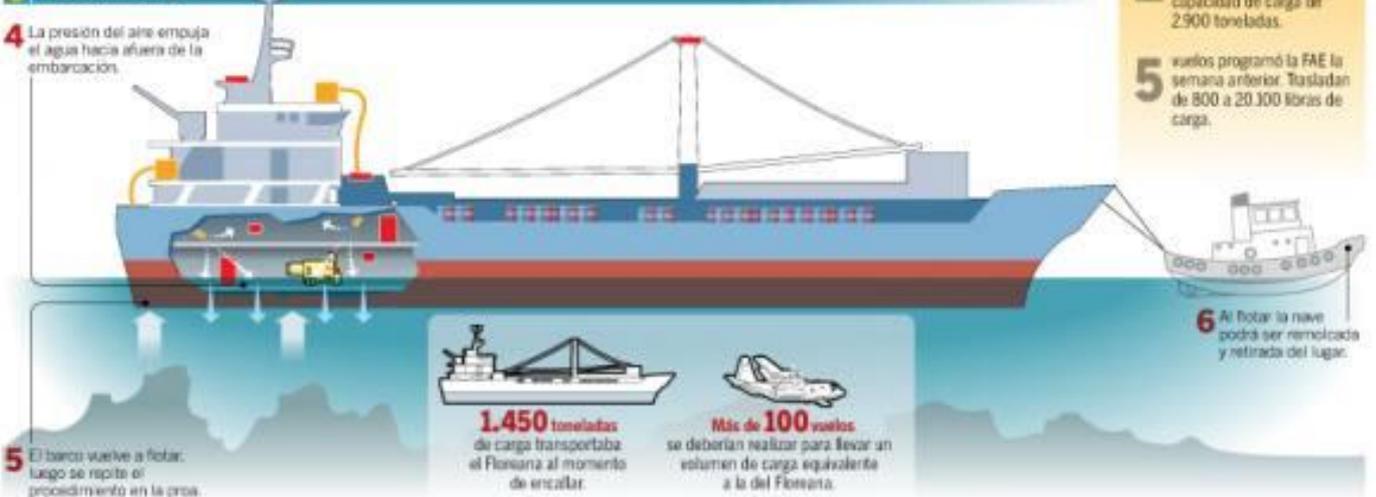
A Retiro de carga



B Sellado



C Reflotamiento



Fuente: Paolo Chiodini, propietario del barco Floreana

EL UNIVERSO

NORWAY: NEW VESSEL STRENGTHENS OIL SPILL PREPAREDNESS AT GOLIAT FIELD

February 9 -

The vessel commissioned by Eni Norge will strengthen oil spill and search and rescue contingency operations at the field location.

Goliat will enter into production this summer as the first oil field to come on stream in the Barents Sea. Eni Norge and Norwegian authorities have stipulated strict oil spill contingency requirements for Goliat.

Other news reports from around the world (continued)



Photo: Stril Barents, a state of the art supply and standby vessel is ready to start operations at the Goliat field in the Barents Sea.

Stril Barents is designed and built to operate both as a supply and stand-by vessel at the Goliat location. Under normal circumstances the vessel will operate mainly as a supply vessel. It will also be able to replace Goliat's current standby vessel, Esvagt Aurora, and will provide the first response both in case of emergency life-saving intervention and oil spill situations.

Hangars for oil spill contingency equipment, such as that used for the chemical dispersal of oils at the sea surface, have been installed. This equipment is deployed from openings in the bow, and can be controlled remotely from the bridge. [Green4Sea](#) [Read more](#)

UK: PENARTH AVIATION SOCIETY HOSTS TALK ABOUT OIL SPILLS AT SEA

February 11 - Oil spill response is International Air Response's mission at Cardiff Airport where a Lockheed C-130 Hercules, heavy utility aircraft is based, ready to deal with oil spills at sea. The C-130 'Hercules', four-engine turboprop transport is the most widely used and versatile airlifter in the world.

Captain Robert Dempsey of International Air Response gave a presentation to members of Penarth Aviation Society at their monthly meeting on Friday, February 13. His talk was informal and included: the company and current aircraft and the type of missions they perform. This was followed by a question and answer session.

[Penarth Times](#) [Read more](#)



USA: PREPARING FOR A RAILWAY DISASTER IN ASHLAND, VA

January 28 - Every day, 40 trains carry 30,000 loads of freight – some containing volatile materials – while another 22 trains transport 6,000 passengers. According to Henry Moore, division chief of planning for Hanover Fire-EMS, molten sulfur and crude oil comprise half of all hazardous materials making their way through the county on a daily basis. Ethanol carloads are also increasing with about 210,000 gallons of the volatile substance making its way by rail to Stafford County on a daily basis.

But CSX and local emergency services officials assured members of town council last week that stringent planning and strong communication between agencies should help ensure a swift response in the event of a train emergency or prevent one altogether. [Herald Progress](#) [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: LOWER OIL PRICES STRIKE AT HEART OF CANADA'S OIL SANDS PRODUCTION

February 2 - Canada's oil sands — and the 167 billion barrels of reserves — prompted an unprecedented expansion over the last decade. But the roughly \$155 billion spending spree left the industry with unusually high production costs.

Now, oil sands operators are scrambling to limit the damage, as crude prices hover near seven-year lows.

Suncor, the largest oil sands operator, announced plans to eliminate about 1,000 contract jobs. Shell Canada said it would cut its oil sands work force by about 10 percent. Cenovus Energy said that it would reduce investment spending by 27 percent, and set aside plans for two oil sands project expansions. [The New York Times](#) [Read more](#) [Thanks to Michael Rancilio of ISCO]

USA: YELLOWSTONE OIL SPILLS EXPOSE THREAT TO PIPELINES UNDER RIVERS NATIONWIDE

February 6 - Bridger Pipeline LLC was so sure its Poplar oil line was safely buried below the Yellowstone River that it planned to wait five years to recheck it. But last month, 3.5 years later, the Poplar wasn't eight feet under the river anymore. It was substantially exposed on the river bottom—and leaking more than 30,000 gallons of oil upstream from Glendive, Montana

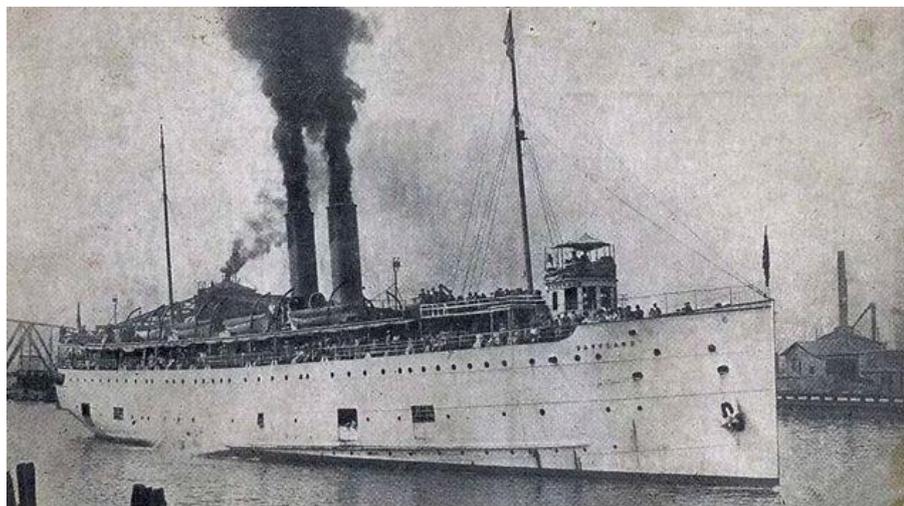
Other news reports from around the world (continued)

An ExxonMobil pipeline wasn't buried deeply enough for the Yellowstone River, either. High floodwaters in 2011 uncovered the Silvertip pipe, leaving it defenseless against the fast-moving current and traveling debris. It broke apart in July, and sent 63,000 gallons of oil into the river near Laurel, Montana.

Both companies underestimated the river's power and its penchant for scouring away the earth that's covering and protecting their pipelines. That miscalculation led to the Exxon Silvertip spill and it's likely to be declared a significant factor, at a minimum, in the Poplar spill.

Such misjudgments have potentially troubling implications nationwide, since pipelines carrying crude oil and petroleum products pass beneath rivers and other bodies of water in more than 18,000 places across America. Many of them are buried only a few feet below the water. *Inside Climate News* [Read more](#)

USA: FIRST KNOWN EASTLAND DISASTER FILM FOOTAGE



February 10 - Two 100-year-old film clips of the SS Eastland disaster in Chicago have been unearthed.

Believed to be the first known clips of the disaster, they were found by U.S. University of Illinois graduate student, Jeff Nichols, reports *The Chicago Tribune*.

Early on the morning of July 24, 1915, the lake steamer Eastland cast off from its mooring along the Chicago River with 2,572 Western Electric Company employees and their families on board. It was to have been a pleasant Lake Michigan cruise and picnic, but instead it turned into Chicago's worst single disaster with 844 people, mostly women and children, killed. *The Maritime Executive* [Read more](#)

Did we miss out an interesting story from where you are? You can help correct this. Send news items to your editor at info@spillcontrol.org

ISCO news

GOOD TURN-OUT OF MEMBERS EXPECTED AT ISCO AGM IN AMSTERDAM

Early indications from intending attendees indicate a high attendance. Please make your best efforts to be there.

Around 25 ISCO Corporate Members will be exhibiting. Speakers include ISCO members and many others will be attending the Conference. It will be a great opportunity to meet up with friends and colleagues.

The 2015 ISCO AGM will take place during the Interspill Conference and Exhibition on Wednesday 25th March 2015 at 5 p.m..

The Interspill event runs from 24-26 March 2015 at the RAI Convention Centre in Amsterdam, The Netherlands. The location for the meeting is on the Mezzanine in Hall 10, in the same place as the Science Workshop and the Spill Industry Seminar.

The AGM Agenda and attached papers are in course of preparation and will be circulated to members within the next few days.

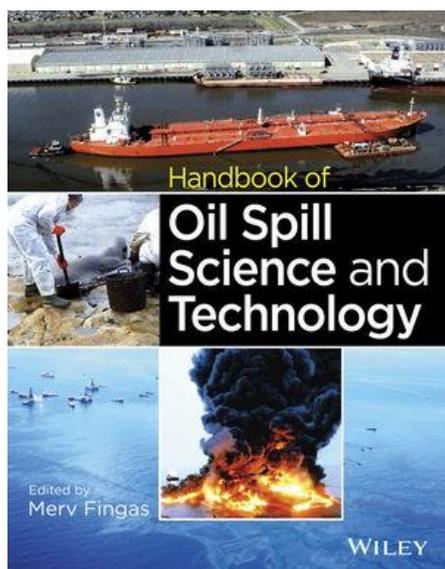
ISCO PAPER SUBMITTED FOR PRESENTATION AT UPCOMING IOPC FUNDS MEETING

Dr Douglas Cormack HonFISCO will be presenting a paper that underlines the importance of an approach to spill response planning and execution that is based on scientifically tested and proven knowledge.

He also addresses the need to counter loss of knowledge resulting from staff turnover and spill infrequency by building a repository of validated knowledge as a reference resource.

The IOPC Meetings are scheduled for the week commencing 20 April 2015.

HANDBOOK OF OIL SPILL SCIENCE AND TECHNOLOGY



This newly issued publication edited by ISCO Member of Council for Canada, Dr Merv Fingas Hon.FISCO, provides a scientific basis for the cleanup and for the assessment of oil spills.

- Enables non-scientific officers to understand the science they use on a daily basis
- Multi-disciplinary approach covering fields as diverse as biology, microbiology, chemistry, physics, oceanography and toxicology
- Covers the science of oil spills from risk analysis to cleanup and through the effects on the environment
- Includes case studies examining and analyzing spills, such as Tasman Spirit oil spill on the Karachi Coast, and provides lessons to prevent these in the future

Contents and contributors are as follows –

Risk Analysis

1. Risk Analysis and Prevention - Dr. Dagmar Schmidt-Etkin

Oil Properties

2. Oil Physical Properties: Measurement and Correlation - Dr. Bruce Hollebone

Oil Properties and Properties

- 3 Introduction to Oil Chemistry and Properties - Dr. Merv Fingas
- 4 Vegetable Oil Spills: Oil Properties and Behaviour - Dr. Merv Fingas

Oil Analysis

- 5 Chromatographic Fingerprinting Analysis of Crude Oils and Petroleum Products - Dr. Chun Yang
- 6 Oil Spill Identification - Dr. Joan Albaiges

Oil Behaviour

- 7 Oil and Petroleum Evaporation - Dr. Merv Fingas
- 8 Water-in-Oil Emulsions: Formation and Prediction - Dr. Merv Fingas & Ben Fieldhouse
- 9 Oil Behaviour in Ice-Infested Waters – Dr. Merv Fingas & Dr. Bruce Hollebone

Modelling

- 10 Introduction to Spill Modeling - Dr. M Fingas
- 11 Oceanographic and meteorological effects on spilled oil - Dr. C.J. Beegle-Krause & Dr. Bill Lehr

Detection, tracking and remote sensing

- 12 Oil Spill Remote Sensing - Dr. Merv Fingas & Dr. Carl Brown
- 13 Detection, tracking and remote sensing - Drs. K. Topouzelis, D.Tarchi, M. Vespe, O. Muellenhoff, G. Ferraro, M. Posada
- 14 Detection of Oil in, with and under Ice and Snow - Dr. Merv Fingas & Dr. Carl Brown

Oil Spills on Land

- 15 Bioremediation of oil spills on land – Drs. L.D. Brown and Ania Ulrich
- 16 Microbe-Assisted Phytoremediation of Petroleum Impacted Soil: A Scientifically Proven Green Technology- Drs. K.E. Gerhardt, P.D. Gerwing, X.-D. Huang, B.M. Greenberg

Effects of Oil

- 17 Overview of Efforts to Document and Reduce Impacts of Oil Spills on Seabirds - Drs. Roger C. Helm, Harry R. Carter, R. Glenn Ford, D. Michael Fry, Rocío L. Moreno, Carolina Sanpera, and Flo S. Tseng
- 18 Overview of Effects of Oil Spills on Marine Mammals - Drs. Roger C. Helm, Daniel P. Costa, Terry D. DeBruyn, Thomas J. O'Shea, Randall S. Wells and Terrie M. Williams
- 19 Oil Spill Impact and Recovery of Coastal Marsh Vegetation - Dr. Qianxin Lin

Natural Dispersion

- 20 A Review of Natural Dispersion Models- Dr. Merv Fingas

Cold Region Spills

- 21 Arctic and Antarctic Spills - Drs. D.M. Filler, M.C. Kennicutt II, I. Snape, S.T. Sweet, and A.G. Klein

Case Studies

- 22 The Prestige Oil Spill - Drs. J. Albaigés, A. Bernabeu, S. Castanedo, N. Jimenez, C. Morales- Caselles, A. Puente, L. Viñas
- 23 The Grounding of the Bahía Paraíso, Arthur Harbor, Antarctica. Distribution and Fate of Oil Spill Related Hydrocarbons - Drs. S.T. Sweet, M.C. Kennicutt, II, and A.G. Klein
- 24 Tasman Spirit oil spill on the Karachi Coast, Pakistan - Hina A.Siddiqi, Alia Bano Munshi, Tariq Masood Khan, Hina Saeed Baig, Nuzhat Ahmed

Appendix

- 25 The Oil Properties Data Appendix - Dr. Bruce Hollebone
- 26 Conversions
- 27 Ice Nomenclature

Click here for [More information](#)

Links for recent issues of other publications

- [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](#)

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

- Most recent issue
- Current issue
- January 2015
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- February 1 2015 issue
- Fall 2014 issue
- December 16-31 2014
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- February 2015 issue
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Publications (continued)

IMO News Magazine	News from the International Maritime Organization	No 4, 2014
Pollution Online Newsletter	News for prevention & control professionals	February 11 issue
EMSA Newsletter	News from the European Maritime Safety Agency	February 2015 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2015 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	February 2015 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	January 2015 issue
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
AMSA Aboard	News from the Australian Maritime Safety Authority	December 2014 issue
Sea Alarm Foundation Newsletter	News from the Sea Alarm Wildlife Protection Organisation	Winter 2014 issue

Events

IRELAND: DATE ANNOUNCED FOR ISAA 2015 OIL SPILL RESPONSE SEMINAR IN DUBLIN

ISAA has just released news that its popular Dublin seminar will be held at the Carlton Hotel, Dublin Airport, on Thursday 23rd April 2015.

Cost of attending will be £70 (€85) per delegate for members and £85 (€103) per delegate for non-members to include refreshments and lunch. Hotel rooms can be reserved for those stopping overnight. There is free car parking and a shuttle bus to the airport terminal.

Full details of the Seminar Programme and Speakers will follow as soon as possible.

Company news

INDIA: PATENTS APPLIED FOR IN OFFSHORE OIL SPILL RESPONSE EQUIPMENT DESIGNS

AlphaMERS Pvt Ltd (www.alphamers.com) has filed six design patent applications this year. These applications are for devices in the field of marine oil spill containment and recovery, besides other related areas.

The spill response devices cater to special demands of skimming viscous oil spills off the water or dealing with oil spills in strong currents.

The high current skimming devices has a version designed for storm water drains of oil refineries. This device helps prevent an oil spill from within the refinery being carried out to sea through these storm water drains. AlphaMERS is a Corporate Member of ISCO. *Indian Environment Network* [Source document](#)

UK AND IRELAND: RECENT ISAA OIL SPILL RESPONSE ACCREDITATION AWARDS

ATG Group – Coleraine Response Base has successfully completed a re-assessment process and has been awarded with Freshwater Level 2; Groundwater Level 3; On-land Level 3

Cameron Environmental – Belfast Response Base has successfully completed an assessment process and has been awarded with Freshwater Level 2; Groundwater Level 2; On-land Level 2

Microclean Environmental Ltd. – Dundalk Response Base has successfully completed a re-assessment process and has been awarded with Groundwater Level 2; On-land Level 2

In Northern Ireland and the Republic of Ireland ISAA member companies operate a total of 15 oil spill response bases that currently hold accredited oil spill response status. Information about Accredited Status Awards can be found at <http://www.isaa.org.uk/accred.htm>

ISCO CORPORATE MEMBER, IMBITIVE TECHNOLOGIES INC. SIGNS LICENSEE AGREEMENT FOR WESTERN CANADA.

In what has already been an unprecedented year for IMBTEC (signing distribution agreements for Mexico and 13 African nations) the environmental technology provider officially welcomes BIG PIPE Marketing to their distributor family. A recent product-training workshop cemented the relationship between the two groups. [More info](#)

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