



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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info@spillcontrol.org <http://www.spillcontrol.org>



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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The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Namig Gandilov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psaraftis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

For more info on Executive Committee and Council Members go to www.spillcontrol.org

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International news

REMINDER - ISCO AGM – CHANGE OF LOCATION

The ISCO AGM being held during INTERSPILL at 5 p.m. on Wednesday 25th March 2015 will now be located in Room D302, on the 3rd floor of the Elycium Building, adjacent to the RAI Convention Centre.

More info on Page 7 of last week's Newsletter

"OIL SPILLS IN ICE COVERED WATERS" ITOPF HAS STARTED PRODUCTION OF A NEW FILM

March 4 - Filming has begun on ITOPF's new production "Oil Spills in Ice Covered Waters". This film will consider the strategies employed to deal with spills in some of the most challenging conditions on the planet.

ITOPF and the production team travelled north of the Arctic Circle to Svalbard and to Lulea in Northern Sweden in January and February to film in the harsh climate and remote locations that can pose special challenges for spill response. In the Arctic, as well as other icy waters, clean-up techniques that work elsewhere need to be modified to ensure that they are effective.

This film will review the response strategies available, and the factors that need to be taken into account in implementing them. We will feature the scientists at the forefront of research into the fate and behaviour of oil in ice and the refinement of methods used to minimise impacts. The film will also show ITOPF staff as they train in preparation for operating in harsh Arctic conditions.

The film is scheduled for release in Spring 2016, but in the meantime, view a [trailer](#). The 2 minute clip gives a flavour of what will be a visual treat as well as a succinct review of prevention, preparedness and response in ice-covered waters.

You can also follow the progress of the project on [Twitter](#). www.itopf.com

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"It's going to be awhile," said Jeff Lewis, spill response team supervisor for the state Department of Ecology's Yakima office. The leak started Sunday, and by midday Monday oil had traveled an estimated 24 miles, first through about 10 miles of irrigation canals and drainages, including Sulphur Creek, and then 14 miles of a slow, meandering stretch of the Yakima River full of backwaters and oxbows. The area is home to the Sunnyside Wildlife Refuge, a hunting and fishing area that provides habitat for birds, river otters, beavers and other animals and is managed by the state Department of Fish and Wildlife. *Yakima Herald Republic* [Read more](#)

PERU: STEPS TAKEN TO TACKLE OIL SPILL IN LORETO

March 3 - Peru's Environment Minister Manuel Pulgar-Vidal today informed that measures are being taken to deal with the 200-barrel oil spill occurred in Pluspetrol lot 8 in Loreto region.

The Environment Ministry's Environmental Assessment Directorate (OEFA) has sent an expert team to supervise and determine impact of the spill in the area. "The goal is to prevent oil from reaching any water sources," Pulgar-Vidal told the media. *Andina* [Read more](#)

USA: CLEAN-UP CREWS ON SCENE AT TRAIN DERAILMENT SITE NEAR GALENA, ILLINOIS

March 5 - The Jo Daviess County Sheriff says a train has derailed south of Galena where the Galena River meets the Mississippi River. The derailment occurred in a remote location, about 3.6 miles south of Galena, on tracks that run parallel to the Mississippi River. At least one tank car, that was carrying oil, caught fire. Smoke billowed from the site as several eruptions of fire rocked the area. The U.S. Fish and Wildlife Service said that fire crews were pulled away from the fire because of the danger.

"It is a great concern," Galena Mayor Terry Renner said. "In the past, about this stuff, brought up to our attention, for the closeness of the railroad tracks to our buildings, public and our roadways." It is unclear whether any oil reached the Mississippi River. Galena's public information officer says the tracks are not adjacent to the backwaters of the Mississippi but fire crews remained on the scene as of 9:45 p.m. on Thursday, March 5th. *KWQC6* [Read more](#) [Thanks to Mike Rancilio of ISCO]

Incident reports from around the world (in chrono order)

USA: ALASKA ENVIRONMENTAL OFFICIALS INVESTIGATING OIL LINE LEAK

March 2 - Investigators are reviewing the cause of an oil production pipeline breach on Alaska's North Slope where upwards of 4,000 gallons (15,100 liters) of fluid spilled, state officials said on Monday.

The production facility is jointly owned by Hilcorp and BP Alaska, but it is operated by Hilcorp, which took over operations from BP in November when that company sold off some of its Alaska assets.

The ruptured line sprayed the fluid – made up of oil, natural gas and water – on Saturday over an area covering about 38,000 square feet (3,500 square meters), according to a Department of Environmental Conservation report on Monday. *Reuters* [Read more](#)

USA: ABOVE-GROUND OIL STORAGE TANK FAILS, SPILLING 1,500-GAL. OF USED MOTOR OIL INTO SULPHUR CREEK AND YAKIMA RIVER IN WASHINGTON STATE

March 2 - The Department of Ecology says an above-ground storage tank near Sunnyside failed on March 1st, sending as much as 1,500 gallons of used motor oil into Sulphur Creek and the Yakima River. The spill created a sheen seen as far south as Prosser.

Department of Ecology spill responders Sunday afternoon deployed absorbent pads and protective boom at multiple locations, including about 900 feet upstream from the mouth of Sulphur Creek and at a fish hatchery on the Yakima River in Prosser.

The environmental clean-up company NRC has been hired by Ecology and is using vacuum trucks to remove the remaining oil. Local, state and tribal officials are jointly responding to the incident. *MetroForsenics* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

March 3 - Up to 1,500 gallons of oil has permeated 24 miles of waterways

Incident reports from around the world (continued)

USA: NEW ENGLAND CENTRAL RAILROAD SAYS A FAILURE OF A WHEEL BEARING THAT HEATED UP IS TO BLAME FOR A DERAILMENT IN ESSEX JCT. 15 TANK CARS WERE CARRYING LIQUEFIED PROPANE, SO ANOTHER DISASTER WAS AVERTED.



March 6 - After 10 p.m. Thursday night, a train derailed in Essex Junction. "There were sparks coming from one of the tanker cars," Essex Police Lt. Robert Kissinger said.

There were 53 cars, 15 carrying liquefied propane. But all it took for the ensuing traffic headache near the Five Corners intersection was just one of those cars to derail. New England Central Railroad says a failure of a wheel bearing that heated up is to blame.

These tank cars were the DOT-112J340W standard.

MetroForsenics.com [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: OIL STORAGE TANK EXPLODED IN A KINDER MORGAN OIL FIELD IN WHARTON COUNTY, TEXAS

March 6 - Eyewitness News has learned an oil tank exploded and caught fire at an oil field in Wharton County this morning. No injuries are reported.

Wharton County Precinct 2 Constable John Scymanski tells us the explosion happened around 9 am off FM 102 in the west central area of the county. Authorities say people in homes about a mile away felt the blast, but no damage to houses is reported.

According to preliminary information from the Wharton County Sheriff's Office, the fire will be allowed to burn itself out. MetroForsenics.com [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]



CROATIA: HIGH WINDS GROUND CARGO SHIP IN SPLIT



March 6 - In a recent storm, the unmanned and unladen cargo ship Orebic dragged anchor and was stranded on the shore of Marjan hill in Split, Croatia. These images were taken on 5 March 2015 by gCaptain contributor Mirko Boban. gCaptain

AUSTRALIA: EXPANDING AUSTRALIA'S CONTAMINATION SCIENCE EFFORT

March 3 - Australia's leading contamination and remediation research organisation will be based at the University of Newcastle (UON) from March 2015, in a move that extends the latest clean-up science to a wider range of the nation's major industries.

The managing director of the Cooperative Research Centre for Contamination Assessment and Remediation of the Environment (CRC CARE), Professor Ravi Naidu, said the expansion of the CRC would position the Centre to tackle pollution problems from some of Australia's most important energy, manufacturing and processing industries, including those based in NSW.

CRC CARE was set up in 2005 as a research network covering the whole of Australia to tackle the critical areas of contamination assessment and remediation, with the goal of cutting Australia's pollutants and improving the health of its people, cities, food, soil, air and water. *Phys.Org* [Read more](#)

BANGLADESH: GOB-UN JOINT RESPONSE MISSION RELEASES REPORT ON SUNDARBANS



Sundarbans from an environmental perspective.

March 1 - The GoB-UN Joint Sundarbans Oil Spill Response Mission formally released its report on 1 March, at the CIRDAP auditorium.

According to the report, the short-term environmental impacts of the oil spill seem to be limited, but further monitoring has been recommended for analyzing likely long term impacts.

Furthermore, the Mission coordinated by United Nations Development Programme (UNDP) and supported by the USAID, the European Union, the Government of France and the UK Government, emphasized that the oil spill incident presents a serious wake-up call for greater preparedness and response capabilities for environmental emergencies in the country.

The Mission discouraged traffic through the unique and biodiverse

The report also highlighted a number of factors, including timely tidal variations and the decision to ban tanker traffic in the river that minimized the penetration of oil into the ecosystem. *The Daily Ittefaq* [Read more](#)

KOREA: US BASES INSPECTED FOR OIL POLLUTION

March 2 - Seoul Metropolitan Government (SMG) inspectors will soon find out whether underground water around U.S. Army bases in Yongsan is polluted with oil — and if it is, ascertain the seriousness of the situation.

The city government said Monday it would ask a joint investigation committee of Korea and the United States for permission to take water samples from Yongsan Garrison and Camp Kim next month. *The Korea Times* [Read more](#)

NAMIBIA: SENSITIVITY MAPS FOR OIL SPILLS LAUNCHED

March 3 - Growing offshore and gas exploration as well as increasing maritime traffic at Namibia's ports prompted the Ministry of Works and Transport last Friday to launch coastal sensitivity maps for oil spills at Walvis Bay.

The maps are regarded as tactical and strategic elements that are an important component of the country's oil spill preparedness and response system that is currently being reformed. This is the second phase of the process that is aimed at making the system both responsive and modern.

Speaking during the launch of the maps, the Permanent Secretary in the Ministry of Works and Transport, Peter Mwatile, said the coastal environment of Namibia that spans over four littoral regions is of high ecological and economic value. *AllAfrica.com* [Read more](#)

UK: VIDEO: EMERGENCY RESPONSE VESSEL BATTLES HEAVY SEAS

March 6 - This compilation was apparently filmed aboard an Emergency Rescue and Response Vessel (ERRV) belonging to North Star Shipping. It was most likely filmed in the North Sea, possibly as the remnants from Hurricane Gonzalo hit northwestern Europe in October. At least all this according to the uploader. *gCaptain* [View the video](#)

USA: DIRE STRAITS, ON THE GREAT LAKES PIPELINE

March 5 - President Barack Obama and Gov. Rick Snyder come from opposite ends of the political spectrum, but share one thing in common: Dodging an oil pipeline bullet before an election. Now they each face a final decision on what to do.

For Obama, it is the Keystone XL oil pipeline. He delayed any decision until after the 2012 election, then again until after the 2014 election.

The Snyder administration also dodged a pre-election bullet after the 2010 rupture in Enbridge's 6B pipeline dumped about a million gallons of crude oil into Talmadge Creek and the Kalamazoo River near Marshall. Most people didn't know there was an oil pipeline crossing the five-mile stretch between St. Ignace and Mackinac or between Port Huron and Sarnia.

Following continued public attention and protests, Snyder asked Department of Environmental Quality director Dan Wyant and Attorney General Bill Schuette last June to co-chair a multi-agency government task to take a close look at pipelines transporting petroleum products around the state. This tactic basically removed the issue from Snyder's bid for a second term.

The task force is expected to report its findings to Snyder within the next few months after just wrapping up its hearings.
The Detroit News [Read more](#) [Thanks to Mike Rancilio of ISCO]

USA: HOUSE PASSES FARRELL BILL TO HELP FIRST RESPONDERS DURING OIL-TRAIN DISASTERS



Photo: Rep. Jessyn Farrell— image credit: Reporter file photo

March 5 - The House of Representatives today passed House Bill 1449, The Oil Transportation Safety Act, which requires advance notice of oil shipments to better equip local emergency responders in case of a derailment, spill or fire. The bill also provides funding for planning and safety measures through an increase in the barrel tax and extension of the tax to oil transported by rail and through pipelines.

"We need to take action on oil transportation safety now," said the bill's prime sponsor, Rep. Jessyn Farrell, D-Seattle, who represents Kenmore from the 46th District. "We can protect the health and safety of our families, first responders, waterways, and natural landscapes by giving our communities the information and resources needed to manage the oil being hauled through our state."

Bothwell/Kenmore Reporter [Read more](#)

USA: GULF OF MEXICO OIL SPILL & ECOSYSTEM SCIENCE CONFERENCE

March 6 - The 3rd edition of the Gulf of Mexico Oil Spill & Ecosystem Science Conference was held in Houston (US) from 16th to 19th February.

This event, built on a partnership including federal agencies, universities and industry, focused on the impact of the Deepwater Horizon spill in 2010. Around 1000 participants attended the event with nearly 300 presentations, organised into 19 thematic sessions, together with almost 200 posters.

This dense series of presentations, resulting from studies conducted as part of extensive research projects supported by the federal government (through the National Science Foundation) or industry (in particular the Gulf of Mexico Research Initiative, (GoMRI), covered a wide-ranging spectrum of issues. It stretched beyond estimating the environmental impacts of the pollution, by including for instance estimations of societal/health impacts on coastal communities, the improvement of hydrographic knowledge and modelling in the region, etc.

While it is difficult to concisely summarise such an abundance and wide range of studies, a few original points appear to be emerging 5 years on from the spill. In particular, various results point to more significant impacts on the deep-sea benthic environment (> 1000 m) than originally expected, potentially connected to increased settling of "marine snow" contaminated by the crude oil from the MC252 well. While the reality of these phenomena tends to be corroborated by several studies, the underlying mechanisms remain to be clarified, as well as the potential lessons to be learnt in terms of response strategies, in particular relating to chemical dispersion, once again very present in discussions and debates. *CEDRE Newsletter* [Read more](#)

ISCO news

INTERSPILL – SPECIAL SUPPLEMENT FOR ISCO NEWSLETTER OF MONDAY 23 MARCH 2015

Further to the letter sent to Members on 4th March, re the supplement being printed for distribution at Interspill – Work on this is progressing quickly but some Members have not yet provided details of new products being introduced and other "hot news" for inclusion in their entries. Because of printing deadlines, the advised deadline of 12th March cannot be extended.

THE ISSUE OF DECANTING SETTLED-OUT WATER DURING OIL RECOVERY (CONTINUED)

The referenced article appeared in issue 470 of the ISCO Newsletter (16 February 2015) has also resulted in correspondence printed in issue 472. Your Editor hopes that other readers will want to comment – You can access the article in by clicking on <http://www.spillcontrol.org/2013-02-05-11-11-41/2013-02-05-11-26-54> Open ISCO 470 Newsletter and look at Page 2.

Sjon Huisman, Senior Advisor, Rijkswaterstaat, writes ...

In the view of NL authorities – from the perspective of the responding organisation - it is not correct to attach MARPOL Annex 1 to oil pollution response.

MARPOL is intended to regulate normal daily routine shipboard operations and not dedicated oil pollution response in accidents.

In the case of responding to larger volumes of oil pollution we, the responders and policy makers, have to decide what measures are best taken based on information gathered e.g. oil volume; sea conditions; viscosity; sensitive area's; mobilization time; migrating wildlife.

Sometimes the oil is left for mother nature to deal with it; it could be sprayed with dispersants or in situ-burning could be applied. Some coastal states have invested in mechanical recovery to collect as much oil and remove it from the environment.

Depending on the type of equipment more or less water is taken in as well and when the viscosity is high one needs the water as means of transport through hoses.

Some have tried to put the oil/water mixture directly from the skimmer through an oil-water separator, but this jeopardizes the efficiency as this is a slow process.

In NL we decided to contract larger hopper-dredges to collect the oil and we will allow the mixture (oily water) to rest in the hopper for some time and decant water from below the oil.

We will discharge the water in front of the sweep system so if oil is released, we can pick it up again with the sweep.

So, yes oil will be discharged but with minimum effect. We concentrate to remove the larger volume and do “care less” for the ppm's we discharge.

One has to bear in mind that when oil, as a result of a tanker incident, is released in the marine environment the toxic components (BTEX) are almost instantly coming into the water column, so we are left with the sticky part. Oil pollution response by means of mechanical recovery intends to reduce the impact of this oil release to the minimum and to protect environmentally but also economically sensitive areas.

Therefore we will continue to strongly oppose against this non effective reference to MARPOL regulation - Sjon Huisman

Please send your views to john.mcmurtrie@spillcontrol.org

Science and Technology

NOAA TEST UNMANNED SYSTEMS FOR RESEARCH AND MANAGEMENT IN NATIONAL MARINE SANCTUARY SYSTEM

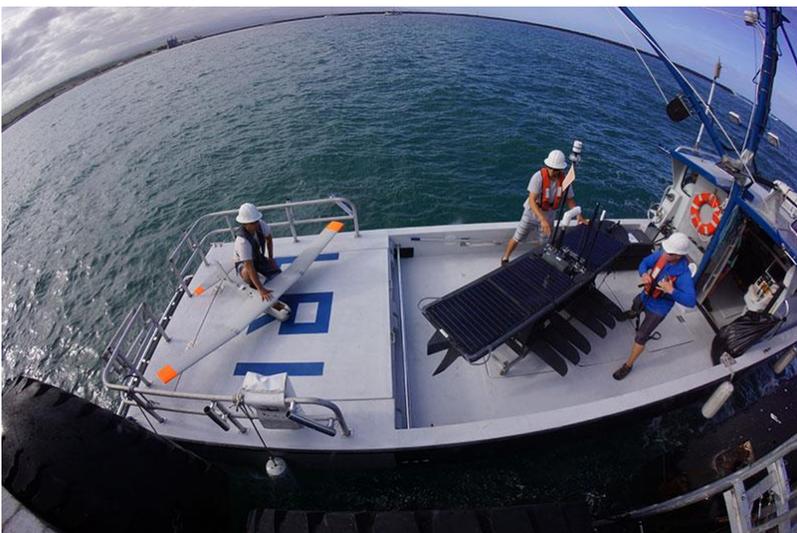


Photo: Wave Glider and Puma on deck being prepared for launch

February 25 - NOAA's Office of National Marine Sanctuaries has successfully tested the integration of two different types of unmanned systems for potential use in research and management of national marine sanctuaries. The tests earlier this month in Hawaiian Islands Humpback Whale National Marine Sanctuary involved NOAA's Puma unmanned aircraft system and Liquid Robotics, Inc., Wave Gliders®.

During the tests, two Wave Gliders equipped with acoustic sensors and positioned a few miles apart, were able to identify and relay the location of a target vessel that entered their vicinity to the operations center. This information was programmed into the Puma which was then able to locate and photograph the target. The test simulated real-life management situations that could include vessels and marine life in

Science and Technology (continued)

distress, marine surveys, and access within marine protected areas.

“Unmanned aircraft systems represent the next development in marine resource monitoring, and are potentially cheaper, greener and safer than manned flights,” said Matt Pickett, aviation operations director for NOAA’s Office of National Marine Sanctuaries. “This successful test and collaboration with Liquid Robotics demonstrates the potential for these two technologies to work together for management and research operations.”

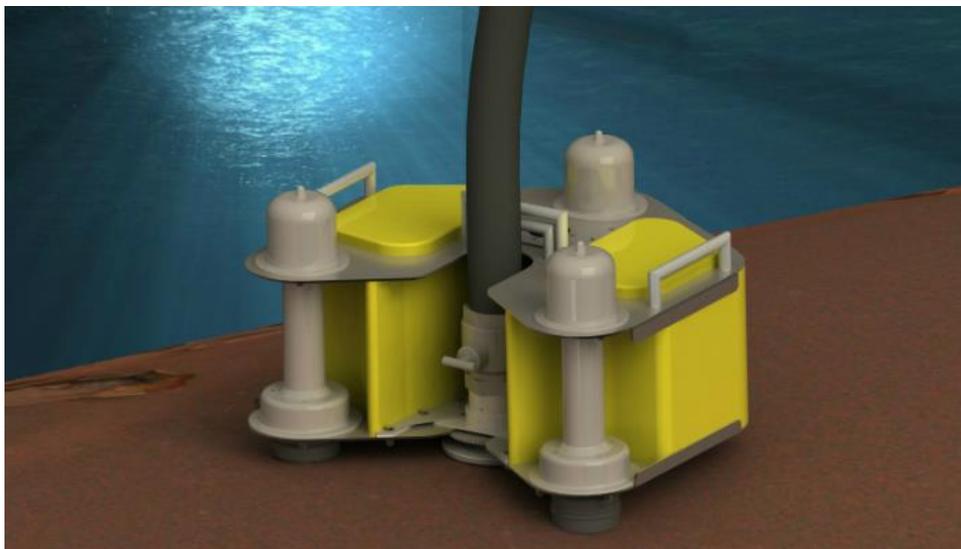
The Puma is a 13-pound, battery-powered aircraft with a nine-foot wingspan, equipped with real-time video and photo capability. The aircraft can be hand-launched and recovered from any location on land or at sea from a boat. Durable and rugged for deployment to remote marine areas and repeat usage, the aircraft can fly for up to two hours on a single charge and cover a range of about 50 square miles.

The Liquid Robotics Wave Glider has a propulsion system that uses both wave-powered and stored solar energy to navigate challenging ocean environments. Its innovative design allows it to cost-effectively collect and transmit data gathered during missions of lasting up to a year, over thousands of miles, or while remaining in place. Individual or small group glider deployments carry suites of sensors and operate individually or in fleets.

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources. Join us on [Facebook](#), [Twitter](#), [Instagram](#) and our other [social media channels](#). [Thanks to NOAA] <http://sanctuaries.noaa.gov/news/press/2015/unmanned-system-for-research.html>

New Products and Services

NEW TOOL HELPS RECOVERY OF TRAPPED OIL FROM SUNKEN SHIPS



March 6 - Nobody has ever been able to calculate the amount of oil trapped in wrecks beneath the sea but we know it is there. This is because every so often a slick of raw crude or more refined bunker fuel appears on the ocean’s surface and drifts ashore where it smothers beaches and wildlife. Now, for the first time, a piece of practical technology has been developed at the design hot shop of Miko Marine in Norway that provides a fast and economically deployed tool with the ability to prevent pollution by enabling trapped oil to be recovered before it has a chance to escape and cause damage.

Whenever a ship sinks it takes its pollutants with it. Unless they have been liberated by the damage caused by the collision or the grounding, its fuel or its cargo will remain secure within the ship’s tanks. The cargo might be crude oil or any of the hundreds of different liquids transported by sea. Petrochemicals, palm oil even orange juice can find a resting place on the seabed where it is hoped that they will remain. Unfortunately rusted tanks or movement of the wreck can release the trapped liquid at any time. Many of the thousands of ships sunk during the Second World War have seventy years of corrosion eating at their plates and the days when the pollutants that they are carrying are released draw inexorably closer. The only answers are to either seal the wreck or recover the liquid in a controlled manner.

In 2012 Miko Marine launched its Moskito research and development project. This quickly attracted much interest from the Norwegian Coastal Administration (NCA) which had been grappling with the same problem of pollution caused by such leaks. The NCA decided to support Miko Marine’s quest to find a solution and the two organisations joined forces with the backing of Innovation Norway, a government-sponsored research and development organisation.

The Moskito can be deployed by divers or by an ROV (Remotely Operated Vehicle) to any ocean depth where they plant its three powerful magnetic feet against the steel hull. A 75 mm (3-inch) diameter electrically powered tank cutter drill is then activated by an operator on the surface who will be controlling the procedure through a dual video link. The Moskito’s drill then pierces steel tank walls which may be up to 40 mm (1.5 inches) thick. Once the cutter has pierced the tank, the cut disc falls away inside and is followed into the tank by a patented spring latch coupling. This then automatically connects and locks a hose to the tank without allowing any of its contents to escape. With the hose securely connected a subsea pump can be activated which extracts the oil at the rate of 12 cubic metres per hour and sends it to the surface for safe and non-polluting recovery. If it becomes necessary to relocate the Moskito it can be easily repositioned by a diver or by ROV without it being returned to the surface. Being such a compact device it is also easy to use multiple units close together if a higher rate of extraction is required.

Green4Sea [Read more](#)

USA: DRAFT NATIONAL PREPAREDNESS FOR RESPONSE EXERCISE PROGRAM (PREP) GUIDELINES



To the "Response Community":

This is the third revision since August 1994 to the Preparedness for Response Exercise Program (PREP), when we set out together to design an effective and coordinated exercise program under the Oil Pollution Act of 1990. As before, the revisions are the result of an open dialogue and the incorporation of lessons learned over the past two decades. We considered issues identified in written comments received by the Department of Homeland Security in response to regulatory docket ID:BSEE-2014-0003, which announced the upcoming revision. The PREP will evolve as Government and industry continue to meet the challenge of protecting public health, welfare, and the environment. We look forward to working with all parties as we continue to improve the PREP process.

Peter J. Brown
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Response Policy
U.S. Coast Guard

Reggie Cheatham
Acting Director
Office of Emergency Management
U.S. Environmental Protection Agency

Jeffrey D. Wiese
Associate Administrator for
Pipeline Safety
Pipeline and Hazardous Materials Safety
Administration

David M. Moore
Oil Spill Preparedness Division Chief
Bureau of Safety & Environmental
Enforcement
U.S. Department of the Interior

These PREP Guidelines are not a substitute for applicable legal requirements and are not regulations. Although agency regulations state that compliance with the PREP Guidelines will satisfy certain legal requirements, you are not required to use the PREP Guidelines to satisfy those requirements: you may choose an alternative approach if the approach satisfies the requirements of applicable statutes and regulations. Some of the regulatory requirements discussed in this document involve collections of information. An agency may not conduct or sponsor, and a person is not required to respond to, an information collection that does not display a currently valid Office of Management and Budget (OMB) control number. OMB control numbers for regulatory requirements generally are found in each agency's regulations or Federal Register notices. For example: Coast Guard vessel and facility response planning requirements, including exercise requirements, are covered by OMB control number 1625-0066. Environmental Protection Agency requirements are covered by OMB control number 2050-0135.

[Read the complete text of the draft PREP Guidelines](#)

Submission of comments - Comments must reach USCG by April 28, 2015.

ADDRESSES: You may submit comments and additional materials, identified by USCG docket number USCG-2011-1178, using any one of the following methods:

- (1) Federal eRule making Portal: <http://www.regulations.gov>
- (2) Fax: 202-493-2251.
- (3) Mail or Delivery: Docket Management Facility (M-30), U.S.

Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Deliveries accepted between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

See the "Public Participation and Request for Comments" portion of the SUPPLEMENTARY INFORMATION section for further instructions on submitting comments. To avoid duplication, please use only one of these methods.

To view the relevant entry in the Federal Register and to see the SUPPLEMENTARY INFORMATION (referred to above), the link is <http://regulations.justia.com/regulations/fedreg/2015/02/27/2015-04160.html>

Links for recent issues of other publications

ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	February 2015
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	February 2 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	March 1 2015 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	Winter 2015 issue
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	January 16 -31 2015
Intertanko Weekly News	International news for the oil tanker community	No 10 2015
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	February 2015 issue
IMO Publishing News	New and forthcoming IMO publications	February 2015
IMO News Magazine	News from the International Maritime Organization	No 4, 2014
Pollution Online Newsletter	News for prevention & control professionals	March 4 issue
EMSA Newsletter	News from the European Maritime Safety Agency	March 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	February 2015 issue
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
AMSA Aboard	News from the Australian Maritime Safety Authority	March 2015 issue
Sea Alarm Foundation Newsletter	News from the Sea Alarm Wildlife Protection Organisation	Winter 2014 issue

Events

THE NETHERLANDS: INTERSPILL CONFERENCE AND EXHIBITION: 24-26 MARCH 2015, AMSTERDAM RAI

Interspill 2015 brings together industry, academia and government to hear about the latest developments in spill prevention and response. Join your industry peers at Interspill 2015 for three days of discussion and networking.

For Registration, Event Preview, Conference Programme, and other updated information please click [HERE](#)

UK: OCEAN BUSINESS: 14 - 16 APRIL 2015 IN SOUTHAMPTON, UK

Register for Ocean Business and join more than 5000 visitors at the largest ocean technology show of the year! [More info](#)

FRANCE: CEDRE – 91st PERF MEETING

As indicated in the Cedre's January Newsletter, on 31st March and 1st April 2015, Cedre and Total will be hosting the 91st PERF meeting in Brest (Finistere area). The general theme of this two-day conference will be "Marine Environmental Issues". Three sessions will be held: Accidental spills, Chronic discharges and Global issues. Each session includes three to four 20-minute presentations followed by a 10-minute question and answer period.

The detailed programme is available on the PERF website. The 2015 spring meeting will be held at Océanopolis in Brest, with a maximum of 90 places. Alongside this meeting, a visit of the facilities at Ifremer and Cedre will be organised to give attendees insight into the activities of each of these organisations and the maritime dynamics of the Brest region.

This event is open to all interested individuals. The registration form is available on the PERF website. The event is sponsored by Brest Métropole.

CEDRE Newsletter [Read more](#) The PERF website is at <http://www.perf.org/>

Training

USA: INCIDENT MANAGEMENT & RESPONSE TRAINING WEEK

CCG will be hosting an incident management & response training in Houston on April 26- May1st. This course will be extremely valuable for all professionals who get involved in incident management and response. Course objectives are:

- Understand and discuss key concepts about incident response, business continuity and crisis management.
- Ensure that the response to an incident is the result of an integrated and fully articulated system in every level of the organization.
- Train response personnel to develop organization's capabilities and response leadership.
- Improve Incident Management team member's preparedness and organization's resiliency.

For more info, please contact info@cascocg.com

Training (continued)

OSRL: DECC LEVEL 1 E-LEARNING COURSE - NEW INTERACTIVE DESIGN, NEW CONTENT & IMPROVED ACCESS

OSRL has just launched its new DECC e-learning course further improving its content, design and functionality.

See how the new course looks, free [Demo](#) [DECC 1 course details and to Register](#)

FRANCE: CEDRE'S 2015 TRAINING COURSE CALENDAR

Cedre trains on average 800 people a year, from French and overseas administrations and local government, as well as industry. Our scheduled training courses are nationally and internationally recognised for their quality, and are also the opportunity to meet participants from various administrations, local government and industry and thus expand your network of professional contacts.

The complete schedule of training course can be found at <http://www.cedre.fr/fr/formation/planning.php#>

Job vacancies

VACANCY AT CEDRE - CHEMICAL ENGINEER - PERMANENT CONTRACT

Information and job description at www.cedre.fr

Job seekers

EXPERIENCED OIL SPILL RESPONSE ON SCENE COMMANDER / OPERATIONS MANAGER, TRAINING COURSE DEVELOPER AND PRESENTER SEEKS NEW POSITION

25 years UK and international experience in marine and inland oil and chemical spill response. Oil spill training course developer and skilled course presenter.

Full details and CV can be viewed at <http://www.spillcontrol.org/2013-02-05-11-11-41/job-seekers>

Equipment for sale

AUCTION OF LARGE QUANTITY OF OIL SPILL RESPONSE EQUIPMENT [More info](#)

Company news

USA: VIGOR MERGES WITH ALUMINUM WORKBOAT BUILDER KVICHAK MARINE



Photo courtesy Vigor Industrial

March 3 - Kweichak Marine Industries and Vigor Industrial have announced that the two companies are merging to draw larger projects and more jobs to the U.S. Pacific Northwest.

Under the terms of the merger, Kweichak will become a wholly owned subsidiary of Vigor. Kweichak's current owners, Jim Meckley, Brian Thomas and Keith Whittemore, will join Vigor as shareholders and continue leadership roles within the merged company.

Founded in 1981 in Seattle, Washington, Kweichak Marine, pronounced Kweejack, specializes in the design and construction of high quality aluminum workboats. The company has built 700 vessels used by commercial fishermen, law enforcement, fire departments, offshore oil spill response teams, passenger vessel owners, the United States Coast Guard and both domestic and foreign military. The company also has extensive experience in the commercial fisheries of Alaska building gillnetters, seiners and tenders. *gCaptain*

[Read more](#)

UK: AYLES FERNIE INTERNATIONAL WINS OPERATOR TRAINING CONTRACT



Photo (on left) NIMBUS C295 - Flight Testing - Photo Courtesy of Airbus Defence & Space

AYLES FERNIE INTERNATIONAL has been contracted by Airbus Defence & Space to provide Operator Training on the NIMBUS C295 systems which were delivered to the end user in 2014.

The Ayles Fernie Managing Director, Bill Fernie and fellow Instructor, John Hughes, are pleased that the end user has requested this comprehensive training course as it will ensure that the NIMBUS C295 system is introduced into service both safely and effectively.

Photo (below right) NIMBUS C295 - Pump Module - Photo Courtesy of Airbus Defence & Space

The Operator Training will comprise a 10 day course for Ground Crew, Loadmasters and Pilots to cover –

- Dispersant Theory and Aerial Dispersant Application Techniques
- System Description & Familiarisation
- Use of Ground Support Equipment
- System Installation
- Loading and Handling of Dispersant
- Ground Operation and Handling Emergencies
- In Flight Operation using Training & Realistic Flight Profiles
- Drain Down & Removal
- Systems Maintenance & Storage



For Further information on the NIMBUS C295 system or the C295 aircraft, contact:

Ayles Fernie: sales@aylesfernie.co.uk Airbus Defence & Space: marketing@military.airbus.com

Last words

RAT AND FROG

A well-dressed but rather shabby gentleman went into a quiet pub. Approaching the barman he said he would show him something truly amazing if he gave him a pint. It being quiet and feeling pity he pulled him a pint.

The gent took a couple of deep mouthfuls and then went across to the piano but instead of playing, he reached into his plastic bag and pulled out a rat which he placed on the keyboard and the rat began to play. Mozart, Chopin, the Russian bloke with the long name, Elton John, all with real style. Very impressive.

Returning to the bar, the barman agreed that it was amazing. "If you give me a sandwich, I'll show you something equally amazing" suggested the gent. The barman agreed and rushed off to fix the sandwich. In a few minutes the gent was tucking into a triple-decker with trimmings. Then he went across to the piano and pulled a frog from his bag and put it on the top. The rat began to play and the frog began to sing, opera, musicals, pop, the whole range.

By this stage a crowd had been drawn into the pub by the music and among them was an American straight from Hollywood who looked at the rat and frog and saw thousands of dollars flashing before his eyes. He made the gent an offer, 100 000 for the act "Pounds Sterling" replied the gent. The American hesitated a moment but then agreed. "But I could only let you have the frog" said the gent, obviously not a sucker. More hesitation, but the American could still see the potential, a singing frog, anyone could do the accompaniment. So he agreed. The financial details were put in place, the frog was passed across and the American left. What a deal!

Later, the barman asked the gent why didn't he sell the rat as well? "You could have got at least £400 000 if you held out". "No" he replied "I couldn't do that. You see, me and the rat, we go back a long way. I could never part with the rat and besides - where would I ever get such a good ventriloquist?"

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