

## 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 Register of ISCO Members is maintained by **Ms Mary Ann Dagleish** (Membership Director) and the list of members is on the website at <http://www.spillcontrol.org>

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 Psarafitis** (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).

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## International news

### DNV GL CALLS FOR COLLABORATION OVER ARCTIC EMERGENCY RESPONSE AND RESCUE STRATEGIES



Photo: Liv Hovem, Senior Vice President and Director of Division - Europe and Africa, DNV GL - Oil & Gas

As offshore field developments in the North and Norwegian Seas face maturity, operators on the Norwegian Continental Shelf (NCS) are looking to the more remote areas of the Barents Sea for further development. Here harsher environmental conditions, prolonged periods of darkness and long distances to shore make evacuation and rescue of personnel on Arctic offshore installations more challenging. A new DNV GL report published today examines the feasibility of emergency preparedness solutions and calls for the industry to collaborate on new response concepts.

[DNV GL's report 'Emergency response for offshore operations in the Barents Sea'](#), examines the affect of wind speed, wave height and the presence of sea ice on the availability of evacuation and rescue resources in the Barents Sea and analyses the long-range rescue capability provided by search and rescue helicopters. Key challenges for offshore installations in Arctic waters include: sea spray icing, darkness, lack of offshore infrastructure and long distances between installations and support sites, sea ice, low temperatures and wind chill.

"Many questions about emergency response in the North have remained unanswered. We aim to help close that gap with this research. Our findings indicate that new emergency response concepts and technologies might be needed in more remote areas of the Barents Sea which are far from the coast and existing infrastructure," says Liv Hovem, Senior Vice President and Director of Division - Europe and Africa, DNV GL - Oil & Gas.

"A coordinated approach to exploration activities in remote areas would help ensure an safe offshore operations in the Barents Sea. Operators could share emergency response resources and their associated costs to ensure sufficient response capacity. I look forward to contributing to ongoing discussions on how to ensure an adequate safety level in the Barents Sea at the Economist Arctic Summit today in Oslo." she continues.

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## International news (continued)

The aim of the JIP will be to determine which types of emergency concepts result in an satisfactory level of safety, while at the same time, assessing and comparing the economic feasibility of the different concepts.

The work is expected to be based on the same approach used in the development of the company's Arctic Risk Map and PREGA, a tool to assess oil spill response gaps. It will focus on developing quantitative methods for analysing and visualising the performance of different emergency preparedness concepts. The approach will explore the effects of sharing resources and cooperation between industry stakeholders in order to balance performance and cost. Source: [DNV GL](#)

## BALTIC SEA: MORE DETAILED REPORTING EXPECTED FOR AERIAL SURVEILLANCE

Better reporting on harmful discharges other than oil from ships to the Baltic Sea is discussed by the HELCOM group on aerial surveillance, continuing its 2-day annual meeting in Sopot, Poland. The main focus of the Baltic aerial surveillance cooperation has traditionally been on detection of illegal discharges of mineral oil, while more systematic reporting on other harmful substances observed from air would also be needed.

The group also continues to develop the pressure indicator of oil spills affecting the marine environment. This is a part of the larger HELCOM process of holistically assessing the Baltic Sea, not succeeding without solid information not just about the status but also about pressures towards the environment and the human activities behind it. The oil spill indicator, one of the many expecting finalization in June 2015, will be based on the data on illegal oil spills collected since the 1980's.

In addition, the meeting will plan for the next pollution control operations. For having a realistic estimate of the total number of oil spills discharged into the Baltic Sea during a randomly selected period, Coordinated Extended Pollution Control Operations (CEPCO) are organized at least twice a year within the HELCOM framework. These high-intensity operations vary in length and are from time to time organized jointly with the North Sea countries. The meeting will discuss for the next CEPCOs, for which the timing is kept strictly confidential until the operations are over.

Moreover, the group is in charge of compiling the annual report on aerial surveillance activities in the Baltic Sea in 2014, expecting soon its official release after the review of the expert group.

[Aerial surveillance \(under Action area: Response to spills\)](#)

The HELCOM Informal Working Group on Aerial Surveillance ([IWGAS](#)) works to implement the aerial surveillance cooperation, as agreed on by all the HELCOM parties. Source: [HELCOM](#)

## IPIECA CELEBRATES ITS 41<sup>st</sup> BIRTHDAY



IPIECA founding meeting, 13 March 1974 - Hyde Park Hotel, London

## 4 International news (continued)

41 years ago today, a small group of oil and gas companies from across the globe agreed that complex environmental issues could be better solved by working together rather than on a company basis. Formed on 13 March 1974, IPIECA now brings together 37 member companies operating in 146 countries and covering over half the world's oil and gas production.

Through peer exchange, workshops and guidance documents, IPIECA continues to provide a unique opportunity for the industry to improve its operations and products to meet society's growing expectations of its environmental and social performance. For 41 years, IPIECA has fostered and facilitated the partnerships that enable oil and gas companies to develop many practical solutions that help the industry meet the world's energy needs through responsible operations.

We invite you to celebrate this day with us by visiting the 40 Years of IPIECA anniversary section of our website. There, we highlight IPIECA's achievements both big and small, local and global, and include testimonials from member companies and two of our stakeholders: the International Maritime Organization and the United Nations Environmental Programme.

Yesterday, today and tomorrow, one thing remains unchanged: IPIECA's commitment to championing good practices on environmental and social issues across the oil and gas industry.

[View 40 years of IPIECA history](#)

## Incident reports from around the world

### **CANADA: TRAIN CARRYING CRUDE OIL DERAILS NEAR GOGAMA, ONT. THIS IS THE 4TH TRAIN DERAILMENT IN NORTHERN ONTARIO THIS YEAR**

March 7 - Several cars have caught fire after a Canadian National Railway train carrying crude oil derailed in northern Ontario, prompting officials to advise nearby residents to stay indoors and avoid consuming water from local sources.

Ontario Provincial Police were called to the scene at approximately 2:45 a.m. ET. Police said 10 cars derailed four kilometres southwest of Gogama, Ont., and there were no initial reports of injuries. Several cars have caught fire, police said, and others entered the Mattagami River System. *MetroForsenics* [Read more](#)

#### **March 9 - Oil train derailment in northern Ontario causes fire and oil spill in river**

The exact situation at the site of a train derailment in northern Ontario remains unclear this morning. About 30 tank cars full of crude oil derailed Saturday near Gogama, about 80 kilometres south of Timmins. Some of the cars caught fire, and a still undetermined amount of oil spilled into the Mattagami River System.

CN Rail says crews are working to contain the spill, and there's no indication the local water supply has been compromised. It also says that while area residents are likely to see smoke coming from the wreck site it poses no threat to people or the environment. *NCPR* [Read more](#)

### **CANADA: MURPHY OIL REPORTS LEAK UP TO 17,000 BARRELS IN NORTHERN ALBERTA**

March 9 - Murphy Oil says up to 17,000 barrels of petroleum product have spilled at its Seal heavy oil site in northern Alberta.

The U.S.-based company says on the afternoon of March 1, it found condensate near the surface in three areas. It says the spill occurred over an extended period of time, but it's still assessing how big it is and how long it lasted. *Global News* [Read more](#)

#### **March 10 - Another massive pipeline oil leak: Murphy Oil pipeline leaks 17,000 barrels (535,500 gallons) of oil condensate in the Seal Field in North-Eastern Alberta, Canada**

Clean-up efforts are continuing for a pipeline spill at Murphy Oil's remote Seal field north-eastern Alberta, Canada, that leaked up to 17,000 barrels of condensate (535,500 gallons) - much more than first thought. *MetroForsenics* [Read more](#)

### **USA: SHIPS COLLIDE IN HOUSTON CHANNEL, CHEMICAL LEAK**

March 9 - On Monday afternoon, two ships, the Carla Maersk and the Conti Peridot, collided in the Houston Ship Channel near Morgan's Point. The Carla Maersk, a chemical tanker, was outbound headed for the Amuay Bay in Venezuela, while the Conti Peridot, a bulk carrier, was heading for the Houston port.

The Carla Maersk, which was carrying 216,000 gallons of MTBE, suffered a breach in one of its three tanks and began leaking the caustic substance. MTBE is a flammable, volatile and colorless liquid used as a fuel additive and raises additional concerns because of its limited solubility in water.

U.S. Coast Guard Captain Brian Penoyer, commander of the Houston-Galveston Coast Guard District, says that crews are examining the vessel's tanks to determine how much of the chemical may have been spilled. The leak was stopped about 90 minutes after the Coast Guard received word of the collision. *The Maritime Executive* [Read more](#)

## Incident reports from around the world (continued)

### March 9 - Maersk Chemical Tanker Leaks Product Into Houston Ship Channel After Collision

An update from the USCG Alert and Warning System issued at 2:15 CDT read: "A discharge of MTBE, Methyl Tert-Butyl Ether, has occurred following a collision at Morgan Point on the Houston Ship Channel. Primary hazard is flammability, and odor detection threshold is very low – 50 PPM. Port entities are advised the Houston Ship Channel is closed to all traffic from light 86 to Morgans Point High lines. A Unified command is being established – follow any protective orders issued by municipal & county authorities." *gCaptain* [Read more](#)

### March 10 – New Aerial Photos Show MTBE Spill In Houston Ship Channel



With the fog cleared, some new ariel photos released Tuesday afternoon show the MT Carla Maersk and MV Conti Peridot still at anchor in the Houston Ship Channel near Morgan's Point, Texas, where the vessels collided midday Monday. A sheen of MTBE, a hazardous and extremely flammable fuel additive, can be seen coming from the bow of the tanker.

As of Tuesday afternoon, the Houston Ship Channel remained closed to all traffic from light 86 to the Fred Hartman Bridge, a roughly 4 mile stretch. *gCaptain* [Read more](#)

### March 10 - Scramble to Ensure Public Safety after Houston Spill

U.S. Federal, state and local agencies are working to ensure public safety as they respond to a toxic spill at Morgan's Point on the Houston Ship Channel after a collision between a bulker and a tanker carrying methyl tertiary-butyl ether (MTBE). *Maritime Executive* [Read more](#)

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## USA: AT LEAST 400 GALLONS OF OIL SPILL INTO DELAWARE RIVER OFF NEW JERSEY

March 10 - Hundreds of gallons of oil that spilled into the Delaware River earlier this week washed up in New Jersey Tuesday. The U.S. Coast Guard opened a report on the spill by the Pennsville Boat Ramp of Riviera Drive — south of the Delaware Memorial Bridge in Pennsville. *NBC News* [Read more](#)

### March 11 - Coast Guard Responds to Delaware Oil Spill

The Coast Guard and partner agencies are responding to an oil spill that happened near Wilmington, Delaware, Monday, and a report of a quarter-mile sheen Tuesday in the Delaware River near Pennsville, New Jersey. The National Response Center relayed the report of the sheen Tuesday to watchstanders at Coast Guard Sector Delaware Bay at about 1:30 p.m.

The Coast Guard and the Delaware Department of Natural Resources are also responding to oil spilled from a foreign freight ship Monday near Wilmington. A barge flying Argentina flags was refilling when it overfilled and began spilling oil into the water, according to officials. *The Maritime Executive* [Read more](#)

### March 11 - Delaware oil spill near Pennsville came from 'foreign freight ship,' officials say

Officials say the oil that washed up along the Pennsville shoreline from the Delaware River Tuesday afternoon came from a "foreign freight ship" that was stationed in the Port of Wilmington. *NJ.com* [Read more](#)

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## USA: NORTH DAKOTA PIPELINE RUPTURE LEAKS OIL

March 10 - A ruptured pipeline led to a 10,000-gallon oil spill in McKenzie County in North Dakota Friday, state officials said.

The 238-barrel leak occurred after the pipeline owned by Belle Fourche Pipeline Co. was struck by equipment Friday during excavation of the area about 18 miles south of Alexander, said officials at the North Dakota Department of Health *ISSSource* [Read more](#)

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## USA: OIL SEEPS INTO SUSQUEHANNA RIVER, MILLERSBURG, PA

March 12 - A longtime manufacturing company in Millersburg received a violation from the state after oil spilled into the Susquehanna River. Investigators with the Department of Environmental Protection found that almost 300 gallons of an orange in color grinding oil made its way into the river near the Dauphin Precision Tool facility. *Local21News.com* [Read more](#)

## Incident reports from around the world (continued)

### VIETNAM: OIL SPILL AT VUNG TAU

March 12 - Approximately five kilometres of the Vietnam coast were coated in oil on 02 March 2015, washed ashore from an unknown source. This oil was hazardous waste, and had to be cleared in order to remove the pollution from beaches along the coast.

The area affected by the pollution was Vung Tau city, in Ba Ria-Vung Tau Province, located on Vietnam's southern coast. Hundreds of people worked to clear up the oil, which could not be recycled because it was hazardous waste material. The workers recovered 30 tons of tainted sand on the day the oil washed ashore. *DisastersCharter.org* [Read more](#)

### TURKEY: KURDISH EXPORTS HALTED AFTER PIPELINE DAMAGED IN OIL THEFT

March 12 - Crude exports were halted Monday from Iraq's Kirkuk field to the Turkish port of Ceyhan after a pipeline was damaged during a break in. *Petro Global News* [Read more](#)

### CANADA: CN RAIL SAYS SOME OIL PRODUCT SPILLS IN ANOTHER MANITOBA, CANADA DERAILEMENT

March 12 -Thirteen cars on a Canadian National Railway Co train went off the tracks in rural Manitoba on Wednesday night and spilled some petroleum product on the ground in the company's third derailment in a week. There were no injuries and no threat to the public from the latest derailment, CN spokesman Brent Kossey said on Thursday. The train was carrying refinery cracking stock, which spilled from one car. *Metro Forsenics* [Read more](#)

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

### CANADA: OTTAWA PROPOSES NEW INSURANCE REQUIREMENTS FOR RAILWAYS HAULING CRUDE OIL, TOXIC INHALATION HAZARDS

February 20 - Canadian railways moving dangerous goods will have new minimum insurance requirements if a bill tabled Friday is passed into law. Transport Minister Lisa Raitt introduced Friday the [Safe and Accountable Rail Act](#) in the House of Commons.

"The Canadian Transportation Agency (CTA) will assign legislated minimum levels of insurance to railways based on the type and volume of dangerous goods they transport," Transport Canada stated in a release. "Railways will have to demonstrate coverage before the CTA would issue the Certificate of Fitness they need to operate." *Canadian Underwriter* [Read more](#)  
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### CANADA: COST OF ANOTHER RAIL CATASTROPHE COULD OUTSTRIP COMPENSATION FUND

March 11 - New federal legislation to boost insurance requirements for railroads and create a disaster compensation fund may fall far short of the estimated costs of a catastrophic incident in a densely populated region like Toronto.

The federal government last month introduced a bill to increase the amount of insurance railways must carry to cover costs in the event of a derailment.

The bill relies on information from Transport Canada, which says the amounts for insurance and compensation are based on analyses of historical accident costs and risks. Transport Canada officials say those analyses must be secret. *The Star.com* [Read more](#)

### FIJI: OIL SPILL PLAN

March 13 - FIJI is expected to have a national oil spill plan. This was revealed by the permanent secretary for the Ministry of Infrastructure and Transport, Francis Kean, during his submission to the Parliamentary Standing Committee on Natural Resources. Mr Kean said the plan was currently with the Solicitor-General's office. *The Fiji Times Online* [Read more](#)

### JAPAN: AFTER 4 YEARS, FUKUSHIMA CLEAN-UP REMAINS DAUNTING, VAST

March 11 - The scale and complexity of what Japan is trying to do in the aftermath of the 2011 melt down at Fukushima is mind-boggling. Decontamination plans are being executed for 105 cities, towns and villages affected by the accident at Fukushima Dai-ichi, 140 miles northeast of Tokyo. *Los Angeles Times* [Read more](#)

## Other news reports from around the world (continued)

### NORWAY: STATOIL ORDERS OIL SPILL RESPONSE SHIP



March 9 - Norwegian energy company Statoil said Monday it ordered a special oil spill response ship to operate in the soon-to-be-launched Mariner field in the North Sea.

"This is an important contract award in our preparations for safe and efficient operations on Mariner," Gunnar Breivik, managing director of Statoil's production unit in the United Kingdom, said in a statement Monday. "The emergency and rescue vessel plays a key role in our safety and emergency preparedness plan." *UPI.com*  
[Read more](#)

March 9 - The new 65-meter ship, to be named "Mariner Sentinel", will be custom-built for Statoil and provide emergency cover, oil spill response preparedness and tanker assist capabilities for the Mariner field. *gCaptain* [Read more](#)

### USA: WASHINGTON SENATE PASSES OIL TRAIN SAFETY BILL

March 9 - The state Senate passed a measure Monday night to improve the safety of oil transportation, one of two competing bills that deal with the increasing shipments of crude oil through the state.

Senate Bill 5057, sponsored by Republican Sen. Doug Ericksen of Ferndale, passed 26-23 after extended debate. The House passed a competing bill last week.

"This is what I believe will lead us toward energy independence in North America," Ericksen said, "and we're going to do it safe and we're going to do it right to protect the people of our state."

The Senate-approved measure requires the Department of Ecology to review oil-spill response plans, provide grants to local emergency responders and convene a panel to evaluate whether tug escorts are needed for oil vessels on the Columbia River and in Grays Harbor. Ericksen's bill also extends a barrel tax collected on oil that comes to the state by train, with the proceeds going to an oil-spill response fund. *The Bellingham Herald* [Read more](#)

### USA: OIL CLEANUP ON YELLOWSTONE RIVER ON HOLD UNTIL ICE MELTS

March 11 - A Wyoming company is preparing to resume oil shipments through a pipeline that broke and spewed 30,000 gallons of crude into Montana's Yellowstone River.

Cleanup work on the spill upstream of Glendive remains on hold due to ice with only about 10 percent of the oil recovered.

Bridger Pipeline LLC spokesman Bill Salvin said the company would begin restarting a 50-mile section of the line south of the spill site on Wednesday. He says workers also are setting up equipment to drill a new passage for the line deeper beneath the river. *Fuel Fix* [Read more](#)

## People in the news

### ISCO MEMBER, TONY HARMER, MISCO, IS NOW OIL POLLUTION TRAINING SPECIALIST WITH ABU DHABI NATIONAL OIL COMPANY (ADNOC)

It has been announced on Linked-In that Tony Harmer is now Oil Pollution Training Specialist with the Corporate HSE (Crisis Management and Business Continuity) department of ADNOC. Tony has been in the oil pollution control field for 21 years and, until recently, was with OSRL on secondment to ExxonMobil's LNG Project in Papa New Guinea.

## ISCO news

### ISCO TEAM AT INTERSPILL

The ISCO representatives attending Interspill 2015 in Amsterdam will be David Usher (President), John McMurtrie (Secretary), and Committee Members, Kerem Kemerli (Turkey), Captain Bill Boyle (UK), Lee Guobin (China), Simon Rickaby (UK), and Dennis Van der Veen (Netherlands).

Members of ISCO Council in attendance will include Jan Allers (Norway) and Dr Merv Fingas (Canada),

## ISCO news (continued)

Michael Rancilio of ISCO will also be at the event for the first time. Michael has been working with ISCO for the past year and had the lead role in organising ISCO's very successful Forum on Group V (Non-Buoyant) Oils, held in September 2014 in Detroit, USA. Michael is looking forward to meeting members attending Interspill. He is a member of ISCO's *ad hoc* Way Forward Working Group

### REMINDER: ISCO AGM CHANGE OF LOCATION

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

Our guest speaker will be ISCO Executive Committee Member, Mr Dennis Van der Veen who will give an illustrated presentation on his current program on improving preparedness for oil spill response in the Dutch Sector of the Wadden Sea, a UNESCO World Heritage Site.

We hope as many of you as possible will attend the meeting and look forward to seeing you. Tea, coffee, snacks and light refreshments will be served. To help gauge catering requirements, please let me know if you plan to be at the meeting.

The meeting will finish in time to allow attendees to join social events being held on Wednesday evening.

## Science and Technology

### DENMARK: NEW PATENT FOR USE OF PUMICE AS AN OIL RECOVERY MEDIUM



A new patented oil collection method is based on pumice stones from Icelandic volcanic eruptions which occurred thousands of years ago through a very thick ice glacier where the rapid cooling of the Pumice stone (approx. 3.5 cm in diameter) created small air pockets in the stones which made the stone very strong and light plus sufficiently waterproof to keep afloat for up to 5 weeks before sinking. The Pumice is sufficiently resistant to be cleaned and reused within a time span of 3-5 weeks.

The Pumice ability to hold / bind (not absorb) oil has been tested with both light and heavy oil by leading Danish offshore operator (MAERSK OIL) in their own laboratories in Copenhagen with successful results.

The developer has also conducted experiments at its own test facility scale 1:5 at the Assens Shipyard in Denmark. Those tests included cleaning and reuse of the pumice stones. During the tests in water with heavy oil on top the Pumice became "coated" with approx. 2-4mm oil before going through the cleaning process. When tests were performed with very thin oil (food oil) the Pumices were "coated" with approx. 1mm. For information the very "thin oil" cannot be retrieved using alternative collection methods such as oil skimmers.

The catamaran vessel which is planned for oil collection is expected to be from 15m to 30m long (depending on operating area), equipped with a high pressure steam system generating 150 to 180 degrees hot steam to distribute the Pumice on the oil covered water surface together with a conveyor belt that collects and transports the Pumice from the water and into a 4 to 5m long and 3-4 meter wide cleaning chamber. The cleaning chamber is equipped with a high number of steam nozzles which clean the oil-coated Pumice stone with 180 degrees hot steam in seconds.

The warm clean oil is led to the bottom of the vessel and then pumped directly into a floating / tank / container and the cleaned Pumice stones are dumped into an "open" collector at the stern of the vessel from where it under high-pressure it will be blown about 20m out onto the oil spill again. During the operation it is estimated that the vessel can run at a speed of 2 to 5 knots. Calculations show that one vessel can collect approx. 5000 to 8000 liters of oil per hour, depending on wave size, etc.

The use of Pumice will also provide opportunities for further development in immediate response to smaller oils spills by having pumice readily available onboard tankers and bunker vessels in a specially designed container where you can connect a high-pressure water hose (firefighting equipment) and thus in a very short time blow water which contains the Pumice about 20m onto the oil spill. The Pumice will bind the oil together until a full response team is available.

If an oil spill is drifting towards a shore line, a 10 to 20 meter wide buffer strip of Pumice can be laid out as a barrier between the oil spill and the shore line to assist in damage prevention.

The concept of using Pumice is different from existing systems with floating barriers and skimmers. The Pumice system is simple, has high efficiency and is most suitable for immediate response as the Pumice can be distributed from both vessels and from helicopters.

In Situ Burning - The Pumice Oil Collection System is being of particular interest for oil exploration in Arctic areas where potential users have advised that the low temperatures make the use of skimmers and oil barriers make it very difficult if not impossible to collect and dispose of the oil by burning. The Pumice makes the ignition of the oil much simpler as the floating pumice is around 3 cm. above the water surface. The ignition sources can be dropped directly onto the Oilspill and the Pumice. The System is right now being tested by DTU: Danmarks Tekniske Universitet, Nordvej, 2800 Kgs. Lyngby, Denmark. For more info contact Villy Lauring at [sales@yachtsales-int.com](mailto:sales@yachtsales-int.com)

## Science and Technology (continued)

### USA: UNIVERSITY OF CALIFORNIA PROFESSOR CONTRIBUTES TO RESEARCH ON OIL SPILLS

Researching oceanic oil spills can be difficult when you work at a landlocked university like UC Merced. But thanks to a large consortium of researchers from around the country, that's exactly what Professor Wei-Chun Chin is doing in the hopes of understanding the deeper, long-term effects of spills to better deal with them.

The ADDOMEX team, including Professor Wei-Chun Chin is researching oil spills. His work drew him to the Aggregation and Degradation of Dispersants and Oil by Microbial Exopolymers (ADDOMEX) consortium, one of 12 selected by the Gulf of Mexico Research Initiative (GoMRI) to study the impacts of oil, dispersed oil and dispersants on the Gulf of Mexico ecosystem and public health.

Researchers found a proliferation of microbes that seemed to consume some of the oil, as well. Dinoflagella, bacteria and phytoplankton helped the Gulf appear cleaner, but even though oil is no longer visible, that doesn't mean it's gone, Chin said. "We need to understand it, because this was a whole new experience for us," Chin said. "I don't want people — or oil companies — to take this lightly. The oil is gone from the surface, but we do not know the long-term consequences."

Small samples are enough for Professor Wei-Chun Chin to apply his microfluidics tests and gather data about oceanic oil spills.

Professor Antonietta Quigg of Texas A&M University at Galveston, the lead investigator for the group Chin is working with, said spills are an unfortunate reality of oil companies pushing deeper into new drilling frontiers.

ADDOMEX studies the formation of "marine snow," Mother Nature's effort to clean up spills. "Microbes that enjoy hydrocarbons dine on the all-you-can-eat carbon buffet during a spill," Quigg said, "and in essence, return the oil back to the bottom of the ocean. Our research is focused on understanding what those microbes are doing and how, which will help us understand the fate and transport of the oil in the oceans."

The microfluids Chin uses in his lab allow for small-scale experiments on samples of ocean water the other researchers send to him. He looks at the effects of microbes on spills, the effects of dispersants on the microbes and microbial interactions.

GoMRI began in 2010, after the oil spill, and is funded by British Petroleum (BP) — the company responsible for the Deepwater Horizon event — for 10 years.

Each consortium is funded through 2017 and must include researchers from at least four universities. ADDOMEX is led by Texas A&M University at Galveston, which has a marine station at the Gulf where researchers can sample water for their work. Other members include Old Dominion University, UC Santa Barbara and the University of Southern California. [This article has been shortened] [Read the unabridged article](#)

## New Products and Services

### ISCO CORPORATE MEMBER, ECO EQUIPMENTS INC., HAS DEVELOPED A NEW HIGH DURABILITY PERMANENT BOOM

The ECO-PB812630 NEW FLOAT has indentation on the surface for anti-collision effect level, and the rubber fabric of this Permanent Boom can be up to 20mm thickness, giving a service life of up to five years. When you need 24 hours protection for facilities or vessels to contain spills around the clock, Eco Equipments has a Permanent Boom designed for your specific application.

The company designs, develops, manufactures, installs & supplies advanced Oil Spill Response Equipment from its base in Taiwan, China. The product range includes oil containment booms, special booms, boom reels, oil skimmers, skimmer boats, land use storage tanks, marine floating towable storage tanks (bags) and accessory items required for the containment and recovery of oil spills on water. For more information click on: [www.ecoequipments.com](http://www.ecoequipments.com)

### ISCO CORPORATE MEMBER, ELASTEC / AMERICAN MARINE HAS DEVELOPED A NEW PURPOSE-DESIGNED RAPID RESPONSE TRAILER FOR RAIL CAR OIL SPILLS

Elastec/American Marine, of Carmi, Illinois, has partnered with the railway industry to develop a rapid response trailer for derailments involving shipments of crude oil.

The development follows the recent derailment of a Burlington Northern Santa Fe freight train near Galena, Illinois in which 21 tanker cars loaded with crude oil from the Bakken oilfields of North Dakota jumped the tracks and caught fire.

"Due to the increase in transportation of crude oil by rail, there has been a corollary increase in oil spill accidents," said Shon Mosier, Elastec sales manager. "Many rail tracks run along waterways, which can make response operations very challenging and threatening to sensitive habitats and drinking water."

The custom rail-response trailer includes personal protective equipment, generators, lights, ladders, tools and Elastec's containment and oil recovery equipment. For more info - <http://www.elastec.com/>

## Links for recent issues of other publications

|   |   |                     |
|---|---|---------------------|
| <a href="#">ASME EED EHS Newsletter</a>           | News and commentary on HSE issues from George Holliday      | Most recent issue   |
| <a href="#">Bow Wave</a>                          | Sam Ignarski's Ezine on Marine & Transport Matters          | Current issue       |
| <a href="#">Cedre Newsletter</a>                  | News from Cedre in Brittany, France                         | February 2015       |
| <a href="#">The Essential Hazmat News</a>         | Alliance of Hazardous Materials Professionals               | February 2 issue    |
| <a href="#">USA EPA Tech Direct</a>               | Remediation of contaminated soil and groundwater            | March 1 2015 issue  |
| <a href="#">USA EPA Tech News &amp; Trends</a>    | Contaminated site clean-up information                      | Winter 2015 issue   |
| <a href="#">Technology Innovation News Survey</a> | From US EPA - Contaminated site decontamination             | January 16 -31 2015 |
| <a href="#">Intertanko Weekly News</a>            | International news for the oil tanker community             | No 11 2015          |
| <a href="#">CROIERG Enews</a>                     | Canberra & Regions Oil Industry Emergency Response Group    | February 2015 issue |
| <a href="#">IMO Publishing News</a>               | New and forthcoming IMO publications                        | February 2015       |
| <a href="#">IMO News Magazine</a>                 | News from the International Maritime Organization           | No 4, 2014          |
| <a href="#">Pollution Online Newsletter</a>       | News for prevention & control professionals                 | March 11 issue      |
| <a href="#">EMSA Newsletter</a>                   | News from the European Maritime Safety Agency               | March 2015 issue    |
| <a href="#">JOIFF "The Catalyst"</a>              | Int'l Organisation for Industrial Hazard Management         | January 2015 issue  |
| <a href="#">Environmental Technology Online</a>   | Environmental Monitoring, Testing & Analysis                | February 2015 issue |
| <a href="#">OCIMF Newsletter</a>                  | News from the Oil Companies International Marine Forum      | March 2015 issue    |
| <a href="#">IPIECA eNews</a>                      | Int'l Petroleum Industry Environmental Conservation Assoc'n | February 12 issue   |
| <a href="#">AMSA Aboard</a>                       | News from the Australian Maritime Safety Authority          | March 2015 issue    |
| <a href="#">Sea Alarm Foundation Newsletter</a>   | News from the Sea Alarm Wildlife Protection Organisation    | Winter 2014 issue   |

## Events

### THE NETHERLANDS – JUST BEFORE INTERSPILL - ON-WATER DEMONSTRATION

**Organised by the Spill Response Group Holland - Monday 23 March 2015, Port of Amsterdam, 14:00 – 17:30**

An attractive live on-water demonstration of innovative oil spill recovery equipment north of Java Island in the Port of Amsterdam. Your hosts will be Wierd Koops, chairman SRGH and Dertje Meijer, CEO Port of Amsterdam. This event is supported by Rijkswaterstaat, Ministry of Infrastructure and Environment, and will include demonstrations of:

- The MV Arca and the MV Rotterdam
  - The HeboCat 7 and HeboCat 9 of HEBO
  - The Ro-Clean Desmi Speed Sweep
  - The Koseq Compact 502
- (programme is preliminary)

For more information view the invitation from SRGH. There are a limited number of places available to attend the On-Water Demonstration, places are on a first come, first served basis. Closing date for entries 10 March. To subscribe to attend visit the SRGH website. <http://www.srgh.nl/>

Note: This event is separate from and not connected with Interspill 2015, being held at RAI, Amsterdam. View the Interspill disclaimer.

### IRELAND: ISAA OIL SPILL RESPONSE DUBLIN SEMINAR 2015

**This year's Dublin Seminar will take place on Thursday 23<sup>rd</sup> April 2015**

You are invited to participate in an Oil Spill Response Seminar being held at the Carlton Hotel, Dublin Airport. Speakers include representatives from the Environment Agencies, Coastguard, Port Authorities and Local Government.

The provisional programme (which may be subject to change) includes –

- Environmental problems in a large port and expectations from its Tier 2 response contractor. (Speaker: Mr Ian Spratt, Belfast Harbour Commissioners)
- Views of EPA on current Irish environmental legislation and enforcement (Speaker from EPA)
- Involvement and requirements of County and City Environmental Managers in regard to spill response. (Speaker from CCMA)
- Environmental reorganisation in Northern Ireland (Speaker, Kerry Anderson of NIEA)
- The role of fishing vessels in responding to marine oil spills (Speaker, Captain Bill Boyle, General Manager, Briggs Environmental Services)
- ISAA Accredited Training Courses – a review. (Speakers: Course providers)
- Leak containment - Development and application of oil and chemical resistant bricks and sealant for bund construction and repair. (Speaker from Banah UK)
- Tax Advice for Spill Response Contractors (Speaker: Ian Lundie, Director at Fitch Accountants)

Specialists in oil spill response will update delegates on techniques and a central theme of the seminar will be client expectations regarding the performance of response contractors.

## Events (continued)

For overseas visitors a shuttle bus will operate from the airport. This one day event runs from 10 am to 4.30 pm.

Places are limited and it is recommended to book your place as soon as possible. The cost of attendance is £70/€85 for ISAA members/associate members and £85/€103 for non-members.

The booking fee is inclusive of teas/coffees and lunch.

To register your interest contact [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org)

## Training

### UK: MCA LEVEL 4/5 REFRESHER

ISCO Corporate Member, Briggs Environmental Services Ltd. advises that it currently has available spaces on its MCA Level 4/5 Refresher Course which is running here at Marine House, Aberdeen on 08th April 2015.

Should you wish to book a space on the course – please email [training@briggsevenvironmental.com](mailto:training@briggsevenvironmental.com)

Programme Overview: This course is designed to refresh the skills and knowledge gained from the full On Scene Commander course. This course is theory based but has a practical element designed to bring together the information and knowledge they require to take the correct decisions in a real life incident.

Accreditation: This course is approved and accredited by the Nautical Institute to Maritime and Coastguard Agency Level 4/5.

Programme Content: The syllabus focuses on:

- Contingency Planning
- Environmental Implications
- Simulation Exercise
- Legal Considerations
- Spill Prevention

The course carries an MCA approved certificate and must be refreshed every 3 years. The refresher is of one days duration.

Who Will Benefit: This course is designed for personnel who have previously undertaken a full MCA 4/5 Oil Spill Response Manager Course.

Structure: This course is mainly theoretical and includes tabletop exercises and scenario simulation. Course notes will be provided.

## 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

### USA: OIL SPILL RESPONSE EQUIPMENT INVENTORY

Located in Little Rock, Arkansas. For list and more info visit -

[http://myemail.constantcontact.com/Oil-Spill-Response-Equipment-For-Sale.html?soid=1115882323488&aid=VugY6EnQ\\_sQ](http://myemail.constantcontact.com/Oil-Spill-Response-Equipment-For-Sale.html?soid=1115882323488&aid=VugY6EnQ_sQ)

## Contracts and tenders

### USA: ANNUAL BROAD AGENCY ANNOUNCEMENT: FY15 ENVIRONMENTAL INITIATIVES FOR NAVAL FACILITIES ENGINEERING AND EXPEDITIONARY WARFARE CENTER

Naval Facilities Engineering Command, NAVFAC EXWC Port Hueneme, CA.  
Federal Business Opportunities, FBO-4829, Solicitation N3943015R1639, 2015

This BAA for the Naval Facilities Engineering and Expeditionary Warfare Center (NEXWC) is open for one year from the date of publication, roughly until 2/11/16. Proposals may be submitted at any time during this period. NEXWC is interested in environmental technologies and methodologies that are either new, innovative, advance the state of the art, or increase knowledge or understanding of a technology or methodology in one of the following topic areas. (1) Environmental Assessment, Restoration

## Contracts and tenders (continued)

and Cleanup: Methodologies to assess and remediate existing pollution generated by military operations. (2) Conservation of Natural Resources: Practices that comply with environmental legislation and ensure protection of sensitive resources while supporting military operations. (3) Unexploded Ordnance (UXO): Services for detection, location, de-energizing, disposal, or remediation of UXO. (4) Pollution Prevention. (5) Environmental Compliance. (6) Sustainability and Climate Change. Detailed instructions and the form for submitting abstracts can be found at -

[http://www.navfac.navy.mil/navfac\\_worldwide/specialty\\_centers/exwc/products\\_and\\_services/ev/ec/baa.html](http://www.navfac.navy.mil/navfac_worldwide/specialty_centers/exwc/products_and_services/ev/ec/baa.html)

## USA: HAZMAT

Department of Agriculture, Forest Service, R-5 Pacific Southwest Region, Vallejo, CA.  
Federal Business Opportunities, FBO-4843, Solicitation AG-91S8-S-15-0012, 2015

The Forest Service Region 5 Office intends to set up Blanket Purchase Order Agreement contracts to secure the professional services of one to four contractors to provide technical services for emergency spill response and non-CERCLA site investigation, cleanup, and restoration (NAICS code 562910). Multiple awards are expected, and the tasks will be full and open competition. The solicitation with supporting documents will be posted on FBO.gov on or about March 13, 2015.

<https://www.fbo.gov/spg/USDA/FS/91S8/AG-91S8-S-15-0012/listing.html>

## Company news

### PHOTOS RECEIVED FROM ISCO CORPORATE MEMBER, DESMI A/S

These are pictures of the new oil spill recovery product, RO-Vane, combining it with a DESMI SpeedSweep boom and RO-Skim skimmer – to be demonstrated in the Port of Amsterdam on Monday 23 March 2015 - See Page 9.



Christened "DESMI RO-Vane", the new aquatic device, which is designed to replace the functions of a second vessel -. In fact, RO-Vane can turn single-vessel oil spill recovery from a last-resort, difficult-to-handle alternative into the first choice for a wide range of spill situations. More info - [http://www.desmi.com/news-\(3\)/new-efficiencies-for-single-vessel-oil-spill-recovery.aspx#1](http://www.desmi.com/news-(3)/new-efficiencies-for-single-vessel-oil-spill-recovery.aspx#1)

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website [www.spillcontrol.org](http://www.spillcontrol.org)