



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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<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.

ISCO COMMITTEE & COUNCIL

ISCO is managed by an elected executive committee members of which are **Mr David Usher** (President, USA), **Mr John McMurtrie** (Secretary, UK), **Mr Marc Shaye** (USA), **Mr Dan Sheehan** (USA), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Lord Peter Simon Rickaby** (UK), **Mr Li Guobin** (China), **Captain Bill Boyle** (UK) and **Mr Dennis van der Veen** (The Netherlands).

The Register of ISCO Members is maintained by **Ms Mary Ann Dalglish** (Membership Director). She is also responsible for collecting membership dues.

The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Osman Tarzumanov** (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), **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

INTERNATIONAL DIRECTORY

Click on these links to view websites

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[RESPONSE ORGANISATIONS](#)

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International news

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



Oil Spill India 2016
4th International Conference & Exhibition

11th & 12th August 2016,
JW Marriott, Sahar, Mumbai, India

IS THERE LIGHT AT THE END OF THE OIL PRICE TUNNEL?

May 13 - A new report from the IEA raises hopes. – An interesting article by G. Allen Brooks in *The Maritime Executive*.

Global oil prices have soared nearly 50 percent since early February on hopes that the collapse in oil industry spending in 2015 and continuing into 2016 will finally lead to a correction in the world's oversupply situation. These hopes were boosted recently with the release of the International Energy Agency's Oil Market Report for March.

The language of the agency's report, however, conjured up President Harry Truman's famous lament that what was needed was a one-armed economist since he was tired of hearing "On the one hand, it could be this. On the other hand, it could be that."

While stating that oil prices may have passed their low point for this cycle as high-cost production is falling and Iran's production ramp-up is happening more slowly than previously estimated, the IEA cautioned that this should not "be taken as a definitive sign that the worst is necessarily over." Yet it relied on optimistic language throughout the report, such as "possible action by oil producers to control output," "supply outages in Iraq, Nigeria and the UAE," "signs that non-OPEC supply is falling," "no reduction in IEA's forecast of oil demand growth," and "recent weakness of the U.S. dollar."

All of these comments support a more bullish outlook for a bottoming of the current oil price with prospects heightened for a sustained upward trajectory going forward. *The Maritime Executive* [Read the complete article](#)

SPILL PREVENTION & RESPONSE FOR MARINE, INLAND WATERWAYS, RAIL AND PIPELINE



You are invited to visit the ISCO booth (No. 709) at the Clean Pacific Conference and Exhibition taking place in Seattle, USA over 21 – 23 June 2016.

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spill into the water, according to local media reports. *Ship & Bunker* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

International news (continued)

ISCO President, David Usher, and Membership Director, Mary Ann Dalgleish, will be in attendance to brief you on ISCO's current activities and new initiatives being pursued on behalf of the international spill response community.

CLEAN PACIFIC is designed to bring together stakeholders in spill prevention and response from government, environmental, emergency planning and emergency response industries to discuss lessons-learned, hear best practices, and view new products and solutions from a wide-variety of companies. The 2016 conference agenda covers spill prevention and response for marine, inland waterways, rail and pipeline and is broken out into three tracks: Planning and Preparedness, Prevention, and Response and Recovery. Download a PDF copy of the full conference program [HERE](#)

Incident reports from around the world

CANADA: NEWFOUNDLAND & LABRADOR - OILY RESIDUE SPILLS OUT OF NORTH ATLANTIC REFINERY INTO PLACENTIA BAY

May 10 - An unknown amount of oily residue has spilled out of North Atlantic's Come By Chance refinery, the company said Tuesday night.

In a statement, North Atlantic said a valve malfunctioned in the facility's water treatment area, and released water and oil-infused clay into Placentia Bay. "Refinery personnel have stopped the release and are working around the clock to implement the valve repair and clean up the oily residue in the affected area," the company said in a release. *CBC News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

GERMANY: BUNKER SPILL IN HAMBURG AFTER PILOT BOAT HITS CMA CGM BOX SHIP

May 11 - A CMA CGM S.A. (CMA CGM) box ship, CMA CGM Bellini, was struck by a pilot boat in Hamburg at 8 a.m. on Sunday while it was docking at the Waltershofer Hafen, causing an estimated five cubic metres (cbm) of bunkers to

USA: SHELL PIPELINE LEAKS 88,000 GALLONS OF OIL IN GULF OF MEXICO

May 13 - The U.S. Coast Guard is responding to a crude oil spill reportedly discharged from a Shell subsea well-head flow line, approximately 90 miles south of Timbalier Island, Louisiana, Thursday.

The Coast Guard says an estimated 88,200 gallons was reportedly released from the pipeline and that the source of the discharge has been reported as secured.

Marine Spill Response Corporation and Clean Gulf Associates have been contracted by Shell to begin clean up and containment operations.

The U.S. Bureau of Safety and Environmental Enforcement (BSEE) is also involved in the response. The agency said a two mile by thirteen mile sheen was observed in the area of its Glider Field, a group of four subsea wells located in Green Canyon Block 248. The production from these four wells flows through a subsea manifold to Shell's Brutus platform located in 2,900 feet of water. *gCaptain* [Read more](#)

Updates

May 14 - Shell oil spill cleanup continues, no impact yet to coast, wildlife, U.S. Coast Guard says. *The Times Picayune* [Read more](#)

May 15 - Shell, Coast Guard continue oil spill clean up in gulf. *KSLA News* [Read more and watch video](#)

May 16 - Shell working to repair leak that spilled 2,000 barrels of oil into Gulf of Mexico. *The Guardian* [Read more](#)

May 16 - Response Continues to Offshore Oil Spill in Gulf of Mexico; Skimming Operations Concluded. *gCaptain* [Read more](#)

May 17 - Scientists Head Out To Study Oil Spill In The Gulf. *CBS Miami* [Read more](#)

Incident reports from around the world (continued)

HONG KONG, CHINA: OIL SPILL HITS HONG KONG WATERS AFTER TANKER AND CARGO VESSEL COLLIDE, CLOSING FOUR BEACHES

May 14 - An oil spill was reported in Hong Kong waters after a collision between an oil tanker and a mainland-registered cargo vessel off Tsing Yi in the early hours Friday.

The slick measuring 50 by 10 metres was sighted off Tsing Yi following the collision at about 2.30am Friday, according to the Marine Department. "Some diesel oil also spread towards Tsing Yi Ferry Pier and the Kwai Chung area," the department's spokeswoman said. As of late Friday afternoon, four beaches in Tsuen Wan and Sham Tseng were closed as diesel oil spread towards those areas. *Hellenic Shipping News* [Read more](#)

USA: CALIFORNIA - TANKER SPILL CAUSES CONCERN FOR BIRD SANCTUARY, OCEAN AS CREWS CONTINUE CLEAN UP

May 16 - Crews will be back Tuesday for day five of the clean up of thousands of gallons of diesel that spilled into the San Diego River.

Thousands of gallons of diesel came from a tanker that overturned Friday on the Morena Boulevard off-ramp and landed on its side. *ABC10 News* [Read more](#)

MADAGASCAR: GROUNDED BULKER BREAKS UP AND PARTIALLY SINKS



May 16 - The grounded bulker New Mykonos, which went aground off the town of Faux Cap, Madagascar earlier this year, has broken in two and partially sunk, reports local news. Only a portion of the wheelhouse, stack and stern remain above the surface.

"The New Mykonos is carrying 160,000 tons of coal. The hull of the ship was punctured at the sandbar where she ran aground," said an on-scene responder, speaking to L'Express Madagascar in March. Her bunker tanks remained intact.

The response vessels Mermaid Vanquish, Raptor, and Peridot were chartered to respond, and were on scene as of early March. However, due to the deterioration of the New Mykonos' condition and the damage to her hull the refloat attempt had to be halted.

Salvors still managed to lighter her bunkers, purge her hydraulic circuits and mitigate the possibility of pollution, and authorities do not expect risk of a spill. *The Maritime Executive* [Read more](#)

UKRAINE: OIL SPILL REPORTED OFF CRIMEA

May 16 - The Ukrainian Ministry of Ecology has reported an oil spill in the vicinity of Sevastopol, on the Black Sea, a contested area claimed by both Ukraine and the Russian-controlled government of Crimea.

"In the Black Sea near Sevastopol there was an accident with leakage of oil into the sea. Regional units of the Ministry of Environment and DSNS are doing everything possible to clarify the situation, to understand weather effects, and to avoid or minimize damage. *The Maritime Executive* [Read more](#)

URUGUAY: TANKER LOADED WITH VEGETABLE OIL AGROUND

May 18 – Report received from Carlos Sagrera, MISCO – "Here in Curacao for the meeting of RAC/REMPEITC... I just received the confirmation from the Authorities of Uruguay concerning a grounding of a vessel in Lobos Island near Punta del Este... The name of the ship is SITEAM ANJA and has oil vegetable (32.000 tons) and of course the bunker of the vessel. I have not real information yet concerning the spill ... but here enclosed you have the only Spanish link until now that transcribes the official report of the Uruguayan Coast Guard that leadership the situation according the NCP. The real problem is that Lobos Island is one of the best shelter for fur seals of the world... It was affected also in 1997 with the San Jorge's spill and the dispersants that they had used... see - <http://ioscproceedings.org/doi/pdf/10.7901/2169-3358-1999-1-467>

<http://www.maldonadonoticias.com/beta/actualidad/6278-carquero-con-32-000-metros-c%C3%BAbicos-de-aceite-encall%C3%B3-cerca-de-isla-de-lobos.html>

May 19 – A further report from Carlos – "Here are links with the latest news... A hull crack of 40 m... 2000 tons of fuel inside... no Bunker Convention for Uruguay... and the 32.000 tons of vegetable oil".

<http://maritime-union.com/news/oil-tanker-aground-off-uruguay>

<http://worldmaritimenews.com/archives/192385/oil-tanker-aground-off-uruguay/>

<https://gcaptain.com/tanker-carrying-vegetable-oil-aground-off-uruguay/>

<http://www.elpais.com.uy/informacion/preparan-plan-contingencia-eventual-derrame.html>

Incident reports from around the world (continued)

Other reports on Uruguay grounding

May 18 - Product Tanker Aground off Uruguay. *The Maritime Executive* - A product tanker loaded with vegetable oil has gone aground off Isla de Lobos, near Punta del Este, Uruguay. Armed forces spokesperson Gaston Jaunsolo told El Espectador that she had gone aground Tuesday, and said that the crew was out of harm's way. He added that while no pollution has yet been observed, in the event of any cargo spill, the vegetable oil is biodegradable.

Navy divers and other responders have deployed a containment boom as a precautionary measure while they determine whether there was any damage to the ship. [Read more](#)

May 19 - Tanker Carrying Vegetable Oil Aground Off Uruguay. *gCaptain* - A response is underway after a Marshall Islands-flagged tanker ran aground Tuesday off the coast of Uruguay near the resort city of Punta del Este. The ship, the MT Siteam Anja, is had just departed San Lorenzo, Argentina en route to Rio Grande Brazil with more than 32,000 cubic meters of vegetable oil when it ran aground near a small island just off the coast. According to Uruguay's Navy, the ship suffered a cooling problem and was headed to an anchorage south of Punta del Este for inspection. When the ship went to make a turn towards the anchorage, the vessel lost power and drifted, eventually running aground on the island of Lobos. [Read more](#)

LIBERIA: OWNER OF MYSTERY OIL TANKER COMES FORWARD, SHEDS SOME LIGHT ON ABANDONED SHIP

May 18 - Authorities in Liberia have located the Nigerian owner of the mystery ghost ship that washed up without explanation along Liberia's coast earlier this month.

The alleged owner, identified as Robert M. Saigba, was met by officials when he landed at Liberia's Roberts International Airport on May 13, where he claimed ownership of the Panamanian-flagged Tamaya 1, the 63-meter oil tanker that was found abandoned along a beach in Robertsport, Liberia on May 4. Adding to the mystery, one of the ship's two lifeboats was missing from the vessel, and a fire had ravaged most of the interior of the ship. *gCaptain* [Read more](#) Related report in [The Maritime Executive](#)

AUSTRALIA: FUEL SPILL IN SYDNEY HARBOUR AFTER THOUSANDS OF LITRES OF DIESEL LEAK

May 18 - A contractor's error is believed to have been responsible for a fuel spill that dumped thousands of litres of diesel at the D'Albora Marinas at Rushcutters Bay.

Authorities, meanwhile, are also investigating a pollution slick in Rose Bay to the east to determine whether it is sourced from a separate spill.

Sydney's Port Authority and the NSW Environment Protection Authority are working with the marina to contain and remove the spill using floating booms and other equipment, with investigations on the cause continuing.

Tim Allerton, a spokesman for D'Albora said "close to 6000 litres" spilled from a diesel tank, with contractors alerting authorities of the spill at about 8pm on Tuesday. The Port Authority put the size of the spill at about 7000 litres. *The Sydney Morning Herald* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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

CAPE VERDE: ITOPF PARTICIPATES IN NATIONAL WORKSHOP

May 17 - Last week Nicky Cariglia of ITOPF participated in a national contingency planning workshop in Cape Verde. This was arranged under the remit of the GI WACAF programme (the Global Initiative for West, Central and Southern Africa) and organised by the competent authority of Cape Verde, the Maritime and Ports Agency (AMP).

The purpose of the workshop was to fine-tune the recently developed national contingency plan. 40 delegates attended, including representatives from the relevant government authorities, such as Civil Protection and the Coastguard, as well as industry personnel. Nicky presented on a variety of topics including the fate and behaviour of oil and response techniques. There was a high level of participation from the delegates and a clear interest in improving local technical knowledge and expertise. [ITOPF](#)

MYANMAR: OIL SPILL PROTOCOL TO BE SIGNED

May 20 - The Pyidaungsu Hluttaw has signed an updated international maritime treaty designed to protect its coastlines from pollution damage due to oil spills.

Parliament agreed to sign the most recent 1992 Protocol of the 1969 International Convention on Civil Liability for Oil Pollution Damage on May 17.

Adopting the protocol means that up-to-date international compensation standards should be available to persons affected by oil pollution damage resulting from maritime casualties involving oil-carrying ships.

The convention places the liability for such damage on the owner of the ship from which the polluting oil escaped or was discharged. It requires ships maintain insurance or other financial security in sums equivalent to the owner's total liability for one incident. *Myanmar Times* [Read more](#)

MYANMAR: ITOPF SUPPORTS NATIONAL CONTINGENCY PLANNING WORKSHOP

May 19 - Dr Annabelle Nicolas-Kopec participated in a national contingency planning workshop in Yangon, Myanmar, arranged under the remit of the IMO Technical Assistance Programme and organised by the Ministry of Transport of Myanmar from 25-29 April 2016.

This introductory workshop aimed to lay the basis for the development of a National Contingency Plan (NCP) and a Yangon River Oil Spill Contingency Plan (YRCP) as well as establishing a task force in charge of working on the contingency plan drafts.

ITOPF gave presentations on claims and compensation, as well as a number of technical topics, to the workshop which comprised about 25 delegates from various governmental agencies as well as industrial stakeholders. Following this workshop, the Ministry of Transport established an agenda for the development of the contingency plans, and it is anticipated that a further workshop will take place with assistance from the IMO once drafts have been completed. [ITOPF](#)

NEW ZEALAND: OIL SPILL EQUIPMENT 'SHOULD BE MANDATORY'

May 17 - NZ First says lessons must be learned from the Tauranga Harbour oil spill and the right equipment should be mandatory at all ports.

Equipment to handle oil spills should be mandatory at all ports, an opposition party says.

Oil giant Mobil was on Monday fined \$288,000 for spilling oil into Tauranga Harbour, and NZ First says lessons must be learned from the incident.

"The spill could have been prevented with the right equipment in place, which should be mandatory at all ports if we are serious about protecting our waterways," said conservation spokesman Clayton Mitchell. "An automatic switch-off valve activated by a drop in pressure would have stopped the leak ... a lack of appropriate booms meant the clean-up was far too slow."

Around 1500 litres of oil spilled in April last year when heavy fuel leaked from a rusty Mobil New Zealand-owned pipe while a boat was being refuelled. [NZ City](#) [Read more](#)

NIGERIA: EXXONMOBIL TO CLEAN UP OIL SPILL IN AKWA IBOM

May 19 - Mr Samuel Ayade, the Chairman, Artisan Fishermen Association of Nigeria (ARFAN), Akwa Ibom chapter, has called on Mobil Producing Nigeria (MPN), Unlimited to clean up the recent oil spill in the state.

The News Agency of Nigeria (NAN), recalls that the spillage occurred in Ndito Eka-Iba in Ibeno community from ExxonMobil facility on May 8. Ayade made the call in an interview with the News Agency of Nigeria (NAN) in Ibeno, Ibeno Local Government Area of Akwa Ibom on Tuesday. "The people living in Ibeno communities, their major occupation is fishing and now there is scarcity of fish due to the recent oil spill from ExxonMobil facility.

Reacting to the development, Mr Ogechukwu Udeagha, the Manager, Media and Communications, Mobil Producing Nigeria (MPN), confirmed the incident. He, however, explained that the Monarch drilling rig, drilling on behalf of Conoil Producing Limited, owned by Depthwise Nigeria Limited damaged MPN pipeline onshore. "The rig intentionally grounded itself in the MPN/NNPC JV operating area after experiencing mechanical difficulties. "We are working with our JV partner to manage potential supply impacts and with Depthwise to remove the rig in order to complete the damage assessment," he said. [Today Newspaper](#) [Read more](#)

TUNISIA: ZARZOUNA TIER 2 OIL SPILL RESPONSE EXERCISE SCHEDULED

May - A Tier 2 Oil Spill Response Exercise will be held on 26 May 2016 at the STIR Jetty in Zarzouna in Bizerte City located on the coast of the Mediterranean Sea in North-Eastern Tunisia.

The event will be organized jointly by the Mediterranean Oil Industry Group (MOIG), Tunisian Refining Industries Company (STIR), Merchant Marine and Ports Office (OMMP), National Office of Civil Protection (ONPC), Oil Spill Response Alliance International (OSRA Int) and DESMI-Ro-Clean.

STIR social purpose is the refining of crude oil in order to satisfy the needs of the national market in terms of oil products. The company has a huge Tank Park of 01 Million Cubic Meters capacity.

STIR is enhancing its strategy of preparedness in case of oil spill incidents and shall request assistance of OMMP and ONPC during the development stages of the exercise. The theoretical part will take place in Resort Hotel in Bizerte City on 25 May 2016 in which will be presented the involved companies in the exercise and awareness on oil spill preparedness and response and new combating technology animated by AOST/OSRA International and DESMI Ro-Clean. [MOIG Newsletter](#) [Read more](#)

VIETNAM: US-VIETNAM DISASTER RESPONSE TABLE TOP EXERCISE TAKES PLACE IN VIETNAM

May 13 - Opening ceremonies for the first-ever U.S.-Vietnam Disaster Response and Civil-Military Coordination Table Top Exercise, or TTX, were held in Hanoi, Vietnam, May 10. The four-day event includes international, regional and national disaster management organizations, militaries, and nongovernmental organizations to assist Vietnam in shaping guidelines for managing international disaster assistance through training briefs and working group sessions. [Dvids](#) [Read more](#)

STAFF CHANGES AT ITOPF



Photo: (left to right): Joe Green, Rebecca Coward, Miguel Patel

May 9 – News received from ITOPF - This month we said goodbye to Dr Joe Green, a technical adviser since 2012. Joe has left to join Royal HaskoningDHV in a senior environmental consultancy role.

Also, Dr Rebecca Coward, a Technical Adviser since 2010, has decided not to return to ITOPF following the birth of her twins last year.

We are also pleased to announce the promotion of Miguel Patel to the position of Senior Technical Adviser. Miguel has been with ITOPF since October 2011. A number of new recruits are due to start next month and will be announced shortly.

NORTH-WEST PACIFIC ACTION PLAN - NEW STAFF, NEW E-MAIL ADDRESSES AT NOWPAP

In May, NOWPAP RCU Busan office Programme Assistant, Ms. Gyoung Hee KIM, has moved to another UN office in Seoul. New Team Assistant, Ms. Jihee YI, has started working in Busan office since 2 May. Her e-mail address is Jihee.Yi@unep.org. Other RCU staff members will use *.*@unep.org e-mail addresses from 1 June 2016.

ISCO news

RESPONSE TO APPEAL FOR HELP REGARDING “MYSTERY OBJECT” ON BEACH IN SOMALIA



On Monday of last week the ISCO Secretariat received a request for help via IMO from the Joint UNEP/OCHA Environment Unit seeking assistance to identify a suspicious object causing a bad smell which was found on the shore of Somalia.

It was reported that “a container with unknown materials was discovered in Idaan village, Hobyo district, Mudug region, Somalia, Grid coordinates Lat. 6.10206 and Long 49.00233. Communities in the village are reporting that the contents are causing an unpleasant smell and they believe that the container has environmental and health impacts causing problems to local fishermen in the area”.

In response to this request for assistance ISCO circulated several photographs of the object with a request that anyone recognising what the object might be, or able to give any information, should get in touch with ISCO.

Twenty-six responses were received with a wide range of suggestions including various types of buoys, sealed containers of hazardous waste, parts of oily water separators and components of other industrial process systems. All responses were acknowledged and forwarded to the relevant UN authority.

The majority of responses suggested that the mystery object was probably a buoy but, at time of writing, a final determination has yet to be made. Several of those who got in touch have asked to be informed of the result of continuing investigations and your editor hopes to be able to report on this in a future issue of the ISCO Newsletter.

NEW LAYOUT FOR NEWSLETTER OF ISCO INDUSTRIAL PARTNER, THE DG & HAZMAT GROUP

On many occasions your editor has reminded readers that the ISCO Newsletter does not usually report on many kinds of oil and chemical incidents because there are just far too many and, in any case, they are already really well covered by Don Johnston in his excellent newsletter “Newsy Stuff”.

“Newsy Stuff” is circulated free of charge every few days to members of the DG & Hazmat Group and each issue contains around 20 pages of incident reports and other mainly downstream related news.

The ISCO Newspaper does not aim to compete with “Newsy Stuff” and vice versa. The Editor of the ISCO Newsletter does pick up on some news stories in “Newsy Stuff” and Don does the same with links in the ISCO Newsletter but, as far as incident reports are concerned, the two publications complement each other.

ISCO tends to limit its incident reporting to spills in the marine environment, in rivers and lakes and to those that arise from pipeline and rail transportation accidents.

“Newsy Stuff” incident reporting covers a much wider range. For example, a single issue can include reports on up to twenty incidents involving road tanker accidents.

ISCO news (continued)

The DG & Hazmat Group, an Industry Partner of ISCO, has recently revised its newsletter format, now organising its reports under the headings –

Confined space
Contamination
Ethanol

Fireworks
Gas stations
Marine

Other
Pipeline
Refinery

Storage tanks
Road tankers

To find out more about joining DG & Hazmat Group and subscribing to “Newsy Stuff”, visit - <http://tech.groups.yahoo.com/group/DangerousGoods> or contact Don Johnston on petenv@optusnet.com.au

Special feature

SHORELINE CLEAN-UP – PART 19

A series of articles contributed by Mark Francis of Oil Spill Solutions



Mark Francis has been involved with the oil industry since 1975. He attended his first oil spill in 1976, the Tanker Elaine V incident. He became head of response for inland spills within the UK for British Petroleum E & P in 1980 for 10 years responding to well, storage tank and pipeline spills throughout the UK. Over the next 25 years he continued to build his international operations experience and has also specialised in spill response training, delivering IMO and other courses in more than 20 countries.

Shoreline Clean-up (Continued)

Manual Cleanup



One should take maximum care to remove the least amount of uncontaminated sediments and surviving animals and plants.

Manual removal, with shovels and rakes, for example, is adequate for small areas contaminated with hydrocarbons in places where it has not penetrated deeply.

It is a useful technique for cleaning up patches of oil, in the cases where the use of heavy equipment is limited by access, or when the machines could damage the structure of the beach.

The manual recovery of petroleum should be done only on the upper band of the beach (middle littoral upper and supra littoral). The procedure should be performed very carefully, removing the minimum amount of sand possible.

In order to do this you can use wooden scrapers, rakes, shovels, buckets, skimmers (not spades and hoes). Normally, several days of cleanup is necessary, since with each high tide, more oil is carried up.

The marine algae contaminated in low energy areas, can sometimes be removed.

In higher energy areas where the algae is continually wet the mucus membrane on the fronds tend to reject oil. This should not be touched as the more life left on a shoreline the faster it will recover.

The photograph on the right shows contaminated seaweed removed and awaiting final disposal during the Sea Empress clean up in Wales, UK 1996.

Now here is an alarming story that surfaced in France:



A stretch of beach near Lannion in Brittany in 2009 was closed because of concerns that large amounts of rotting seaweed could prove to be a fatal health hazard.

The seaweed *Ulva lactuca* more commonly known as sea lettuce was growing abnormally fast in the region due to heavy nitrate pollution caused by intensive farming practices. The nitrates leach out of the soil and wash down in to the sea through local rivers.

Wave action then washes the seaweed on to the beach in large amounts up to a metre deep in so called 'green tides' where it starts to decompose, during the decomposition process highly toxic hydrogen sulphide gas is formed.

Special feature (continued)

Because of its gooey nature a thick crust forms on the top of the rotting seaweed causing the gas to accumulate and become trapped inside the rotting mounds. When the crust is broken by stepping on it the trapped gas is released.

Local mayor René Ropartz took the decision to close the beach at Trédrez-Locquémeau when a rider lost consciousness and his horse was killed after riding across the rotting sea weed last week. A council worker was also being treated in a hospital at Lannion after collapsing and falling in to a coma while clearing the deadly weed.

Earlier this year several dogs were killed after walking over the rotting seaweed. Dogs and small children are particularly susceptible to the gas as they are lower to the ground and more likely to inhale larger amounts.

The problem is not isolated to the beach at Trédrez, other beaches along the western coast of France are from time to time affected by the seaweed, beach goers and dog walkers should take care to avoid mounds of rotting sea weed. It should also be noted that in some areas with strong tidal movement, or after storms, a thin layer of sand can be washed over the rotting seaweed concealing it from view.

All of the oil recovered removed from the beach should be contained, preferably in sealed drums or bags. Once the majority of the oil has been removed, the uses of natural absorbents such as peat, straw, etc or synthetic, are very efficient for the final clean-up of the beach.

These should be spread on the fringe of the infra littoral area (region closest to the water), always at low tide. With rise of the tide, the product acts for several hours and along the entire length of the inter-tidal zone. At high tide, the product should be removed manually, respecting in the same way the lower bands of the beach.

In locations with large quantities of trash, such as in ports or close to mangrove swamps, normally the manual removal of this trash is done using nets, in order to facilitate the removal of oil by means of another process. If this can be done before the oil arrives this greatly reduces the amount of waste to be disposed of.

This is a brief description of Hydrogen Sulphide (H_2S) - It is colourless with an odour commonly referred to as the smell of rotten eggs. It has a vapour density 1.189 (Air=1.0) and is heavier than air. It is highly explosive. Its auto ignition temp is 260 degrees C. Its solubility in water is 2.9 percent (2.9g/100 ml water at 20°C). It is also extremely corrosive, destroying steel and rubber seals very quickly.

Effects of H_2S Note: Smell is only a temporary warning. The odour quickly becomes unnoticeable. Do not rely on your nose.

- 10,000 parts per million = 1 percent. 1 ppm: Can be smelled
- 10 ppm: Occupational Exposure Limit, for 8 hours: At very low concentrations of less than 10-100 ppm.
- 15 ppm: Occupational Exposure Limit, allowable for 15 minutes of exposure.
- 20 ppm: Occupational Exposure Limit, at this level workers must wear appropriate breathing apparatus.
- 100 ppm: the gas kills the sense of smell in 3-15 minutes and will cause you to cough or your eyes to water, possible headache, nausea, throat irritation.
- 200 ppm: your eyes and throat will begin to burn and you will get Headaches. Sense of smell lost rapidly.
- 300 ppm: Immediately Dangerous to Life and Health level. Positive pressure breathing apparatus required.
- 500 ppm: Loss of reasoning and balance with respiratory disturbances in 2 to 15 minutes.
- 700 ppm: Immediate unconsciousness. Death will result if not quickly rescued.
- 1000 ppm: Immediate unconsciousness. Causes seizures, loss of control of bowel and bladder, breathing will stop and death will result if not rescued promptly. Immediate resuscitation needed.

Comparison of H_2S with other lethal gasses will help you to understand the importance why you cannot work alone:

- Hydrogen Sulphide (H_2S) has a threshold limit of 20 ppm and a lethal concentration of 600 ppm.
- Hydrogen Cyanide (HCN) (used in Nazi gas chambers) has a threshold limit of 10 ppm and a lethal concentration of 300 ppm.
- Carbon Monoxide (CO) has a threshold limit of 50 ppm and a lethal concentration of 1,000 ppm.

You should have got the picture by now that when having to work in atmospheres where hydrogen sulphide is present you must have an understanding of why so much preparation and precautions need to be taken.

To be continued in next week's newsletter

Note from Editor: This article was originally created for training course purposes. Having contributed the article for publication in the ISCO Newsletter, Mark Francis wishes to acknowledge sources that provided information that he used in compiling this and future episodes in this series. In the sections dealing with shoreline types, the do's and don'ts were taken from Concawe report no. 9/81 Field Guide to Coastal Oil Spill Control and Clean-up Techniques and the tables are based on some found in the Field Guide for Oil Spill Response in Arctic Waters prepared for the Emergency Prevention, Preparedness and Response Group.

Technical support

DNV GL HELPS INDUSTRY GET AHEAD IN OFFSHORE LEAK DETECTION

Major oil spills can destroy lives, damage the environment and reduce public tolerance of hydrocarbon leaks even further. The difference between a major environmental incident and a less damaging oil spill can rest on how quickly a hydrocarbon leak is detected. DNV GL has now launched the first globally applicable guidance for leak detection systems for offshore fields.

The challenge for oil and gas operators is to have a leak detection system that is reliable and capable of detecting leaks within an acceptable level of certainty and which meets regulatory requirements. Hydrocarbon leak detection systems are required on both the Norwegian and UK Continental Shelves, and authorities around the world are increasingly demanding systems be installed for new field developments.

The Recommended Practice (DNVGL-RP-F302) is based on the findings of a DNV GL led joint industry project (JIP) completed in 2015 with 19 companies, including Eni, Lundin, Petrobras and FMC technologies, and industry regulators as observers. It covers all the lifecycle phases of a field development for successful planning, design, integration and operation of leak detection technology in offshore hydrocarbon productions. A thorough process has been defined where the key stages are functional requirements, design requirements, technology selection, detailed design, function testing and operation.

“Until now, there has been no guidance for operators covering selection and operation of offshore leak detection systems for an entire field, including both subsea and surface. Having an optimised leak detection system provides key decision support in limiting the impact of an oil spill, reducing response time and reducing costs from recovery operations,” says Jock Brown, Head of Section Environmental Technology Advisory, DNV GL – Oil & Gas. This RP is based on industry experience and provides a robust approach that will support the industry in reducing its footprint and minimising environmental risks from their operations,” adds Brown.

The RP defines reasonable specifications, requirements, and guidance on how different technologies can be integrated into a system that is practical for the end user. The RP replaces the DNV-RP-F302 Selection and Use of Subsea Leak Detection Systems (2010). [More info](#)

Training

USA: TEXAS A & M ENGINEERING – ENVIRONMENTAL TECHNICIAN

May 11 - The TEEEX Environmental Technician Certificate (ETC) provides industry professionals with the knowledge, skills, and abilities necessary to work safely with hazardous materials in the areas of environmental protection, emergency response, safety, transportation, security, and contaminated site clean up operations. The TEEEX ETC program consists of several courses delivered sequentially over a four-week period. Once completed, qualified students will have met all required training necessary to sit for the [Institute of Hazardous Materials Management](#), Certified Hazardous Materials Practitioner (CHMP) exam.

[Download the Environmental Technician Brochure](#)

Links for recent issues of other publications (in alphabetical order)

AMSA Aboard	News from the Australian Maritime Safety Authority	April 2016
AMSA On Scene	Australia: National Plan for Marine Environmental Emergencies	March 2016
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	April 2016
Celtic and Biogenie enGlobe Newsletter	Technical Information on Polluted Site Remediation	Spring 2016
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	May 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	May 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 1, 2016
IMO Publishing News	New and forthcoming IMO publications	March 2016
Intertanko Weekly News	International news for the oil tanker community	No 21, 2016
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2016 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	Quarter 1, 2016 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	May 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	May 18, 2016 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
Technology Innovation News Survey	News from US EPA – Contaminated site decontamination	March 16-31, 2016
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	Feb 29, 2016 issue
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	May 1, 2016
USA EPA Tech News & Trends	Contaminated site clean-up information	Fall 2015 issue
WMU Newsletter	News from the World Maritime University	March 2016 issue

Your editor depends on regular receipt of updated links for listed publications. If these are not received, relevant entries may be discontinued.

UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
NIGERIA	May 23-25	National W'shop on Spill Compensation & Modelling	Abuja
NETHERLANDS	May 24-26	Bon Agreement WG on Counter Pollution Activities	Scheveningen
SINGAPORE	May 24-27	Intertanko Annual Tanker Event 2016	Singapore
TUNISIA	May 26	Zarzouna Tier 2 Oil Spill Response Exercise	Bizerte City
SIERRA LEONE	June 6-9	Workshop and Exercise on Contingency Planning	Freetown
CANADA	June 4-6	Workshop on Long Term Persistence of Stranded Oil	Nova Scotia
SOUTH AFRICA	June 6-9	Workshop to review the Oil Spill Contingency Plan	Cape Town
GREECE	June 6-10	Posidonia 2016	Athens
CANADA	June 7-9	AMOP Technical Seminar	Halifax
ITALY	June 16-17	ECM's First Annual Exercise Training Forum	Rome
LITHUANIA	June 20-22	Exercise Balex Delta 2016	Klaipeda
USA	June 21-23	Clean Pacific Conference & Exhibition	Seattle. WA
UK	June 22	3rd Premiam Conference on Post-Spill Monitoring	London
Panama	June 27	EcoCanal 2016, NRT-ACP Drill	Panama
INDIA	August 11-12	Oil Spill India	Mumbai
INDIA	Sept. 12-14	International Rivers Symposium	New Delhi
SINGAPORE	Sept 12-14	Salvage and Wreck Asia	Singapore
NORWAY	Sept 12-16	International NOSCA Oil Spill Technology Seminar	Bodo
INDIA	Sept. 22-24	India Clean Seas Conference 2016	Goa
FRANCE	October 10-14	Sea Tech Event 2016	Brest
UAE	October TBA	EI Middle East HSE Technical Forum	Abu Dhabi
UK	October 18	UK Spill – Spill Science Seminar	Southampton
USA	November 1-4	Emergency Preparedness, Hazmat Response Conf.	Pittsburgh
MALTA	November 2-3	JOIFF Fire & Explosion Hazard Mgmt. Conference	St. Julians
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Company news

ISCO MEMBER, NORTEK BV TO RELEASE OIL SPILL DETECTION TRAINING MODULES

Message received from Nortek BV on May 20 - We would like to invite you to join us on a journey where we, at Nortek, will release free training modules about the several applications we offer, focusing mainly on SeaDarQ. The Nortek SeaDarQ marine radar is a product that can be used in three different ways: Oil Spill Detection, Hydrography and Small Object Detection. Expect fresh and light contents, to learn a lot and have some fun in the meantime. Our focus is on the marine environment – the coastline and the ocean. That's because we love those places and because we spend most of our working lives making stuff that people use to monitor the world's oceans.

What are you going to learn about? - We'll cover it all: applications for oil spill detection, hydrography (currents, depth), waves, small object detection and maybe one or two extra items. We will discuss what you want to know about coastal environment: the best set-up to monitor it, a bit of theory (yes, no escape), how to apply that theory in practice and some practical applications. We'll cover system components, algorithms, hardware and software.

Come along with us on this journey over the next year or so. We do not offer a fixed curriculum but useful knowledge. A mile further on the journey to healthier, more prosperous and more productive oceans, for you, for us and for everyone. For more info or If you have any questions, please don't hesitate to email me joana@joanaavila.com or Nortek B.V. Managing Partner Sicco Kamminga sicco@nortek.nl

ISCO MEMBER, AOST GROUP AND OSRA INTERNATIONAL - TUNISIA HSE CONFERENCE 2016

News received on May 19 - OSRA is the Gold Sponsor of this year's Tunisia HSE Conference, held at the Hôtel Carthage Thalasso Ressorst-Gammarth between 9-11 May 2016.

Captain Taoufik Zrida (General Manager in Tunisia) presented on the 10 May with the theme "Risk-Management et Assurance: L'Inévitable Interaction au Profit de l'Entreprise".

Company news (continued)



On the 11 May, Sandro Sammut (Regional Operations Manager) participated in a discussion concerning the exchange of experiences between professionals.

Sandro is a very experienced on-scene commander that has participated in [several containment, cleanup and remediation operations in Malta, Tunisia, Greece and Libya](#).

He will also be our on-scene commander at the [MOIG STIR/OMMP/ONPC Tier 2 exercise](#) which will be held in Bizerthe between 25-27 May -- OSRA will be the designated Technical Partner along with DESMI RO-CLEAN.

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