



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 584 8 May 2017

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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 organisations.

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International news

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



IMO: PROMOTING THE 2010 HNS CONVENTION – DRAFT ASSEMBLY RESOLUTION AGREED

May 4 - The Committee approved a draft Assembly resolution on the implementation and entry into force of the 2010 HNS Protocol, aimed at encouraging implementation of this key compensation treaty covering liability and compensation for damage caused by the transport of hazardous and noxious substances (HNS) by ship.

Norway recently became the first country to become a Contracting State to the 2010 HNS Protocol.

The draft resolution, to be submitted to the Assembly 30th session (27 November-6 December 2017) for adoption, calls on States to consider ratifying, or acceding to, the 2010 HNS Protocol and implement it in a timely manner.

The draft resolution urges all States to work together towards the implementation and entry into force of the 2010 HNS Protocol by sharing best practices, and in resolving any practical difficulties in setting up the new regime. States are also encouraged to work with industry to assist in the implementation process by using the tools that are made available on identifying receivers, contributing cargo and other relevant information.

The Committee agreed on the need for further awareness raising. A generic presentation providing typical HNS incident scenarios was approved by the Committee.

It was decided that a two-day workshop on the HNS Convention, aimed at Governments, should be held in 2018 in conjunction with the meetings of LEG 105 or the IOPC Funds.

Entry into force of the HNS liability and compensation treaty requires accession by at least 12 States, meeting certain criteria in relation to tonnage and reporting annually the quantity of HNS cargo received in a State.

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Environment Protection Association (NAMEPA). The event attracted subject matter experts in the field to develop a strategy for greater implementation of MARPOL (the IMO's Marine Pollution prevention regulatory framework) in the region. The law firm, Maples and Calder sponsored the conference, which was supported by the Cayman Islands Shipping Registry.

While 86% the countries of the Caribbean have ratified MARPOL, only an average of 25% have implemented the legislation necessary to utilize and enforce MARPOL in the region. This makes the countries vulnerable to a maritime accident or event. It further makes operating in the region an uneven playing field to ship operators.

The Maritime Executive [Read more](#)

International news (continued)

IMO, together with the International Oil Pollution Compensation Funds (IOPC Funds) and the International Tanker Owners Pollution Federation (ITOPF), has disseminated a six-page brochure that explains to States the purpose and benefit of the HNS Convention and encourages IMO Member States to take the next steps to ratify or accede to the Convention. *Hellenic Shipping News* [Read more](#)

MARPOL IMPLEMENTATION IN CARIBBEAN A CONCERN



May 4 - Grand Cayman was the site of a pivotal conference on "Implementing MARPOL in the Caribbean" held on May 2nd under the auspices of WISTA (Women's International Shipping and Trading Association) Cayman Islands and the North American Marine

Incident reports

USA: NORTH DAKOTA - PIPELINE LEAK CONTAMINATES CREEK IN SOUTHWEST

April 24 - A pipeline leak in southwest North Dakota has contaminated a tributary of the Little Missouri River, the North Dakota Department of Health said Monday, April 24.

Oil emulsion, or a mixture of crude oil and brine, leaked from an underground flow line operated by Continental Resources, the department said. The spill was discovered by the company's field staff on Saturday about 5 miles southwest of Marmarth. Marmarth is 3 miles east of the Montana border in southwest North Dakota.

Grand Forks Herald [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

TRINIDAD & TOBAGO: THE OIL SPILL IS SPREADING IN THE GULF OF PARIA

April 26 - State-owned Petrotrin has deployed vessels to clean up the hydrocarbon which entered the Gulf of Paria, following an oil spill at its Pointe-a-Pierre refinery on Sunday.

The bunker fuel seeped into the Guaracara River and was taken out to sea. Petrotrin stated that the oil-slick was moving in a west north-westerly direction and posed no visible threat to the south-western peninsula at this time.

"Company vessels have been deployed to areas where there are visible sheens of hydrocarbon and are currently addressing the situation," Petrotrin stated.

A release stated that the company was aware of the concerns expressed over the impact of the spill on the Guaracara River and its adjoining communities. "However, the Company confirms that the spill occurred in the Port of Pointe-a-

Incident reports (continued)

Pierre, which is north-west of the Guaracara River,” it stated. *Trinidad Express* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group and Kevin Westwood of JOIFF]

April 30 - Oil spill flows into Venezuela waters - Despite mop-up operations by Petrotrin following an oil spill two Sundays ago which saw 300 barrels of oil leaking into the sea, the oil has crossed into international waters and has reached the eastern coastline of Venezuela.

This was confirmed by Energy Minister Franklyn Khan who said a local team will be dispatched to Venezuela either today or tomorrow to liaise with Venezuelan counterparts to assess the situation and determine in detail what the clean-up campaign entail.

In a telephone interview last night, Khan said, “The oil has reached the Eastern Venezuelan coastal. “It has affected Isla De Patos, just off Guira, a town on the eastern side of Venezuela. Because of that, that has put a whole new spin on things because it has crossed the international boundary. “We have initiated what we have in place called the T&T Venezuelan Bilateral Oil Spill Plan through the Ministry of Foreign and Caricom Affairs.

“On the operational level, the Ministry of Energy and Energy Industry is also liaising with Petr leos (the State-owned Venezuela oil company. At this point in time the Venezuelans are very cooperative and understanding.” *Trinidad & Tobago Guardian* [Read more](#)

INDIA: POLLUTER SAYS CHENNAI OIL SPILL CLEAN-UP AND RESTORATION OVER BUT RESIDUE VERY MUCH VISIBLE

April 27 - In a bizarre move, the ‘polluter’ MT Dawn Kancheepuram on Wednesday claimed that the entire clean-up and restoration work on the Ennore-Chennai coast, which suffered irreparable ecological damage after the oil spill, have been completed.

A simple reality check done by Express reveals the work is far from over. Several soft pockets on the Ennore coast still remain polluted. A good amount of oil slick is trapped between groynes and sedimentary rocks in Ernavoor Kuppam and surrounding areas. *The New Indian Express* [Read more](#)

COLOMBIA: FRESH ATTACK ON PIPELINE

April 28 - Colombia’s Ca o Lim n-Cove as pipeline was bombed early Thursday morning by an as-yet unnamed rebel group. Ecopetrol says an emergency operation has begun to halt the flow of oil and prevent it from further contaminating a nearby stream, which is a water source for up to 3,500 people living in the area. *Oil & Gas Year* [Read more](#)

BORNEO & SUMATRA: GROUNDED VLCC IN JAVA SEA COULD BE REFLOATED THURSDAY



May 1 - Lightening operations for a laden very large crude oil carrier (VLCC) which ran aground on soft mud in the Java Sea last month were expected to kick off Monday as part of the ongoing effort to refloat the ship.

Euronav Ship Management, which manages the 299,446 dwt, Belgian-flagged MT Alex, said over the weekend that preparations had been made to begin the lightening operation on Monday and the ship could be refloated as soon as Thursday (May 4).

Euronav has contracted SMIT Singapore and PT Samudera Indonesia to carry out the salvage. The refloating operation will include

lightening of the vessel by ship to ship transfer of its crude oil cargo. *gCaptain* [Read more](#)

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

ARGENTINA: SEMINAR ON MARINE POLLUTION, BUENOS AIRES, 8-9 MAY 2017

May 4 – News received from ITOPF - ITOPF is participating in a seminar in Argentina organised by P&I correspondents, Pandi Liquidadores, in cooperation with the Argentine Coast Guard (Prefectura Naval Argentina). The aim of the seminar is to raise awareness of marine pollution issues including environmental damage and monitoring, contingency planning, claims handling and compensation amongst public and private enterprises in the region. Drs Karen Purnell and Mark Whittington, Miguel Patel and Pauline Marchand will be attending on behalf of ITOPF. The International Group of P&I Clubs and the IOPC Funds will also be making presentations. www.itopf.com

INDIA: CPCB RELEASES DRAFT GUIDELINES FOR BIO-REMEDICATION OF HAZARDOUS OILY WASTES

May 2 - Bio-remediation of hazardous waste shall be carried out only after obtaining authorization from state-level pollution control boards, says CPCB draft guidelines - Soil and water contaminated by oil could soon be returned to their natural state using bio-remediation, a process in which micro-organisms break down oil to less harmful substances.

The Central Pollution Control Board (CPCB) last week released draft guidelines for bio-remediation, minimizing the need to dispose waste at landfill sites. CPPB has invited comments and suggestions for the guidelines to be submitted latest by 10 May.

The guidelines are in line with the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 notified by the Union environment ministry in April 2016. Livemint.com [Read more](#)

INDONESIA & AUSTRALIA: \$2.6 BILLION LAWSUIT LAUNCHED OVER WA OIL SPILL

May 5 - The Indonesian government has launched a \$US2 billion (\$2.6 billion) lawsuit against the company responsible for the worst oil spill in the history of Australia's offshore petroleum industry.

An estimated 300,000 litres of oil a day belched into the Timor Sea for more than 10 weeks after the Montara wellhead operated by Perth-based PTTEP Australasia sprung a leak and then exploded on August 21, 2009.



In the picture: Former seaweed farmer Albert Ngguse. Photo Amelia Rosa / Fairfax Media

Seaweed farmers and fishermen in East Nusa Tenggara, one of the poorest regions of Indonesia, claim their livelihoods were devastated by the Montara oil spill which they say destroyed their crops and killed fish.

The Indonesian Government has also slapped a moratorium on issuing exploration and exploitation permits in Indonesia to PTTEP until the company "resolves the problem concretely".

The civil lawsuit, which was registered in the Central Jakarta District Court on Wednesday afternoon, is the second court case PTTEP Australasia will have to fight. The Sydney Morning Herald [Read more and watch video](#)
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

SINGAPORE: ITOPF ATTENDS MARITIME WEEK

May 3 – News received from ITOPF - Richard Johnson and Dr Mark Whittington travelled to Singapore last week to take part in events relating to Singapore Maritime Week, a week of conferences, meetings, exhibitions and social events celebrating all things maritime, under the lead of the Maritime and Port Authority of Singapore (MPA).

Richard was conference chairman for the International Chemical and Oil Pollution Conference and Exhibition (ICOPCE 2017) from 25-28 April. This is Asia's main international event focusing on preparedness and response strategies for oil and chemical spills, attracting over 250 delegates. Richard gave a presentation entitled "Spill response lessons from past incidents", providing a snapshot of global spills and their triggers, discussing the significant steps that have improved safety and reduced incidents and advising on ways to adapt and improve contingency plans. He also acted as moderator for a panel discussion on "The challenge of continuous improvement - how much planning and preparedness is enough?"

Dr Mark Whittington attended the 2nd Asian Marine Casualty Forum, hosted by London Offshore Consultants (LOC) from 27-28 April. This not-for-profit event looked at "Risks, rewards, response and results in the life and time of a

News reports from around the world (continued)

casualty" and attracted a registered 450 representatives from government authorities, salvage contractors and marine insurers. Mark gave a presentation on "Wreck removal - challenges to the technical approach".

Whilst in Singapore, ITOPF also signed a new version of the Memorandum of Understanding on oil spill equipment and vessel rates with the MPA and took the opportunity to meet some of our shipowner Members. www.itopf.com

USA: TRUMP ORDERS REVIEW OF SAFETY RULES CREATED AFTER GULF OIL SPILL

April 28 - Just days after the seventh anniversary of the Deepwater Horizon [oil spill](#), one of the worst environmental disasters in the nation's history, President Trump on Friday directed the [Interior Department](#) to "reconsider" several safety regulations on [offshore drilling](#) put in place after the spill.

Friday's executive order was aimed at rolling back the Obama administration's attempts to ban [oil](#) drilling off the southeastern Atlantic and Alaskan coasts. It would erase or narrow the boundaries of some federally protected marine sanctuaries, opening them up to commercial fishing and oil drilling.

But Mr. Trump also took aim at regulations on oil-rig safety. In particular, Mr. Trump's order targets a new rule put in place last year by the Obama administration, known as the Well Control Rule, which was intended to tighten controls on blowout preventers, the industry-standard devices that are the last line of protection to stop explosions in undersea oil and gas wells. *New York Times* [Read more](#)

USA: ALASKA - CORDOVA COMMUNITY ENGAGES WITH ON-WATER OIL SPILL RESPONSE TRAINING

May 2 - The Prince William Sound Regional Citizens' Advisory Council held its second annual fishing vessel oil spill response training tour in Cordova yesterday.

The local fishermen participating in the training are contracted by the Ship Escort/Response Vessel System, also known as SERVS, to respond in the event of a Prince William Sound tanker or Valdez Marine Terminal oil spill. SERVS is Alyeska Pipeline Service Company's oil spill response organization and coordinates annual oil spill response exercises in many Southcentral Alaska communities, including Cordova. *YourAlaskaLink.com* [Read more](#)

USA: ALASKA - COAST GUARD CRITICIZED ON ALASKA SPILL RESPONSE CAPABILITIES

May 3 - President and CEO of the Alaska Maritime Prevention & Response Network has criticized the U.S. Coast Guard in his testimony before the Committee on Transport and Infrastructure Subcommittee on Coast Guard and Maritime Transportation this week.

The Oil Pollution Act (OPA) was enacted in 1990 after the 1989 Exxon Valdez oil spill in Alaska. OPA, in conjunction with the Clean Water Act, requires an owner or operator of a tank vessel, or non-tank vessel over 400 gross tons to prepare a vessel response plan for spills of oil or hazardous substances. While many areas of the U.S. comply with the national planning criteria for oil spill response, there are still areas with low population and vessel traffic that cannot, and instead use alternative planning criteria (APC).

"The Coast Guard's implementation of APC in Western Alaska is eroding oil spill response capabilities in the Western Alaska Captain of the Port zone," says Custard. The zone comprises over one million square miles of ocean with little infrastructure.

"The maritime shipping industry is experiencing economic hardship, with container shipping lines likely to have incurred combined losses of over \$5 billion in 2016. As a result, the industry is seeking ways to meet OPA 90 requirements at the lowest possible price and with the minimum needed to meet oil spill response readiness. The Coast Guard's implementation of APC in Western Alaska is playing into this dynamic," says Custard.

The Maritime Executive [Read more](#)

USA: ALASKA'S OIL SPILL RESPONSE RHETORIC QUESTIONED

May 4 - Steven Candito, Board Member and former Chief Executive Officer of the National Response Corporation, set out to clarify some of the inaccurate rhetoric surrounding Alaska's oil spill response capabilities in his testimony before the Committee on Transport and Infrastructure Subcommittee on Coast Guard and Maritime Transportation this week.

News reports from around the world (continued)

Candito is one of the founders of 1 Call Alaska along with Resolve Marine Group, and his testimony concerns changes that would limit the use of alternative planning criteria (APC) for oil spill response. The Oil Pollution Act (OPA) was enacted in 1990 after the 1989 Exxon Valdez oil spill in Alaska. OPA, in conjunction with the Clean Water Act, requires an owner or operator of a tank vessel, or non-tank vessel over 400 gross tons to prepare a vessel response plan for spills of oil or hazardous substances. While many areas of the U.S. comply with the national planning criteria for oil spill response, there are still areas with low population and vessel traffic that cannot, and instead use APC.

A proposed requirement to complete an economic impact study and provide coverage in all of Western Alaska would have an adverse effect on the expansion and improvement of spill response coverage, says Candito. It would require a much more substantial investment to enter the market and would stifle competition, he says.

“Achieving the ambitious targets set by OPA 90 in Western Alaska has been challenging due to its vast, remote coastline, and challenging operating environment. Under the Coast Guard’s implementation of APC, the response industry is making substantial strides in improving coverage - investing in vessels and aircraft, building staging facilities, and hiring experienced manpower, most of which is based in Alaska.” He says it would discourage further commitment of the resources needed to move Alaska closer to the higher OPA standards of protection. “Section 107 type legislation will impede the expansion of response resources by excluding additional companies with the most experience and the largest inventory of open water assets already in Alaska. *The Maritime Executive* [Read more](#)

NO NEWS FROM YOUR PART OF THE WORLD?

Members and other readers are invited to help rectify the balance of world news reporting. News stories from North America, UK, Australia, etc. are much more accessible on the internet than reports from other parts of the world and especially from non-English-speaking countries. To make it easier for readers in other parts of the world to contribute stories your editor is considering options to include links for interesting articles in other languages.

One option could be to print the report headline only in English and another language. A short introductory paragraph in the reader’s own language could follow together with the source (for example, name of the publication) and a link that would allow the reader to access the complete article in his/her own language.

If you come across a report or an article that you think worth sharing with other members of the response community, why not send it to the editor at info@spillcontrol.org

ISCO news

PRESENTATION BY TONY PAULSON ON THE NEW SPILL RESPONSE CONTRACT, FOLLOWED BY A FOOD AND DRINKS RECEPTION BEING HOSTED BY ISCO, SCAA AND APICOM

At time of writing it looks like the availability of places will be quite limited. If you haven’t already reserved your place please immediately send an email to info@spillcontrol.org [More info](#)

ISCO AGM

An especially important AGM this year because it will introduce Matthew Somerville who will be taking over as the new Secretary General of the organization. The meeting will focus on discussing options for the future development of ISCO. Please make your best effort to attend. [More info](#)

A briefing paper was circulated to all members on 12th April and members are requested to read this before coming to the meeting. If by any chance you didn’t see this, please request a copy by email to info@spillcontrol.org Members who will not be at the IOISC Conference are invited to send comments that they would like to be considered at the meeting. You can send your comments to john.mcmurtrie@spillcontrol.org

THE EDUCATIONAL ROLE OF THE ISCO NEWSLETTER

The ISCO Newsletter has in the past published excellent serialised articles on such matters as inland spill response, aerial observation of oil spills, in-situ burning, etc. by respected experts including Dr Merv Fingas, Mark Francis and many others. Your editor is currently looking for more interesting articles of this kind. If you think you can help, please get in touch. john.mcmurtrie@spillcontrol.org Disseminating news about new technical developments is also of value to our community. Corporate Members and others are invited to contribute articles. Your editor is also interested to receive interesting case histories for publication. Dealing with spill events often requires an innovative approach and you are invited to share your experiences.

Technical support

OVERVIEW OF THE EMERGENCY RESPONSE GUIDEBOOK (ERG) 2016

When there's an incident involving the transportation of dangerous goods, the first thing you need to keep yourself and the public safe is information.

That's why there's the Emergency Response Guidebook (ERG).

For more than three decades, the ERG has helped first responders identify dangerous goods and their hazards so they can make informed safety decisions when arriving at the scene of an incident.

Every four years, officials in Canada, the U.S., Mexico and Argentina revise the guide to keep it up to date with the latest dangerous goods research and transportation technologies, and to make it even easier to use.

[Read more and watch the demonstration video](#) [Thanks to pcjr of Hazmat 101 Group]

TOOLS AND PRODUCTS: 40 YEARS OF SPILL TECHNOLOGY

Over the years, NOAA's Office of Response and Restoration (OR&R) has continued to [provide scientific support](#) to the Coast Guard when it responds to oil or chemical spills. On its own, or in partnership with other agencies, OR&R provides [software](#), [guidance documents](#), and [training](#) on the scientific aspects of oil and chemical spill response. In addition, OR&R is constantly refining techniques, tools, and training in spill response.

In a series of six stories examining the oil spill in 1976 of tanker Argo Merchant resulting in the creation of the Office of Response and Restoration OR&R reviews progress made in developing technical support for spill response.

You can find out more about the history of OR&R at <http://response.restoration.noaa.gov/about/our-history>

Here are the links for accessing the six articles –

1. [Emergency Response and Assessment 40 years after Argo Merchant](#)
2. [Argo Merchant - The growth of Scientific Support](#)
3. [Argo Merchant – The birth of modern Oil Spill Response](#)
4. [Tools and Products – 40 years of Spill Technology](#)
5. [Argo Merchant – What if it happened today?](#)
6. [Argo Merchant – A Woods Hole Scientist's Personal Perspective](#)

Science and technology

TURNING PLASTIC TO OIL, U.K. START-UP SEES MONEY IN SAVING OCEANS

Extract from an article by Anna Hirtenstein (Bloomberg) published in gCaptain

May 5 - At a garbage dump about 80 miles west of London, Adrian Griffiths is testing an invention he's confident will save the world's oceans from choking in plastic waste. And earn him millions.

His machine, about the size of a tennis court, churns all sorts of petroleum-based products — cling wrap, polyester clothing, carpets, electronics — back into oil. It takes less than a second and the resulting fuel, called Plaxx, can be used to make plastic again or power ship engines.

For financial backers including the U.K. government and more than 100 private investors, the technology could mark a breakthrough in how plastic is managed globally. The machine uses a feedstock recycling technique developed at Warwick University to process plastic waste without the need for sorting, a major hurdle that has prevented economically viable recycling on a grand scale.

Griffiths' project is unique in that it doesn't target a specific type of plastic, but rather seeks to find a solution for the so-called plastic soup inundating the world's water bodies. By 2050, plastic will outweigh fish in the oceans, according to a study presented at this year's World Economic Forum by the Ellen MacArthur Foundation.

Factoring in a cost of 3 million pounds to install and 500,000 pounds annually to operate, Recycling Technologies expects revenue of 1.7 million pounds per year per machine, thereby recovering its initial investment in 2-1/2 years, he says.

The technique is similar to thermal cracking, whereby crude is transformed into gasoline and jet fuel, only a different material is used in heating that Recycling Technologies is in the process of patenting, according to technical director Mike Keast, a former oil refinery designer.

[Read the complete text of this article in gCaptain](#)

Publications

LINKED SHIP/SHORE EMERGENCY SHUTDOWN SYSTEMS FOR OIL AND CHEMICAL TRANSFERS

May 5 – News received from OCIMF: New information paper - OCIMF and CDI released new information paper Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers on 21 April.

Linked ship/shore emergency shutdown systems have been a standard safety feature of LNG transfer operations for many years but notably absent in the oil and chemical tanker sector due to absence of a universally accepted connection. The joint OCIMF and CDI information paper, Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers, recommends a connection that should help terminals and vessels achieve that compatibility which will significantly improve the safety and environmental performance of tanker operations alongside terminals.

[Download the paper](#)

PUBLICATION FROM ENERGY INSTITUTE: LEARNING FROM INCIDENTS, ACCIDENTS AND EVENTS

Learning from incidents (LFI) is a process whereby employees and organisations seek to understand any negative events that have taken place and then take actions in order to prevent similar future events (Lukic, 2013). Developing an effective process for LFI will provide an organisation with a critical tool for managing its risks. Inadequate LFI processes have been cited as contributory factors in major accidents such as the space shuttle accidents, Piper Alpha, Macondo and many others. An effective LFI process will use multiple opportunities for learning to optimise changes that lead to a lower risk, more stable, business environment.

This publication covers the whole LFI process, from reporting and finding out about incidents, through to implementation of effective learning and resulting in changing practices. As a comprehensive resource for LFI, it provides good practice guidance for all key phases of the LFI life circle and places importance on learning in addition to accident/incident investigation. It guides the reader to understand the human and organisational factors (HOF) causes of an incident through appropriate investigation approaches.

This publication is intended for use by a broad audience, including: incident investigators; LFI coordinators; those who commission an investigation; line managers; designers; consultants; training professionals; knowledge management professionals, and incident investigation and safety researchers.

[Read more](#)

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

AMSA Aboard	News from the Australian Maritime Safety Authority	December 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	February 2017
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	April 2017 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	April 2017 issue
IMO News Magazine	News from the International Maritime Organization	Spring 2017 issue
IMO Publishing News	New and forthcoming IMO publications	April 2017
Intertanko Weekly News	International news for the oil tanker community	May 5, 2017
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q2 2017 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	April 2017 issue
NOWPAP Quarterly	News from the North West Pacific Action Plan	Quarter 1, 2016 issue
Ocean Orbit	Newsletter from the International Tanker Owners Pollution Federation	May 2016
OCIMF Newsletter	News from the Oil Companies International Marine Forum	April 2017 issue
Pollution Online Newsletter	News for prevention & control professionals	May 3 2017
Safe Seas, Clean Seas	Quarterly Newsletter from Maritime New Zealand	December 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	December 16-31, 2016
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	December 2016 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	May 1, 2017
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2016 issue
WMU Newsletter	News from the World Maritime University	December 2016 issue

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

Training

UPDATED INFORMATION ON TRAINING COURSES FROM OSRL

[Download the list of courses and related information](#)

Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UK	Jan 16 – July 7	IMO Exhibition – 50 Years Gov't & Industry Co-op'n	London
UAE	May 9-10	Offshore Arabia Conference & Exhibition	Dubai
USA	May 15-18	International Oil Spill Conference	Long Beach CA
MALAYSIA	May 15-16	Root Cause Failure Analysis	Kuala Lumpur
USA	May 16	ISCO-BIMCO Presentation & Reception	Long Beach CA
UAE	May 16-18	Middle East HSE Technical Forum	Dubai
USA	May 17	ISCO AGM	Long Beach CA
USA	May 23-26	INTERTANKO Annual Tanker Event	Houston TX
UK	May 24-25	HAZMAT 2017 Conference & Exhibition	Stratford on Avon
CANADA	June 6-8	40th AMOP Tech.Seminar on Contam'n & Response	Alberta
BELGIUM	June 7-8	European Environmental Ports Conference 2017	Antwerp
UK	June 20-21	Wreck Removal Contracts & Operations Seminar	London
GHANA	June 26-30	NOSCP Table-top Exercise	Accra
USA	June 27-28	Clean Waterways	Louisville KY
UK	July 3-7	IMO Marine Environment Protection Committee	London
CHINA	July 14	6th NOWPAP DELTA Exercise	Weihai
SENEGAL	July 17-20	International Workshop on Dispersant and NEBA	Dakar
NIGERIA	Sept. 5-7	National Workshop on Liability and Compensation	
UK	Sept. 5-8	SPE Offshore Europe	Aberdeen
UK	Sept. 6-7	8th Maritime and Salvage Response	London
UAE	Nov. 13-16	Abu Dhabi Int'l Petroleum Exhibition & Conference	Abu Dhabi
USA	Dec. 5-7	Clean Gulf Conference and Exhibition	Houston, TX
2018			
UK	March 13-15	2018 INTERSPILL Conference and Exhibition	London
USA	June 19-21	Clean Pacific Conference and Exhibition	Portland, OR
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

New products and services

The ISCO Newsletter doesn't accept product placement advertisements but sometimes news of a new product or service catches the editor's attention and looks like it might be of interest to members of our community. Here, in brief, are some recent examples.

TECHNOLOGIES FOR NON-INVASIVE, THROUGH BARRIER CHEMICAL ANALYSIS

Cobalt develops products and technologies for non-invasive, through-barrier chemical analysis for hazmat emergency response. Its proprietary technologies use novel variants of Raman spectroscopy. Instruments can rapidly and accurately identify materials hidden inside objects or through opaque barriers such as plastic, colored glass, paper and skin. They can also measure concentrations of materials in mixtures with a high degree of accuracy, making them ideal for research purposes. Cobalt Light products offer a wide and varied range of applications in threatening situations. [More info](#) [Thanks to ADR Training UK]

BREAKTHROUGH IN OIL & FUEL SPILL RESPONSE

In a recent breakthrough in spill response, the team at HalenHardy has discovered a fiber compound that enables the user to store between 400% and 1,000% more response materials in the same space as traditional spill products. This process, called "Smooch™ Packaging," has tested way above traditional products in speed, compactness and containment ability. The material is called Spilltration®, which absorbs oil/fuel while filtering clean water.

"Unfortunately, most spill response materials are bulky and take up too much space. And, the first person on the scene rarely has enough supplies to hold the spill in check. So, the spill spreads until help arrives," explains Beaver. To solve the problem, product developers at HalenHardy took a novel approach. [More info](#)

New products and services (continued)

UNDERWATER DRONE IS READY TO MAKE A SPLASH

This 3-kg (6.6-lb) drone is being made in Standard and Advanced models, both of which come with a 30-m (98-ft) tether running up to a Wi-Fi-equipped buoy that's towed along at the surface. This means that the tether doesn't have to reach all the way from the Gladius to the operator. A longer 100-m (328-ft) cable is available as an upgrade, allowing the drone to travel farther from its buoy, and/or to dive deeper – its maximum dive depth is 100 meters.

Fish, treasure chests, sunken ships and whatnot are recorded at a maximum resolution of 1080p/60fps on the Standard, or 4K/30fps on the Advanced (with some help from a couple of built-in 1,200-lumen LED spotlights). Footage and 16MP stills are stored on an onboard SD card. [More info](#)

LUMITEC INTRODUCES MAXILLUME TR150 LED FLOOD LIGHT

Rugged, reliable, with 20,000+ measured lumens - the Maxillume tr150 will change the way you work at night. Your crew will be safer, faster, more effective, and more productive. Completely sealed to IP67 standards. Tested to military specifications for shock and vibration. The newest member of Lumitec's Maxillume family is the new standard for 150W LED spot/flood lighting. [More info](#)

Contracts and tenders

E.U. AWARDS RECORD DRONE CONTRACT



The European Maritime Safety Agency (EMSA) is improving coastguard monitoring and surveillance of maritime activity with a drone contract valued at nearly \$72 million.

EMSA has contracted fixed-wing medium-size drones from the REACT consortium and another consortium composed of the Portuguese Air Force, UAVISION and DEIMOS. These drones allow flights of both long endurance and long range. *The Maritime Executive* [Read more](#)

Company news

NRC AWARDED GLOBAL MARINE HAZMAT/HNS RESPONSE CONTRACT

NRC is pleased to announce that it has been awarded a multi-year contract with a major chemical company for global 24/7 emergency response services in the event of a Hazardous Material (HAZMAT) or Hazardous & Noxious Substances (HNS) chemical related marine incident.

NRC's core responsibility involves the provision of expert personnel and specialist HAZMAT equipment packages housed at NRC's global response hubs in the USA, UK, and UAE. The equipment packages are 'air-freight ready' for rapid mobilization to an incident anywhere in the world.

The range of the response services involves desktop advice, 3D spill modelling, participation in tabletop response exercises, remote incident advice, full-scale incident emergency response with equipment and personnel, and subsequent incident cleanup.

"We are truly proud to have been awarded this recent contract by one of the world's leading chemical manufacturers" commented Neil Challis, Senior Vice President, NRC International. "We have invested significant efforts in strengthening our global response coverage and specifically our global HAZMAT/HNS capabilities over the recent years and we are keen to be working alongside leading chemical companies and their emergency response experts."

www.nrcc.com **NRC is a Corporate Member of ISCO**

ARDENT CELEBRATES SECOND YEAR, LOOKS AHEAD

Salvage and wreck removal company, Ardent, celebrates its second birthday with the passing of May 1, 2017.

Ardent maintains a zero lost time incident record since its inception. "Despite the initial focus on implementing the merger and challenging market conditions Ardent has successfully won and executed 125 contracts over the last 2 years" said Ardent CEO Peter Pietka. "Salvage operations are inherently risk filled and completing 125 contracts without a single lost time incident is a testament to the professionalism of our teams," said Pietka.

Company news (continued)

Ardent is experiencing significant commercial momentum with several notable contract wins. During the last month, Ardent teams have completed high profile Emergency Response contracts on four continents. In late April, 2017, Ardent signed for the removal of the sunken Fluvius Tamar vessel from the English Channel, the largest wreck removal contract awarded so far in 2017.

Ardent has also reorganized its business into two largely “self-sustained” business pillars; the Emergency Management pillar (covering Emergency Preparedness and Response), and the Projects pillar (covering Wreck Removal, Offshore Decommissioning and Subsea Services). Oliver Timofei is the Director of Emergency Management and Jon Minshall has been appointed as the Director of Projects. “The new structure is intended to ensure that we for both business areas have ‘fit-for-purpose’ processes, resources and culture which will enable us to serve the respective customer segments even better than today,” explained Pietka. The new structure also intends to secure that Ardent can retain its focus on its original core business while increasingly offering adjacent services – not least within an offshore context.

In May, 2015, Svitzer Salvage, a part of the Maersk Group, and Titan Salvage, a part of the Crowley Holdings Inc., merged to form Ardent. The company continues to be 50 percent owned by Svitzer (Maersk) and 50 percent owned by Crowley.

<http://www.ardentglobal.com/> *Titan Salvage is a Corporate Member of ISCO*

AQUA-GUARD'S URO OFFSHORE OIL SKIMMING SYSTEMS INSTALLED ON OFFSHORE SUPPORT & DEDICATED OSR VESSELS



As oil exploration continues further offshore, Aqua-Guard's large offshore oil skimming systems (UROs) have been supplied to remain on standby for OSRVs around the globe.

One of the vessels, ASGAARD SOPHIA, has been patrolling offshore waters in Brasil for over 18 months and is complete with an Aqua-Guard URO 300 oil skimming system and oil containment boom.

These vessels are under contract with Petrobras and the URO 300 system is involved in monthly oil spill response

Aqua-Guard will be exhibiting their patented RBS TRITON™ oil skimming technology May 15-18, 2017 (Booth 803) at the International Oil Spill Conference in Long Beach California, USA.

<http://www.iosc2017.org/> *Aqua-Guard is a Corporate Member of ISCO*

ATG GROUP CELEBRATES ITS 10 YEAR ANNIVERSARY

ATG Group was formed by Dr Mark McKinney in 2006 as ATG Services (Ireland) Ltd. From humble beginnings it has achieved significant growth year on year and has seen the addition of ATG Environmental Services Ltd and Ashes to Gold (ATG Group's charitable division) join the ATG Group of companies. <http://www.atg-group.co.uk/>

LINKS FOR NEWSLETTERS RECENTLY RECEIVED FROM CORPORATE MEMBERS OF ISCO

[Elastec / American Marine](#)

[International Environmental & Marine Services](#)

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