

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), **Mr 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 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 Psaraftis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

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

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International news

IMO IN 2014



IMO IN 2014

Click [here](#) for highlights of IMO's activities in 2014. From maritime safety to environment, seafarer welfare, campaigns and beyond.

EUROPE: SAFESEANET: REPORTING OF ACCURATE HAZMAT INFORMATION



Maritime transportation of dangerous and polluting (HAZMAT) goods is increasing. At the same time, reports on maritime casualties and studies carried out by EMSA on the quality of HAZMAT data exchanged through SafeSeaNet have raised questions regarding the reliability of such information.

Accurate reporting is vital to minimise safety hazards and allow for quick and effective response to maritime incidents, which contributes to saving lives and property, and preventing pollution. EMSA and the member states have therefore

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International news (continued)

developed [Guidelines on reporting HAZMAT in SafeSeaNet](#). These guidelines – which cover obligations with regard to who, why, what, when, where and how to report HAZMAT information - should serve as a reference document for industry and authorities. *EMSA Newsletter*

EUROPE: NEW CONTRACTS FOR STAND-BY OIL SPILL RESPONSE VESSELS

EMSA has finalised the process of contracting stand-by oil spill response vessels for three geographical areas. As a result of this process which began in January 2014, the following vessels have been contracted:

- Atlantic coast: an offshore supply vessel operating around the Galician coast in Spain
- Northern Black Sea: an oil tanker certified to recover oil with a flash point below 60°C, engaged in bunkering activities in vicinity of Constanta, Romania
- Channel and Southern North Sea: two hopper dredgers based in Ostend, Belgium, operating in the North Sea.

Following a preparation phase, the vessels are expected to be in operational service by mid-2015.

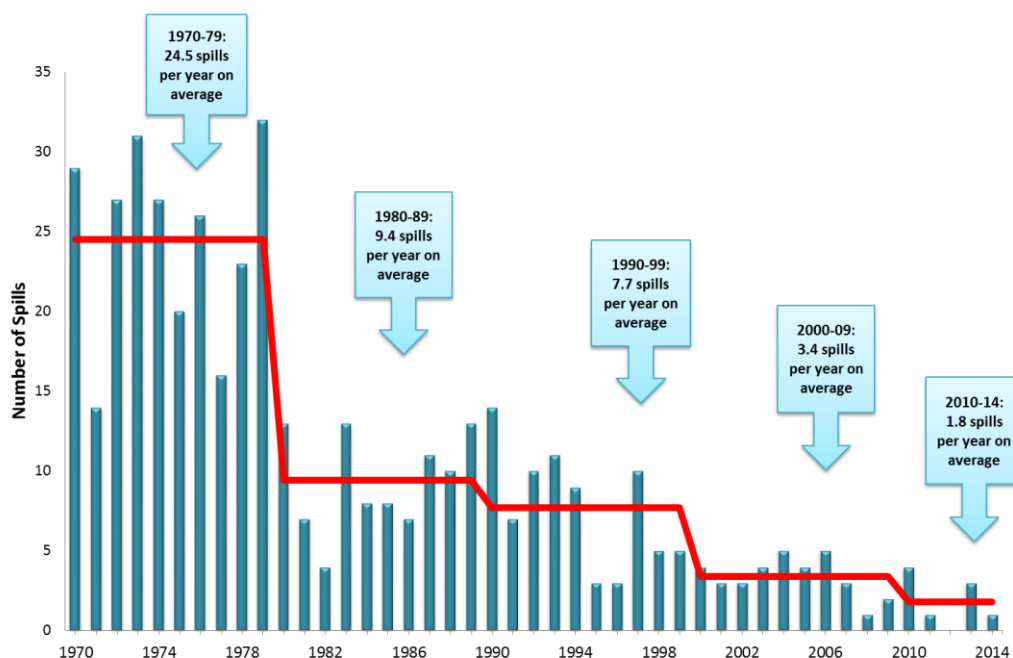
NEW 5-YEAR LOW IN TANKER SPILLS

Half-way into this decade and the downward trend in oil spills from tankers is sustained. For the last two and a half decades the average number of incidents involving oil spills from tankers has progressively halved, with the current figures showing the lowest yet, at less than 2 per year.

At a time when focus on protecting the marine environment is high, this trend should provide encouragement to tanker owners. It is also a testament to the ongoing work by industry and governments to maintain high standards of operations in sea-borne transportation.

During the year, ITOPF recorded 1 large spill of bitumen (~3,000 MT) from a tanker in the South China Sea, and four medium spills of various oil types totalling 5 spills of 7 tonnes and over. Interestingly, a number of tanker incidents reported in the media in 2014 involved fire and explosion, where potentially significant quantities of cargoes and bunker fuel burned. The cargoes involved included condensate, diesels and fuel oils.

ITOPF <http://www.itopf.com/>



Number of oil spills >700 tonnes, 1970-2014

Incident reports from around the world (in chronological order)

USA: 600 BARRELS OF OIL SPILL IN NORTHWEST NORTH DAKOTA

January 2 - The North Dakota Department of Health says 600 barrels of oil have spilled from a well in McKenzie County about a mile northwest of Keene.

The Health Department says operator Petro-Hunt LLC reported that the spill was not contained on site. Personnel from the state agency are responding to the scene. *SFGate* [Read more](#)

LIBYA: GREEK-OPERATED OIL TANKER HIT BY AIRSTRIKE IN LIBYA; TWO CREW MEMBERS KILLED

January 6 - A warplane from forces loyal to the internationally recognised Libyan government has bombed a Greek-operated oil tanker anchored offshore, killing two crewmen and marking the escalation of a battle between the North African country's rival factions.

The air strike on Sunday damaged the Liberian-flagged ARAEVO that was carrying 12,600 tonnes of crude oil when it was off the eastern Libyan port of Derna, the Greek coastguard and Libyan officials said. Athens-based Aegean Shipping Enterprises Co, which operated the vessel, said no oil spilled as a result of the air strike. *ABC News* [Read more](#)

SINGAPORE: SINGAPORE CONTINUES TO BATTLE 4,500 TONNE OIL SPILL

January 5 - Singapore authorities are continuing to battle a 4,500 tonne oil spill from a collision between a tanker and bulker on 2 January but the slick has not headed to the shores of Indonesian resort island Bintan as had been feared.

The Maritime & Port Authority of Singapore (MPA) said that no further oil had leaked from the Libyan-registered tanker Alyarmouk after it was involved with the Singapore-registered bulker Sinar Kapuas.

MPA said that four vessels equipped with dispersants, oil booms and skimmers were deployed to the site to contain the oil spill. The two vessels involved in the collision are said to be in a stable condition anchored Northeast of Pedra Branca. *Seatrade* [Read more](#)

January 6 - Following the collision between Libyan-registered oil tanker "Alyarmouk" and Singapore-registered bulk carrier "Sinar Kapuas" reported at about 0600hrs (Singapore Time) on 2 January 2015, there have been no further reports of oil leakage from "Alyarmouk". Both vessels are in stable condition and anchored safely, north-east of Pedra Branca.

Four vessels equipped with dispersants, oil booms and skimmers were deployed to the site to contain the oil spill. Non-toxic and bio-degradable dispersants were used to break up the oil into smaller globules.

MPA has also linked up with International Tanker Owners Pollution Federation (ITOPF) for its technical expertise to assess the nature of the spill. Satellite imagery obtained on 4 January did not show any of the spilled oil headed towards Bintan. Aerial surveillance by ITOPF on the same day also did not show any spilled oil in the vicinity of Bintan. *The Maritime Executive* [Read more](#)

CHINA: TANKER EXPLOSION OFF ZHANJIANG PORT, 2 MISSING

January 6 - A Chinese product tanker has exploded off China's Zhanjiang port leaving two crew members missing.

According to media reports, the 4,577dwt product tanker Run Guang 9 was en route from Zhuhai to Zhanjiang when a cargo hold caught fire on the unladen vessel.

12 have been rescued from the vessel, some with injuries. A search continues for the remaining two people.

Over 10 vessels were deployed in the rescue and the fire has been extinguished. Local authorities have indicated that clean up measures have been undertaken in the waters around the vessel. *The Maritime Executive* [Read more](#)

USA: OIL SPILL INJURES MORE THAN 400 BIRDS

January 6 - A large amount of used lubricating oil that spilled into a creek Saturday from an above-ground storage tank injured about 400 waterfowl — mostly mallards — and posed a temporary risk to area waterways. But officials said Monday the spill had been cleaned up to the Ohio Environmental Protection Agency's satisfaction and isn't expected to have lingering effects. *Toledo Blade* [Read more](#) [Update January 9](#)

Incident reports from around the world (continued)

USA: EPA STEPS IN TO FINISH CLEANUP OF ALASKA DIESEL FUEL SPILL



January 8 - The government has taken over cleanup of 4,400 gallons of diesel fuel that spilled into a remote Alaska creek because the responsible company said it lacked enough insurance to finish the job.

Much of the low-sulfur diesel remains frozen in a roadside creek bed weeks after a tanker slid off the Richardson Highway on Dec. 9 near Valdez as it was transporting the fuel to the North Slope for drilling operations. Environmental regulators said North Pole-based Alaska Petroleum Distributing Inc., the tanker operator, told responders on Dec. 22 that it used most of its \$1 million insurance coverage and was financially incapable of completing the cleanup. *Bradenton Herald* [Read more](#)

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

BANGLADESH: CONCERNS LINGER AFTER OIL SPILL IN BANGLADESHI FOREST

January 4 - Dead dolphins, polluted water and health problems among local villagers have all been reported since the oil spill in Bangladesh's Sunderbans forest in early December.

The spill, which saw 350,000 liters of oil poured into the waterways of the world's largest mangrove forest, has prompted a debate on how Bangladesh is – or isn't - protecting its environment.

Most telling is the fact that, on Wednesday, a UN team preparing a report on the environmental impact of the spill said the government should stop traffic through the Sunderbans. "I don't see a scope for debate because they're not supposed to be plying that route," said Ainun Nishat, an environmentalist and Vice Chancellor of Dhaka's BRAC University, emphasizing that commercial traffic through Sunderbans -- which is a UNESCO World Heritage site -- was already illegal. *World Bulletin* [Read more](#)

January 6 - ITOPF's Technical Team Manager, Dr Mark Whittington, will be travelling to Bangladesh on 6th January in support of the UN-led response efforts to the recent oil spill in the Sundarbans region of the country. Following discussions with the British High Commission in Dhaka, it was agreed that the best way to facilitate ITOPF's attendance on site was through a direct contract with UK Department for International Development (DFID). As part of our not-for-profit remit to promote an effective response to marine spills of oil throughout the world, we will not be charging for the time of ITOPF staff attending as part of this international response effort. The duration of ITOPF's participation in the project has yet to be confirmed but the initial engagement is for 60 days.

ITOPF's work plan on site will be developed over the coming week but it is likely to focus on the assessment and monitoring of the impacts of the oil spill on the mangrove habitat, investigating any fisheries impacts and supporting the remaining clean-up response operations. *ITOPF* [Read more](#)

January 9 - As rivers re-open to shipping, oil threat to Bangladesh's Sundarbans forest continues - Bangladesh's Sundarbans forest, home of incredibly rich biodiversity, is under unprecedented threat, writes ASMG Kibria. The recent oil tanker capsized on the Shela river puts the forest at risk of widespread biodiversity loss, but just this week, the authorities re-opened the Shela river to shipping with no restrictions on hazardous cargoes.

The UN experts expressed concern over the disaster, urging Dhaka to impose a "complete" and "permanent" ban on the movement of commercial vessels through the 10,000 sq km (3,850 sq m) forest. The same request has been issued by the Ministry of Forests and Environment.

But the Shipping Ministry has rejected this recommendation. A temporary ban on shipping put in place after the accident was in fact lifted two days ago on 7th January, pending the dredging of an alternative route, the Mongla-Ghoshiakhali channel. *Ecologist* [Read more](#)

JAPAN: PERMANENT RADIOACTIVE WASTE DISPOSAL FACING SIGNIFICANT HURDLES

January 5 - There are significant questions over where radioactive material from the 2011 nuclear accident will be permanently stored after plans to build repositories have encountered heavy opposition from candidate municipalities.

The central government plans to move the material from existing temporary storage sites in the 12 prefectures where it was collected to final disposal facilities in five prefectures: Miyagi, Ibaraki, Tochigi, Gunma and Chiba.

The facilities will house radioactive waste that exceeds 8,000 becquerels per kilogram. This includes incineration ash, sewage sludge, compost and paddy straw. As of the end of last September, the 12 prefectures had 152,236 tons of such waste designated by the environment minister. The government has selected potential sites for final disposal facilities in Tochigi and Miyagi, but the projects remain stalled amid strong opposition from local officials and residents. *The Japan Times* [Read more](#)

Other news reports from around the world (continued)

NIGERIA: SHELL'S NIGERIAN SUBSIDIARY AGREES SETTLEMENT FOR BODO

January 7 - Shell's Nigerian subsidiary, The Shell Petroleum Development Company of Nigeria Limited (SPDC), has announced a £55 million (\$83 million) settlement agreement with the Bodo community in respect of what it calls two highly regrettable operational spills in 2008.

The £55 million settlement provides for an individual payment to each claimant who accepts the settlement agreement in compensation for losses arising from the spills, amounting to up to £35 million in total. The remaining £20 million payment will be made for the benefit of the Bodo community generally.

"From the outset, we've accepted responsibility for the two deeply regrettable operational spills in Bodo. We've always wanted to compensate the community fairly and we are pleased to have reached agreement," said Mutiu Sunmonu, Managing Director of SPDC. *The Maritime Executive* [Read more](#)

USA: PUBLIC HEALTH ADVERSELY AFFECTED WHEN FEDERAL OFFICIALS OVERLOOKED INHALATION RISK DURING WEST VIRGINIA CHEMICAL SPILL

January 6 - West Virginians suffered adverse health effects inside their homes after following plumbing-system flushing directions in response to a chemical spill last January, and these recommendations failed to consider the dangers of chemical vapor exposure, according to a new study.

Chemical storage tanks operated by Freedom Industries Inc. leaked more than 10,000 gallons of an industrial solvent into West Virginia's Elk River on Jan. 9, 2014. More than 300,000 people near the state capital Charleston were directed not to use the licorice-smelling tap water except for flushing toilets due to its unknown health impacts. The tap water was contaminated with two industrial products referred to as crude MCHM and stripped PPH that contained several chemicals with little known toxicity, said Andrew Whelton, an assistant professor in Purdue University's Division of Environmental and Ecological Engineering and Lyles School of Civil Engineering. *Phys.Org* [Read more](#)

USA: APPEALS COURT WON'T REHEAR A BP OIL SPILL LIABILITY ARGUMENT

January 9 - A federal appeals court has refused to reconsider its 2014 ruling that BP cannot avoid federal penalties for the 2010 Gulf of Mexico oil spill by blaming another company's failed equipment.

The 5th U.S. Circuit Court of Appeals voted 7-6 against a rehearing. The court released its ruling Friday.

BP was majority owner of the Macondo well, where the leased Deepwater Horizon rig exploded. BP and minority partner Anadarko had argued they should not face federal Clean Water Act penalties because the oil leaked not directly from the well but from the broken underwater riser that had connected the well to the rig owned by Transocean Ltd. A district judge and the appeals court disagreed. *ABC News* [Read more](#)

USA: KEYSTONE XL: US HOUSE APPROVES OIL PIPELINE AGAIN

January 10 - The House of Representatives has overwhelmingly passed a bill authorizing the [Keystone XL pipeline](#) to bring tar sands oil from Canada to the US, despite a renewed pledge by the White House to veto the legislation.

Hours before the House vote, Nebraska's highest court [tossed out a lawsuit challenging the pipeline's route](#), an obstacle the White House said it needed removed to make a decision.

Keystone XL has been one of the biggest areas of conflict between President Barack Obama and a Congress where Republicans took complete control this week for the first time since his election. *The Guardian* [Read more](#)

ISCO News

PROCEEDINGS OF THE INTERNATIONAL FORUM ON GROUP V (NON-BUOYANT) OILS

Michael Rancilio has announced that progress on uploading the Proceedings of the International Forum on Group V (Non-buoyant) Oils on USB Flash Drives is nearly complete.

If you wish to obtain a copy of the Proceedings, please contact Mike by email at michael.rancilio@gmail.com

The handling and shipping cost for US locations is \$10 but may be more for overseas addresses.

BITUMENS AND DILUTED BITUMENS FROM WESTERN CANADIAN OIL SANDS: CHAPTER 9



A short series of articles on Bitumens and Diluted Bitumens from Western Canadian Oil Sands contributed by Dr Merv Fingas of Spill Science, Edmonton, Alberta, Canada T6W 1J6 fingasmerv@shaw.ca

Merv Fingas MSc PhD Hon.FISCO worked for more than 35 years in the field of oil spill technology at Environment Canada's Environmental Technology Center in Ottawa, Ontario. As head of the Emergencies Science Division at the Centre, he conducted and managed research and development projects. He is currently working independently in Alberta. Dr Fingas is the Member of ISCO Council for Canada.

Bitumens and Diluted Bitumens from Western Canadian Oil Sands

This serial covers the topic of bitumen products such as from the Canadian Oil Sands and diluted bitumen products (Dilbit and others). This is the last of nine issues by Dr. Merv Fingas, Member of ISCO Council for Canada.

8 Summary

Diluted bitumens are Alberta oil sands bitumen diluted either by condensate, C4/C5 enhanced condensate, naphtha (Dilbit) or synthetic crude oil (Synbit). Once spilled the Dilbits return to the properties of the starting bitumen as the volatile components evaporate. A spilled Synbit does not return to the properties of the starting bitumen, but rather weathers to a heavier oil, moderating properties between a weathered synthetic crude and a bitumen. Figure 22 shows the typical viscosity change for each type and Figure 23 shows the density change for the three products.

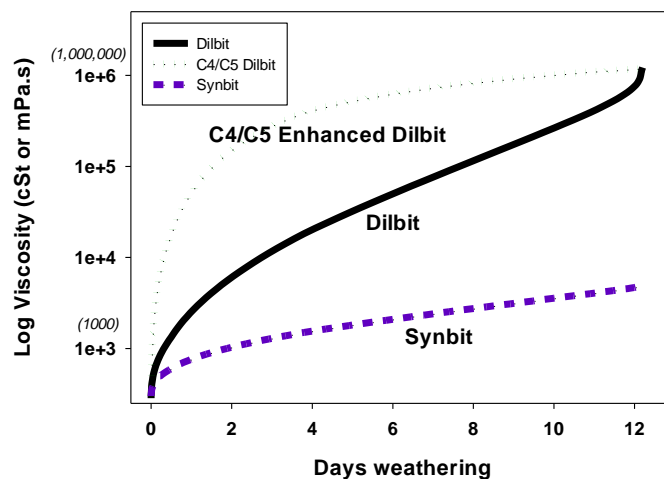
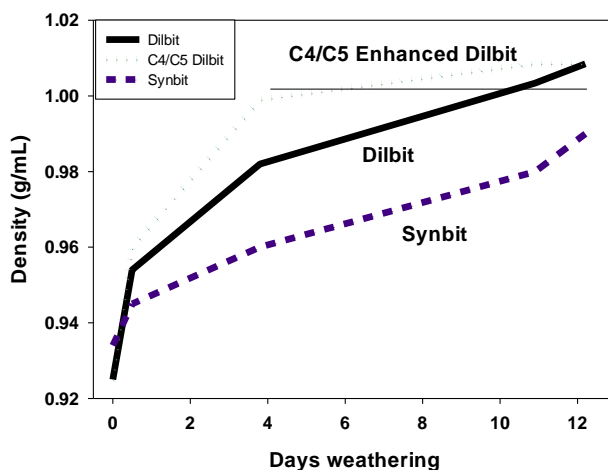


Figure 22 The typical viscosity changes for the three types of diluted bitumens. These are calculated at 15°C. The changes would be about twice as rapid at about twice the temperature and about half as large at half the temperature or lower. Figure 22 shows that Dilbits revert to close to the viscosity of the starting bitumen after about one and a half weeks at 15°C. Synbit, on the other hand just changes to viscous heavy oil.



Special feature (continued)

Figure 23 The density changes for the three types of diluted bitumens. These are calculated at 15°C. The changes would be about twice as rapid at about twice the temperature and about half as large at half the temperature or lower. Figure 23 shows that Dilbits revert to close to the density of the starting bitumen after about one and a half weeks at 15°C. Synbit, on the other hand changes to a viscous heavy oil.

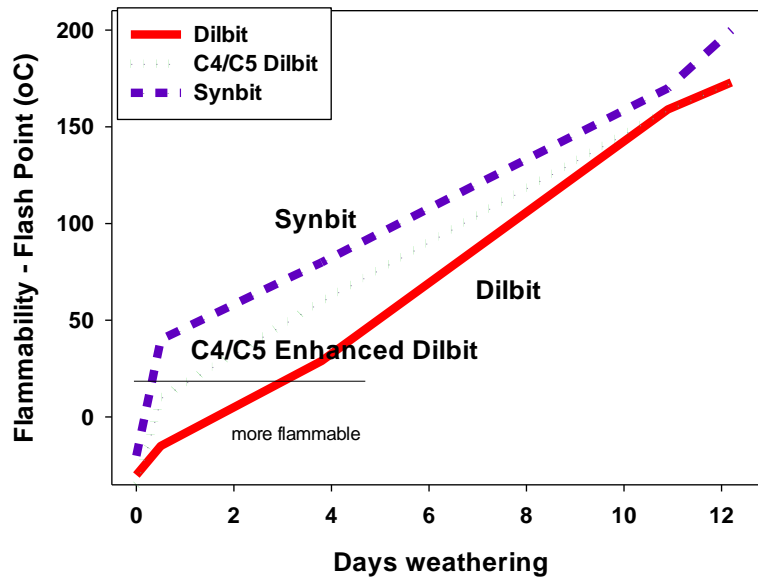


Figure 24 The flammability (flash point) changes for the three types of diluted bitumens as these weather. This shows that C4/C5 enhanced Dilbit is the most flammable product but for only about one day of exposure. Regular Dilbit is flammable for about 2 days and Synbit for about half a day after the spill.

It was found that when initially spilled all three products can form entrained water mixtures in turbulent waters. After weathering, Dilbits are too viscous to form such products. Entrained water types would break down naturally after a time once the turbulence is removed. In inland waters emulsification is rare.

Spill countermeasures for spilled Dilbits and Synbits can proceed with either skimming and/or in-situ burning.

Initially when spilled, Dilbits require a regular skimmer and later a heavy oil skimmer. Synbits are similar, however the regular skimmers might be used throughout the cleanup cycle. Only after extensive weathering are heavy oil skimmers required for Synbit spills.

On shorelines or solid surfaces, EC 9580 works until the product is weathered more than 5 days. High pressure washing is effective until the products weather longer than about a week. Oiled surfaces may be a challenge to clean up.

Diluted Product	Diluent	Starting Viscosity	Ending Viscosity*	Starting Density	Ending Density*	Days product is flammable**
Dilbit	gas condensate	~ 300 cSt	~1,000,000	0.93 g/mL	1 or >1	2 days
Dilbit	synthetic naphtha	~ 300 cSt	~1,000,000	0.93 g/mL	1 or >1	2 - 3 days
C4/C5 enhanced Dilbit	butane/pentane enhanced condensate	~ 300 cSt	~1,000,000	0.93 g/mL	1 or >1	1 day
Synbit	synthetic crude	~ 300 cSt	~5,000	0.93 g/mL	~0.98	1/2 day
Dilsynbit	synthetic crude & gas condensate	~ 300 cSt	~8,000	0.93 g/mL	~0.98	1/2 day

* Ending properties are estimated after about 2 weeks of weathering
 ** Estimated using typical weathering characteristics after a spill

Special feature (continued)

Definitions

Bitumen – heavy oil from oil sands

Condensate – a light oil product typically produced from gas wells and used as a diluent for transporting bitumen products

Dilbit – diluted bitumen with about 30% diluent, typically transported by pipeline

Dilsynbit – diluted bitumen with synthetic crude and another diluent – usually condensate

Diluent – traditionally condensate but could be a variety of materials

Neatbit – undiluted bitumen, if shipped would be shipped by heated rail tank cars

Railbit – diluted bitumen with about 15% diluent, typically shipped by rail tank car

Synbit – bitumen diluted with synthetic crude

Synthetic crude – refined oil from bitumen, refined to the extent it resembles crude oil

Dilsynbit – diluted bitumen with synthetic crude and another diluent – usually condensate

People in the news

ROB BLY APPOINTED AS LEAD CRISIS MANAGEMENT AND EMERGENCY RESPONSE ADVISOR AT BP

Effective January 2015, Rob Bly has become Lead Crisis Management and Emergency Response Advisor at BP. Prior to this he was for three years Oil Spill Advisor at BP after more than seven years at OSRL latterly as Team Supervisor/Duty Manager

VIKOMA APPOINTS PAUL RAYNER AS NEW SALES DIRECTOR



Paul Rayner, who has been with Vikoma for 22 years, has a wide scope of industry and Vikoma knowledge and experience and many contacts worldwide. Paul commented “I am very pleased to be leading the sales team at this exciting time for the company as there are lots of growth opportunities.”

Karen Lucas, Vikoma’s General Manager and Director said “Paul is a strong addition to the management team, he is known and respected throughout the industry and I am confident of his success in achieving our plans for growth. <http://www.vikoma.com/> Vikoma International is a Corporate Member of ISCO

Publications

CONFINED SPACE ENTRY INCIDENT NEWSLETTER

Don Johnston of ISCO Industry Partner, DG & Hazmat Group has announced - “I’ve uploaded a NEW Newsletter “Confined Space Incidents” for the period of September - December 2014, # 001. It is 45 pages in length in Pdf format, and 2,248Kb in size.

Hopefully if I can get some corporate sponsorship this will be an on-going ‘Special Interest’ Newsletter.

It is available in the ‘Files Section’ of our home page at <https://groups.yahoo.com/neo/groups/DangerousGoods/files> for downloading. New copies will be concluded when reaching 20 pages.

UNEP REPORT: MONITORING THE RESTORATION OF MANGROVE ECOSYSTEMS FROM SPACE

Mangrove establishment and rehabilitation projects have had varying levels of success at different locations around the world. Given the money that has been invested in restoring mangrove coverage, it is useful to map, monitor and compare results and experiences in different parts of the globe to compare the success of such projects.

This study conducted temporal analyses for 24 mangrove sites from 10 different projects in six different countries (Senegal, the United Arab Emirates, Madagascar, Kenya, Solomon Island and Indonesia) using satellite imagery and GIS technology to map and monitor their status. Given that many of the sites were small, very high-resolution satellite imagery (0.45, 0.6 and 1 metre resolution from Worldview, Quickbird and Ikonos, respectively) was used. [Download this report](#)

EUROPE: LATEST OVERVIEW OF MARINE CASUALTIES AND INCIDENTS NOW AVAILABLE

EMSA has just published its annual overview of marine casualties and incidents. This publication gathers information on accidents extracted from the European Marine Casualty Information Platform, EMCIP. Based on the data it gets from national authorities, EMCIP analyses information on marine casualties and accidents. The latest overview covers the platform’s first three years in operation (2011-2013) and replaces the former Maritime Accident Review (2007-2010)

[Read more in the January 2015 issue of the EMSA Newsletter](#)

Links for recent issues of other publications

ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	December 2014
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	December 29 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	January 1 2015 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	Fall 2014 issue
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	November 16-30 2014
Intertanko Weekly News	International news for the oil tanker community	No 2 2015
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	December 2014 issue
IMO Publishing News	New and forthcoming IMO publications	November 2014
IMO News Magazine	News from the International Maritime Organization	No 4, 2014
Pollution Online Newsletter	News for prevention & control professionals	January 7 issue
EMSA Newsletter	News from the European Maritime Safety Agency	January 2015 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 2014 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	December 2014 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	December 22 issue
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	December 2014 issue
AMSA Aboard	News from the Australian Maritime Safety Authority	December 2014 issue
Sea Alarm Foundation Newsletter	News from the Sea Alarm Wildlife Protection Organisation	Winter 2014 issue

Events

INTERSPILL 2015 CONFERENCE PROGRAMME HAS BEEN EXTENDED

The Conference Programme has been boosted by a record number of abstracts from the call for papers which closed in August. Over 150 abstracts have been received, and this has led to a third stream being added to the Conference Programme on Wednesday 25th March.

Conference Chairman, Rob James of OSRL said "The record number of abstracts were of very high quality and reflected our range of issues well. It has been difficult to select from the choice, and we have extended the number of papers to be presented by 20% and have selected over 30 papers for Poster presentations. This is in addition to the papers that will be presented as part of the Spill Industry Seminar and the Science Workshops.

The 2015 Programme is very exciting, and is a reflection of the position that the Interspill event has achieved since its launch in 2000. My hope is that this programme will stimulate even higher numbers of delegates to attend."

Online registration is available at: <http://www.interspill2015.com/register>

The range of spill related issues that are the basis for the 2015 Conference selected by the Conference Committee include:

Multi Agency response
Stakeholder Engagement
Inland Issues
Remote Sensing / Earth Observation

Holistic Response
Future Risk / Future Requirements
Emerging Technologies and Strategies

The preliminary 2015 Conference Programme is now being updated and will be available on the website shortly: www.interspill2015.com

In addition to the Conference Programme, a full programme of **Short Courses** will be offered on the Monday preceding the Conference, aimed at providing a primer for those new to the industry.

The **Scientific Workshop**, organised by **Cedre**, has a confirmed programme line-up for 2015, which includes, **Dispersant Breakthrough, BioRemediation, HNS Pollution and Spill impact assessment**.

The **Spill Industry Seminar**, organised by **Eurospill**, will shortly publish its programme, featuring major industry players, and ranging from manufacturing developments to latest services available.

The **2015 Exhibition** will be the largest to-date with over 100 exhibitors confirmed. The exhibition is free to attend and provides a platform for industry, academia and government to meet, discuss and network in a face-to-face environment.

BACKGROUND INFORMATION

Interspill 2015 will be held at Amsterdam RAI Convention Centre, The Netherlands, 24-26 March 2015. Interspill is controlled by the European spill industry associations, NOSCA, SYCOPOL, and UKSpill, together with EMSA, IPIECA and Oil Spill Response Ltd. Interspill Conference and Exhibition is hosted by the Spill Response Group Holland (SRGH) and co-organised by Reed Exhibitions and Interspill Ltd.

Interspill 2012 attracted over 1300 delegates, visitors and exhibitors from over 70 countries, it was the most successful event so far in the Interspill series since it started in 2000. Proceedings of the 2012 Conference, Workshops and Seminars are published on the Interspill Ltd. website www.interspill.org For further information visit www.interspill2015.com

Events (continued)

JAPAN: PETROLEUM ASSOCIATION OF JAPAN WORKSHOP, 28-30 JANUARY 2015

Received from ITOPF: Nicky Cariglia will be presenting a paper at a workshop organised by the Petroleum Association of Japan (PAJ). Nicky's talk will focus on transboundary response issues associated with smaller scale incidents. Given the proximity of multiple state borders in East Asia, there is a risk that a small to medium sized spill could escalate to become a concern for more than state.

The workshop will include a tour of PAJ's response equipment stockpiles, housed in Chiba.

UK: OFFSHORE EUROPE: 2015 CALL FOR PAPERS - DEADLINE EXTENDED TO 26 JANUARY 2015

UK, Aberdeen 8-11 September 2015 [More info](#)

Training

AUSTRALIA: CROIERG – UPCOMING TANKER ROLLOVER AND OTHER TRAINING COURSES

For more info visit <http://www.croierg.com.au/front-page#lg>

Contracts & Tenders

EUROPE: EMSA PROCUREMENT NOTICES [More info](#)

Job Vacancies

REMPEC PROGRAMME OFFICER

As part of the restructuring process of Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), a vacancy announcement to recruit a Programme Officer (OPRC) at P3 level at REMPEC is being published by the International Maritime Organization (IMO), which administers REMPEC, in liaison with the United Nations Environment Programme / Mediterranean Action Plan (UNEP/MAP).

Under the direction of the Head of REMPEC, the incumbent will perform a variety of technical, policy and regional regulatory duties related to marine environment protection issues and, in particular, to preparedness for and response to marine pollution. A detailed job description is available in the vacancy announcement accessible from IMO's website on Vacancies in the Professional Category. The deadline for applications is the 5 February 2015 [More info](#)

EMSA: VARIOUS POSITIONS [More info](#)

Equipment for Sale

EMSA: PUBLIC SALE OF ONE RIGID SWEEPING ARM SET (TWO ARMS), ONE CRANE AND ONE SLICK DETECTION SYSTEM [More info](#)

Company News

CANADA: AQUA GUARD TO HOLD SKIMMER DEMONSTRATION IN VANCOUVER

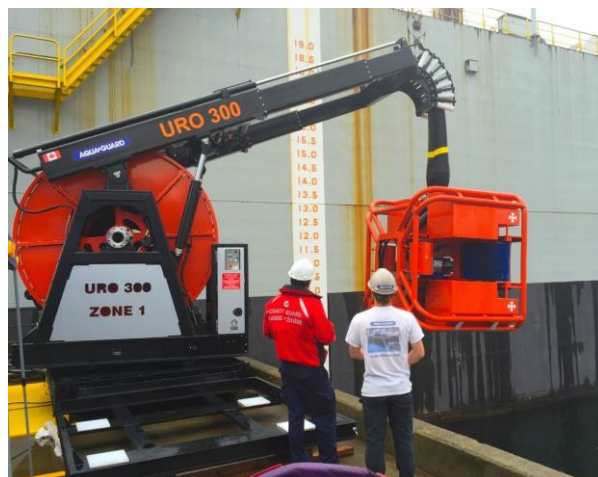
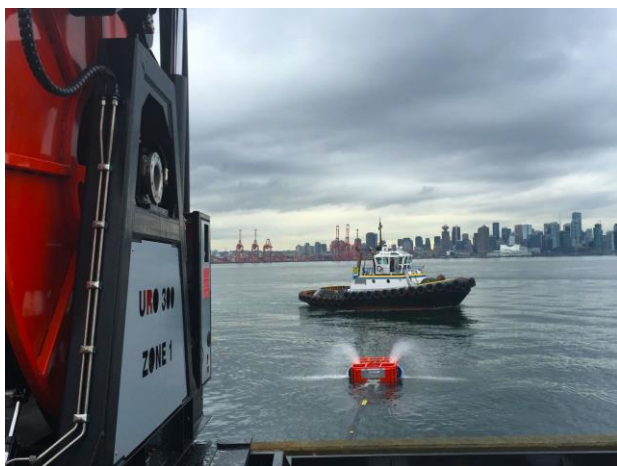
Aqua-Guard will be hosting another Demo week for our Large URO 300 Off-Shore Oil Skimming System in January. We would like to invite you to visit Vancouver to see one of our large machines in action.

These oil skimming systems are specifically designed for use onboard Offshore Support Vessels and are equipped with Aqua-Guard's patented RBS TRITON™ oil skimming technology.

The Demo will be held in Vancouver from January 19, 2015 – **January 23, 2015**. Facility tours may also be provided by request.

Attendants are encouraged to invite anyone they feel could benefit from this demonstration.

Please RSVP to demos@aquaguard.com or call Steven Mo at our office +1-604-980-4899 (ext. 2006)



The following link contains demo equipment information, http://aquaguard.com/content/pdfs/URO_300_Demo_2015.pdf

NEW ENCLOSED SPACE MANAGEMENT SYSTEM LAUNCHED



January 9 - *ExecutiveVideotel*, in conjunction with Mines Rescue Marine, has launched the innovative and unique Enclosed Space Management System, designed to help effectively assess, audit and manage the safety of enclosed spaces on board ship and combat the number of accidents and fatalities that all too often occur when problem areas are overlooked.

Beneficial to crew; contractors; surveyors; port state inspectors and office staff; this is currently the only computer-based system available that enables vessels and installations to comply with the International Maritime Organization's (IMO) adopted Resolution A.1050(27) "Revised Recommendations for Entering Enclosed Spaces Aboard Ships", Section 3 – Safety Management for Entry into Enclosed Spaces, as well as the latest SOLAS recommendations for enclosed spaces.

It provides an auditing process to follow, allowing safety risks to be identified and solutions to be put in place. All crew members can contribute to this 'living' system by adding their own comments, photographs and experiential data to each space record, ensuring that knowledge is retained and the risk of safety being affected by crew changes is lowered. It also provides ready access to all essential information needed to enter and work within an enclosed space as safely as possible. Gathered information can be viewed ashore as well as on board and a PDF report can be sent directly to any third party by email, as required. All data entered is stored and hosted, and the system itself is updated at regular intervals to reflect changes in laws and regulations. *The Maritime Executive* [Read more](#)

SVITZER, TITAN TALKING SALVAGE TIE-UP?

Titan Salvage was part of the consortium that removed the Costa Concordia, considered to be the largest maritime salvage in history. REUTERS/Tony Gentile

December 14 - Titan Salvage and Svitzer are reported to be in preliminary discussions over a potential tie-up of their respective salvage businesses, according to a new report by Dow Jones News.

The report, citing a source close to the matter, said the early talks come amid a global decline in ocean salvage. The tie-up was also reported by the maritime industry news publication Tradewinds *gCaptain* [Read more](#)



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