



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and is dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisation.

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International news

LEARNING ABOUT SALVAGE, WRECKS AND HNS CARGOS

March 24 - IMO's Jan De Boer has delivered a presentation on the Nairobi International Convention on the Removal of Wrecks at the Interspill 2015 conference in Amsterdam (23 March). The presentation formed part of a short course on Salvage, Wrecks and Hazardous and Noxious Substances (HNS), which examined the issues surrounding casualty response from a salvor's viewpoint and addressed the challenge of hazardous and noxious substances (HNS) cargos. In particular, cost recovery under international legislation relevant to salvage, wreck removal and HNS was considered.

The Nairobi Convention was adopted at an IMO international conference held in Kenya in 2007 and is set to enter into force on 14 April 2015. The Convention will provide the legal basis for States to remove, or have removed, shipwrecks that may have the potential to affect adversely the safety of lives, goods and property at sea, as well as the marine environment.

The short course also included presentations by the salvage industry and IOPC Funds. IMO [Source document](#) [More info on the Nairobi Convention](#)

VIDEO: IMO WORK ON OIL SPILL RESPONSE

This film tells the story of how IMO, a specialised agency of the United Nations, and IPIECA, an oil industry body, work together to help create resources and expertise in areas least able to cope with the disastrous effects of a spill.

Current issues and challenges in oil spill response set the context at the Interspill 2015 conference in Amsterdam (24-26 March). IMO took part in many discussions on the changing landscape of spill preparedness and response and its impact on shipping activities.

IMO also spoke at a seminar to share its positive experience in working together with industry to improve international oil spill preparedness. *Green4Sea*
[Watch the video](#)

ITOPF PARTICIPATES IN KEMI 2015 OIL-IN-ICE EXERCISE AS PART OF THE COPENHAGEN AGREEMENT.

March 26 – News received from ITOPF: ITOPF was pleased to be invited to give a key note speech on the first day of Kemi 2015 and then participate in the oil-in-ice recovery exercise on the second day. The exercise is an important practical aspect of the Copenhagen Agreement between Finland, Denmark, Iceland, Sweden and Norway. In ITOPF's experience, International cooperation can make a very significant difference in minimising the potential impacts of a spill, and in ice-covered waters this is likely to be particularly important.

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northern Finland, on Wednesday. Ahead of the exercise, a wide-ranging international conference was held on Tuesday at Kemi Cultural Centre, with more sessions to be held on Thursday. The seminar featured speakers from Canada, the UK, the US, Russia and China, as well as Norway, Estonia and Finland.

Some 150 representatives of Baltic Sea states and Arctic Council members observed Wednesday's exercise from the icebreaker Sampo. The operation included aerial surveillance, satellite monitoring and mechanical recovery tasks.

The practice event was based on a fictional scenario where 150-200 tons of heavy fuel oil spill due to a collision between two vessels. Such a collision is unlikely in the northern Baltic, says Jorma Rytkönen, a senior official at the Finnish Environment Institute. However there is a real risk of other kinds of oil spills.

"Our number-one accident scenario is a ship running aground, causing hundreds of tons of its own fuel to leak out," he says.

The Environment Institute says it has prepared for a spill of up to 5,000 tons of oil in the Bay of Bothnia between Finland and Sweden.

On the Gulf of Finland, it has contingency plans for an accident involving up to 30,000 tons of oil. [Rcinet.ca](#) [Read more](#)

Incident reports from around the world

USA: OIL SPILL REPORTED ON UTE LAND

March 20 - An oil spill from a ruptured pipeline was discovered on the Ute Mountain Ute reservation this month. According to the National Response Center, a leaking oil pipeline was reported on March 9. The Center is a division of the U.S. Coast Guard that tracks oil and chemical spills nationwide.

The break reportedly occurred about Feb. 20, and spilled 10 barrels of oil onto the ground before being shut down. One barrel equals 42 gallons. According to the report, "The caller stated due to corrosion, crude oil released from a well head on a gathering line to a tank battery." Biya Operators were listed as the responsible company. [Cortez Journal.com](#) [Read more](#)

International news (continued)



Photo: foreground Finnish oil-recovery vessel ORV LOUHI, background Swedish Ice-Breaker FREJ

Collaboration has been a key theme running through the conference and exercise. One particular aspect of collaboration we put forward to participants was to contribute their thoughts and film clips to the new oil-in-ice film we are in the process of putting together for release in spring 2016. The messages contained in the film will be relevant across the oil spill response community and several of the conference participants provided comments on interesting areas for future collaboration on the film.

RELATED REPORT: OIL SPILL EXERCISE IN FINLAND ATTENDED BY INTERNATIONAL EXPERTS

A major oil recovery training operation took place in the icy waters off Kemi,

Incident reports from around the world (continued)

CANADA: OIL SPILL IN SOUTHWESTERN MANITOBA

March 25 - About 30,000 litres of crude oil hit the ground Monday after surface equipment malfunctioned near the village of Cromer in southwestern Manitoba, according to oil company Corex Resources.

Rob Crawford, environment health and safety manager at Corex, said crews are on-site working through tough conditions to ensure the oil is contained.

"Response operations were as quick as the leak was discovered," Crawford said Tuesday. "There was a small trickle going down the lease road that pooled in a low area, but that's being scraped up at this point and all impacted soils have been transferred to a storage cell on-site so we can access it."

Crawford said contaminated soil is being stored on location until it can be shipped to a landfill. The fact the spill occurred on the lease is helping the cleanup, as much of the area is covered by an impermeable clay. *Winnipeg Free Press* [Read more](#)

SOUTH AFRICA: OIL SPILL IN HARBOUR CONTAINED AFTER DURBAN FIRE



March 27 - Transnet National Ports Authority (TNPA) on Friday contained oil which spilt through canals from a cooking oil factory to the South Coast harbour in Durban following yesterday's fire on the premises. The oil is said to have flowed down the canals adjacent to Africa Sun Oils factory in the Moleni area and collected in the harbour, Southlands Sun reported.

Africa Sun Oils also contracted chemical spill management companies to conduct the mop-up operation. Booms were placed across the Umhlatuzana canal, containing the oil within the silt canal area next to Bluff Yacht Club, and oil was skimmed from the surface and bio-absorbing agents were used.

"The clean-up team is working as fast as it can and operations will continue until the clean-up is complete to ensure minimum impact to the environment," port manager, Moshe Motlohi said. *The Citizen* [Read more](#)

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

CANADA: ANALYSIS - WHAT BILL C-22 MEANS FOR OIL SPILL CLEANUP

March 9 - After BP's Deepwater Horizon well blowout in April 2010, responders dumped approximately 1.84 million gallons of chemical dispersants into the Gulf of Mexico in an effort to stop the oil slick from fouling fragile coastal environments.

The use of such a massive quantity of dispersants, coupled with serious gaps in knowledge about the possible environment impacts of dispersant use, prompted a public outcry and led the United States Environmental Protection Agency to publicly rebuke the company and order them to use fewer (and less toxic) dispersants.

By contrast, in Canada, it has traditionally been unclear whether the use of STAs (STA = Spill Treating Agent) to clean up marine oil spills is even legal. Because of the toxic ingredients of some STAs, their use could violate several federal laws (such as the Fisheries Act, the Species at Risk Act, the Canadian Environmental Protection Act, 1999, the Migratory Birds Convention Act, and the Arctic Waters Pollution Prevention Act, among others) without special permission that could be sought on a case-by-case basis.

On February 26, 2015, the federal government passed Bill C-22, also known as the Energy Safety and Security Act.

The Act overhauls the framework governing how STAs may be used lawfully to support oil spill response efforts for offshore oil operations in the Canadian Arctic, Nova Scotia, and Newfoundland and Labrador.

Simply put, the act allows responders to use STAs without fear of being prosecuted for violating listed anti-dumping and anti-harm laws where use of the STA has been approved and the STA is used to prevent, lessen, or repair harm in a manner consistent with safety and the protection of the environment.

With that context, here are some highlights of the changes made by the Energy Safety and Security Act. *EcoJustice* [Read the complete article](#)

FRANCE: CEDRE LAUNCHES NEWLY REVAMPED WEBSITE

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March 24 - After several months of development and content update work, Cedre (Centre of Documentation, Research and Experimentation on Accidental Water Pollution) is launching a brand new version of its website www.cedre.fr.

Find out all about Cedre's activities by browsing this new, simple, user-friendly and attractive version of our website.

The "Our online resources" section provides a vast array of information on past spills, technical spill response documentation and a brand new section presenting the research projects in which Cedre is involved.

The "Our services on demand" section is designed to give you easy access to a wide range of service offers by efficiently guiding you towards the solutions that best meet your needs.

The website, available in both French and English, is compatible with mobile devices (tablets and smartphones).

You can also follow us on Twitter (@CedreBrest) and join us on Facebook (www.facebook.com/cedre.antipollution).



Cedre is a not-for-profit association created on 25th January 1979, as part of the measures taken in the aftermath of the Amoco Cadiz oil spill. It is charged with providing advice and expertise to the authorities responsible for spill response. It is competent both for marine waters and inland surface waters.

Cedre's advice and expertise can also be provided to foreign authorities or private companies.

Cedre has been an Industry Partner of ISCO since March, 2013.

KOREA: KOREA TO SUBMIT CANDIDACY FOR IMO TOP POSITION



Lim Ki-tack, Busan Port Authority Chief, runs for IMO Secretary- General

Lim Ki-tack, president of the Busan Port Authority (BPA), is seeking to become the secretary general of the International Maritime Organization (IMO), The Korea Times reports

The incumbent secretary general is Japanese Koji Sekimizu, whose term will expire at the end of this year. It is the second time for a Korean to run for the position after Chae I-sik, a law professor at Korea University, did in 2011. "Should Korea produce the IMO secretary general, the status of the nation's shipping and shipbuilding industries will be able to take a leap forward," Lim said.

The secretary general will be chosen by a secret vote of the 40 council members. A candidate who gains a majority in the first round of the election will win the post, but otherwise the lowest vote-getter will be eliminated in each round until one receives majority approval.

So far there are six candidates running for the election and they are from the Netherlands, Cyprus, the Philippines, Kenya, Russia and Korea, respectively. *Korea Times and Green4Sea*

NIGERIA: BONGA OIL SPILL - SHORELINE COMMUNITIES BEG JONATHAN TO PREVAIL ON SHELL

March 27 - Shoreline communities and fisherpersons affected by the Shell Nigeria Exploration and Production Company, SNEPCo, Bonga oil spill of December 20, 2011, have called on President Goodluck Jonathan to intervene again by directing Shell/SNEPCo to pay the already approved \$3.6 billion as compensation and punitive damage to the shoreline communities and fisherpersons through their representative, Gbutse Property Limited.

Other news reports from around the world (continued)

The communities, in a statement by His Royal Highness I.B. Ojukonsin and three others, said President Jonathan in January 2012, at a meeting with Ban Ki-Moon, the United Nations Secretary-General, on the sidelines of the 18th African Union Ordinary Session of the Heads of State and Governments in Addis Ababa, the Ethiopian capital, indicated that Nigeria would ask for compensation from Shell to settle any problem that may arise from the Shell Bonga oil spill of December 20, 2011. *All Africa.com* [Read more](#)

RUSSIA NAMES NOMINEE FOR IMO SECRETARY GENERAL



March 27 - Russia for the first time puts forward its candidate to compete for the post of IMO Secretary-General. The Russian Federation has sent to the Secretariat of the International Maritime Organization (IMO) a statement on the nomination of a candidate for the post of Secretary General of the organization. The nominee is Deputy Director of the Department of State Policy for Maritime and River Transport of Russia Vitaly Klyuev.

It will be the first time ever that a candidate from Russia will compete for the IMO SG's post. Previously, the country never nominated its candidates for the post of Secretary-General of IMO. *Green4Sea* [Read more](#)

USA: SETS FIRST MAJOR FRACKING RULES

March 20 - The Obama administration on Friday unveiled its first major standards for oil companies that frack on federal lands, including beefed-up safety measures to protect groundwater, prompting industry complaints they will be a barrier to growth.

The rules require energy companies to reinforce boreholes and otherwise prevent leakage and provide data on the cocktail of chemicals that helps extract crude oil and gas out of the ground. The rules will add transparency to the practice, long shrouded by companies reluctant to reveal "trade secrets."

Hydraulic fracturing, or fracking, a controversial process that involves pumping water, sand and chemicals into a well to extract oil or gas. Environmentalists say fracking poses health risks.

Although only about 10 percent of fracking occurs on federal lands, the Obama administration is hoping the new rules will become a model for industry standards elsewhere, especially in states that do not have fracking rules. *The Maritime Executive* [Read more](#)

USA: BAY AREA: BILL WOULD CLOSE GAP TO FUND WILDLIFE RESCUES AFTER POLLUTION SPILL

March 23 - When 500 seabirds covered in a mystery goo turned up along the bay shoreline in January, there was no state coordinated response, leaving nonprofit groups to scramble to save what birds they could -- and foot the bill to rescue and care for the animals.

California has a sophisticated plan to respond to petroleum oil spills, but none for other types of spills, said state Sen. Mark Leno, who is introducing a bill to fix that gap. "That amount of money can be very crippling for nonprofit groups, and a relatively minimal amount of money for the state," the San Francisco Democrat said Friday.

The cleanup cost to International Bird Rescue alone is \$150,000 so far, and that figure does not include the expenses of the Audubon Society, San Francisco Baykeeper and Wildlife Emergency Services, all of which helped rescue shorebirds found covered in a sticky gray substance along the shoreline from Alameda to Hayward. *MercuryNews.com* [Read more](#)

USA: LESSONS LEARNED: EXXON VALDEZ 26 YEARS LATER

March 23 - The Alaskan spill covered an more than 1,300 miles of coastline, of which more than 200 miles was heavily oiled. It is also estimated that about 250,000 birds, 2,800 sea otters, 300 harbor seals, 250 bald eagles, 22 killer whales billions of salmon and herring eggs were killed. Today, the Alaskan spill area is one of the most intensely studied places on the planet to analysis the long term effects of oil pollution on the environment.

The incident brought about significant and much-needed changes in maritime regulation regarding prevention and oil spill response. The maritime industry was also forced develop contingency plans for large oil spills and create regional and national response organizations.

The event resulted in the Oil Prevention Act of 1990 (OPA90) and the formation of national response groups like the Marine Spill Response Corporation (MSRC), the Marine Preservation Association (MPA) and the National Response Corporation (NRC), along with thousands of contracted responders around the 96,000 miles of U.S. coastline as well as Puerto Rico and the U.S. Caribbean.

Other news reports from around the world (continued)

The Exxon Valdez incident promoted amendments to the IMO's MARPOL Convention that called for double-hulled tankers by 2015, which was also a mandate of the U.S. OPA90. MARPOL also required the International Safety Management (ISM) Code, which were adopted in 1993, and the 1995 amendments to the Convention on Standards of Training, Certification and Watchkeeping Seafarers (STCW), which further set standards for deck officers on the bridge of a vessel.

OPA90 also expanded the federal government's ability to oversee oil spill prevention as well as establishing the Oil Spill Liability Trust Fund, which created a one billion dollars per spill incident. The act also create criminal liability for corporate executives for knowingly hiring incompetent personnel and operating inferior vessels. The IMO's Civil Liability Convention (CLC) and the OPA Trust Fund divide financial and criminal liability between the ship owner and the oil industry. And, oil spill claimants are now guaranteed pay regardless of fault. *The Maritime Executive* [Read more](#)

USA: SENATORS INTRODUCE LEGISLATION AFTER SERIES OF OIL TRAIN ACCIDENTS



A file photo from the Office of the Governor of West Virginia shows a derailed oil train in Mount Carbon, WV, in Feb. 2015. A group of senators introduced new legislation on Wednesday that would tighten safety standards for oil transported by railroad. (AP Photo/ Office of the Governor of West Virginia, Steven Wayne Rotsch,File) | ASSOCIATED PRESS

March 26 - A group of Democratic senators wants to improve the safety of transporting oil by rail in the United States, following a series of high-profile derailments that led to fires and explosions.

Sens. Maria Cantwell (D-Wash.), Patty Murray (D-Wash.), Tammy Baldwin (D-Wisc.), and Dianne Feinstein (D-Calif.) on Wednesday introduced the Crude-By-Rail Safety Act, which would direct the Department of Transportation's Pipeline and Hazardous Materials Safety Administration to bar the use of older, riskier types of tankers and ask it to set standards for the volatility of gases in tank cars -- meaning they won't explode as easily. The legislation would also set standards for new tankers, requiring thicker shells, thermal protection and pressure relief valves.

In one recent major incident, a train carrying 3 million gallons of crude oil derailed last month in West Virginia, causing a massive fire and requiring an evacuation. Another train derailed and caught fire in Illinois in early March. *Huffington Post* [Read more](#)

USA: SHELL CONDUCTS DRILLS WITH ARCTIC OIL SPILL RESPONSE SYSTEM



Photo: Visitors board the barge Arctic Challenger in Samish Bay. The Challenger has been retrofit to serve as the launchpad for an emergency containment system that Shell could use to counter a runaway subsea well in the Arctic. (Photo courtesy Greenpeace Investigations)

March 26 - Shell's Arctic oil spill response system is undergoing drills in waters near Bellingham, Washington, with government officials observing the exercises.

Shell Oil Co. is conducting the testing as it plans a new round of exploratory drilling in the Chukchi Sea north of Alaska later this year.

Shell's last venture, in 2012, was cut short when the emergency containment system was damaged during a deployment test — preventing the equipment from making it to the Arctic in time to safeguard drilling into oil- and gas-bearing zones more than 1,000 feet below the sea floor.

Other news reports from around the world (continued)

Read more: [Shell committed to Arctic drilling, despite setback](#)

The system, carried and deployed from the Arctic Challenger barge, was later repaired and certified.

But while new certifications are not needed for Shell's proposed 2015 drilling, the exercises — set to begin in earnest Friday morning and span several days — are designed to put the equipment through its paces for regulators who will decide whether the company wins other critical government approvals.

"Although the Arctic Challenger was certified by the American Bureau of Shipping (ABS) and U.S. Coast Guard in late 2012, we volunteered to demonstrate its capabilities to regulators in advance of 2015 drilling," said Curtis Smith, a Shell spokesman. *Fuel Fix* [Read more](#)

Science and Technology

USA: UMD RESEARCHERS DISCOVER SAFE, EFFICIENT MATERIALS TO CLEAN OIL SPILLS

March 25 - In the wake of the BP oil spill in the Gulf of Mexico in 2010, many researchers investigated solutions to these kinds of ecological disasters. Although some chemicals can break down the oil and reduce the scope of spills, these substances themselves could be unsafe for the environment.

But researchers at this university have recently found materials that not only help clean up oil spills more efficiently, but are also nontoxic and even edible to some organisms.

"We are trying to make [a dispersant that is] more bio-friendly, eco-friendly, less harmful to the environment," said Srinivasa Raghavan, a professor in the chemical and biomolecular engineering department who leads the research with the Complex Fluids and Nanomaterials Group, "We want something that's completely nontoxic but which also does a good job of dispersing the oil in the water."

Jasmin Athas, a graduate student in the chemistry and biochemistry department, joined Raghavan's team and soon found a mixture of two food-grade molecules, lecithin and Tween 80, which potentially created an effective emulsifier. Lecithin is found in soybeans and is used in a number of products such as chocolate, and Tween 80 can be used as an ingredient to emulsify ice cream.

This new lecithin and Tween 80 blend is able to create smaller droplets than currently used dispersants, allowing for more efficient dispersion. Since the material is also food-grade, it is nontoxic and edible for some marine microorganisms, which can contribute to cleaning up the dissolved oil. *Diamondbackonline.com* [Read the complete and unabridged article](#)

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[Bow Wave](#)

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[Sea Alarm Foundation Newsletter](#)

News and commentary on HSE issues from George Holliday

Sam Ignarski's Ezine on Marine & Transport Matters

News from Cedre in Brittany, France

Alliance of Hazardous Materials Professionals

Remediation of contaminated soil and groundwater

Contaminated site clean-up information

From US EPA - Contaminated site decontamination

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Int'l Organisation for Industrial Hazard Management

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News from the Oil Companies International Marine Forum

Int'l Petroleum Industry Environmental Conservation Assoc'n

News from the Australian Maritime Safety Authority

News from the Sea Alarm Wildlife Protection Organisation

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Events

SINGAPORE: 9TH INTERNATIONAL CHEMICAL AND OIL POLLUTION CONFERENCE & EXHIBITION (ICOPCE 2015)

21 - 24 April 2015, Marina Bay Sands, Singapore - Prevention and response in Singapore and Straits of Malacca, plus case studies from Philippines and Thailand + Managing high risk operations – STS, HNS Cargo, Stricken and Damaged Vessels + Technology Spotlight sessions + Claims and Compensation [More info](#)

Events (continued)

UK: MANAGING MARITIME ACCIDENTS & EMERGENCIES SEMINAR

22 - 23 June 2015, Prospero House, London. Managing Maritime Accidents & Emergencies Seminar 2015 speakers include:

- Marcus Lindfors, SWEDISH P&I CLUB
- Colin Mulvana, MARITIME & COASTGUARD AGENCY
- Morgyn Davies OBE, MOD
- Mark Hoddinott, INTERNATIONAL SALVAGE UNION
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Training

OSRL: TRAINING INFORMATION BULLETIN - AFRICA, THE MIDDLE EAST, THE AMERICAS AND EUROPE

Here are details of our upcoming training courses. It includes the dates we have rescheduled and the extra courses we have added to the training programme. To access full details of our courses: [Course Schedule](#)

We have also included details of the many discounts we offer. Member 's discount / Early booking discount & Group discounts.

If you need further training information, please contact: stevewoods@oilspillresponse.com

USA: RAILROADS, ENERGY INDUSTRY OFFER NEW CRUDE-BY-RAIL SAFETY COURSE TO FIRST RESPONDERS

March 26 - A new crude-by-rail safety course designed for emergency response organizations and fire departments was unveiled by the Association of American Railroads (AAR) and the American Petroleum Institute (API) yesterday.

The introductory course, offered free of charge, is available to first responders via the Transportation Community Awareness and Emergency Response (TRANSCAER®) program, of which railroads and oil companies are members.

The safety course is now available through TRANSCAER and soon will be available in a DVD format. Course materials cover characteristics of crude oil, a description of the tank cars in which it is shipped, spill response, firefighting considerations and other information to help fire departments and other emergency response organizations learn about the safety of moving crude oil by rail.

The program will be offered at hazmat and emergency response conferences across North America, and course offerings are already confirmed or being planned in more than 15 states, AAR and API officials said in a joint press release. *Progressive Railroading* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Company news

ISCO MEMBER, SEA HOW LAUNCHES NEW SKIMMER SYSTEMS FOR COASTAL OIL SPILL RESPONSE



March 20 - SeaHow said its new skimmer systems can be implemented to almost any workboat over six meters in length. Skimmers are designed to collect both light and heavy oils efficiently. These features provide new operational efficiencies especially for near shore and coastal oil spill response. (Photo: SeaHow)

Launched after three years of product development, SeaHow skimmer product line consists of different sizes of skimmers suitable to vessels from six meters long to the largest vessels used in off-shore OSR. Skimmers are easy to deploy and operate, making it possible to turn virtually any work boat or larger vessel into an OSR vessel in case of an accident.

Marine Technology News [Read more](#)

Company news (continued)

NORWAY: ENHANCING OIL SPILL DETECTION AT ENI'S GOLIAT FIELD



International oil spill player Aptomar has entered into a service agreement with Hammerfest-based maritime electronics company O.M. Rønning Skipselektronikk to further enhance oil spill detection and combating capabilities at Eni Norge's Goliat field.

Under the contract, O.M. Rønning Skipselektronikk will provide services and support for the systems and products that Aptomar utilises at Eni Norge's Goliat field. The contract is also valid for other Aptomar-systems, both in Norway and internationally.

Aptomar has provided Eni Norge with the marine surveillance and oil spill detection and management system for the Goliat field development. The system is one of the most advanced oil spill detection and management system on the Norwegian Continental Shelf. *EnergyGlobal.com* [Read more](#)

Correction

ARTICLE ON USE OF PUMICE AS AN OIL RECOVERY MEDIUM IN NEWSLETTER 474

Henrik Lauring of Oil Spill Solution I/S in Denmark has asked me to amend the email address given as the contact for more information about this application of pumice. The correct email address is info@oilspillsolution.dk

Member profiles in the ISCO newsletter

The possibility of carrying display advertising in the newsletter as a means of generating much needed additional revenue has been discussed but has not been approved. However it is an option to submit a one page company profile (text and photos) for publication. It's a good way to introduce your company to other members and to our readers in more than 50 countries. This facility is only available to members in good standing (membership subscription paid up-to-date).

Members wishing to take advantage of this facility are asked to make a contribution of £185 to ISCO funds. You can send your copy to info@spillcontrol.org and use the £185 "Industry Partner" button at <http://www.spillcontrol.org/2013-02-05-10-50-47/subscriptions> to remit your payment. Members are allowed only one profile per annum and only one profile will be appear in any issue of the newsletter.

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 and Mark Francis. 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 of value to our community. Corporate Members and others are invited to contribute articles.

You 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.

Last words

The nice thing about being senile is you can hide your own Easter eggs and have fun finding them.

[Thanks to Ian Ashworth of Global Pollution Services LLC]

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