

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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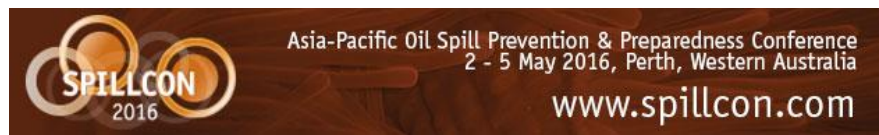
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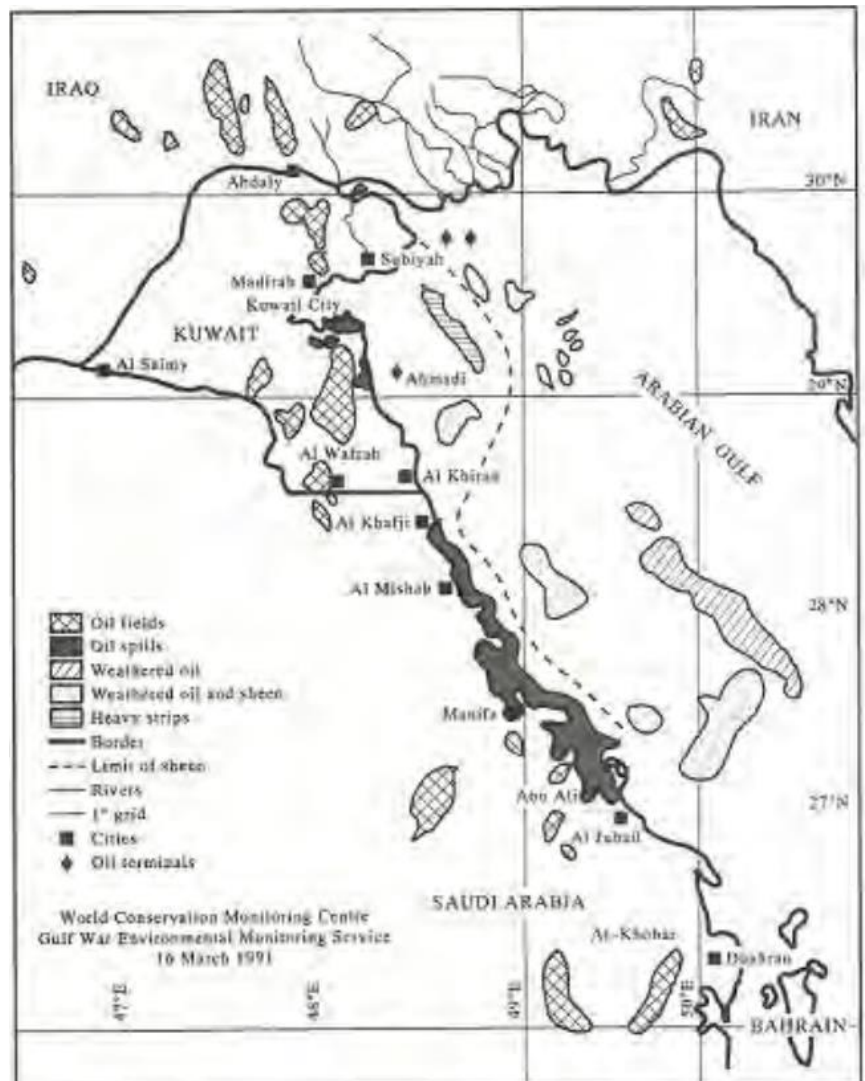
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International news

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25 YEARS AGO – THE WORLD’S LARGEST EVER OIL SPILL



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International news (continued)

In late January 1991, the world became aware that millions of barrels of crude oil were being released into the Persian or Arabian Gulf. It was immediately apparent that this would be one of the largest spills of oil in history and it posed a serious environmental threat to the marine and coastal resources of the region.

It was clear that no one Government or oil industry organization had the resources or capabilities to combat the enormous oil slick and that international co-operation and assistance would be necessary.

It was only two months earlier, On 30 November 1990 that Member Governments of the International Maritime Organization adopted the International Convention on Oil pollution Preparedness, Response and Co-operation (OPRC Convention) and associated resolutions at a conference held in London at IMO Headquarters. The OPRC Convention was a result of the IMO Assembly action to develop an international framework for co-operation in combating major oil pollution incidents. The estimated 6 – 8 million barrels of crude oil spilled into the Gulf certainly represented an oil pollution incident of the "severity" envisaged in article 7 of the OPRC Convention, justifying requests for assistance from government agencies in the countries threatened by the spill.

Some Governments expressed interest in directly contributing to efforts to recover free-floating oil from the water to minimize the impact to coastal areas. Based on this and the real need to expedite efforts to clean up the oil spill and mitigate its environmental impact, the Secretary-General of IMO called for the establishment of the Persian Gulf Oil Pollution Disaster Fund on 15 March 1991.

Concurrent with the establishment of the Trust Fund, the IMO established a Co-ordination Centre within the Marine Environment Division. The Governments of France, Japan, the UK and USA made personnel available to staff the Centre.

In Saudi Arabia, national response efforts were co-ordinated by an International Inter-agency Assessment Team (IIAT), initially led by personnel from the US Coast Guard. In order to facilitate the flow of information between IMO and IIAT, an IMO Liaison Officer in the Operations Centre in Dhahran on the basis of Government secondments by the USA and Denmark.

IMO also concentrated on strengthening the Regional Organization for the Protection of the Marine Environment (ROPME) and more particularly the Marine Emergencies Mutual Aid Centre (MEMAC) based in Bahrain.

IMO assisted in strengthening the role of ROPME during the emergency through the establishment of an IMO Liaison Officer, seconded by the Canadian Coast Guard at ROPME's provisional office in Bahrain. This officer took part in a ROPME mission to Kuwait and assessed the extent of oil pollution along the coastline of that country from the clean-up point of view.

Many Governments offered assistance through IMO, and a number of these offers were accepted by Governments within the region. In addition, several countries assisted countries of the region with the protection of coastal installations and clean-up efforts on a bilateral basis.

Others countries co-ordinated their efforts through the Commission of the European Communities.

International support for the clean-up effort should therefore be seen as a combination of all these initiatives.

The experiences of IMO's involvement in this oil pollution disaster have demonstrated that the Organization can perform the functions and activities envisaged pursuant to article 12 of the OPRC Convention, provided that the support of the Members States is forthcoming. [Source: Abridged extract from the published IMO Final Report]

Incident reports from around the world (listed in chronological order)

CANADA: ONE KILLED IN CANADIAN OIL PLANT ACCIDENT

January 16 - One person was killed and another injured following an explosion at an oil sands plant in western Canada, the Canadian subsidiary of the Chinese company CNOOC said Friday.

Canada-based Nexen Energy ULC did not give a reason for the Friday explosion at its Long Lake facility south of Fort McMurray, in northern Alberta province.

"Our emergency response plan has been activated and response personnel, including first responders ... are on site," Nexen said in a statement. [Ahramonline](#) [Read more](#)

USA: OIL SPILL RESPONSE BARGE BREAKS LOOSE IN UNALASKA



January 18 - The 200-foot-long oil spill response barge Ibis, anchored in Iliuliuk Bay for the past several months, came off its mooring Saturday afternoon in rough seas and drifted onto Front Beach, requiring a coordinated response effort.

The barge is operated by Resolve Magone Marine Services. As of Saturday evening, a crew was able to tow the barge off of the beach.

The Ibis is a relative newcomer to Unalaska; It got its permit in May from the Alaska Department of Natural Resources to moor the barge off the beach for the next five years. The bright orange barge is the most visible element of a private effort to improve shipping safety along the Great Circle route across the Pacific. The Ibis can be used to store oil that's been offloaded, or lightered, from a ship in trouble, before the oil spills into the sea. *Alaska Public Media* [Read more](#)

USA: TANK CARS FULL OF SULFURIC ACID DERAIL OFF TRACKS IN MARTINEZ, HAZMAT CREWS AT THE SCENE

January 20 - Hazmat crews have been called to the scene where three train tank cars derailed off their tracks in Martinez Wednesday morning. The train tank cars derailed around 8 a.m. on Marina Vista Avenue and Interstate 680 near the Benicia Bridge.

The tank cars are full of sulfuric acid but are not leaking, according to the Contra Costa Hazardous Materials *KRON4* [Read more](#)

JAPAN: OIL SPILL CLEANUP UNDERWAY AFTER BUNKER TANKER SINKS IN TOKYO BAY



Picture: The bunker tanker Sunway Maru sank after colliding with aggregate carrier Daifuku Maru No 8 in Tokyo Bay on Saturday.

January 20 - Oil spill cleanup operations were underway after the 92 DWT bunker tanker *Sunway Maru* sank following a collision with 437 DWT aggregate carrier *Daifuku Maru No 8* in Tokyo Bay several nautical miles off Kawasaki, Japan on Saturday, local media [reports](#).

Sunway Maru is reported to have sustained breaches below the waterline as a result of the collision and began taking on water and leaking oil. *Ship & Bunker* [Read more](#)

USA: TOWBOATS RESTRICTED AFTER FIFTH VESSEL HITS SAME VICKSBURG AREA BRIDGE

Photo: The Vicksburg Railroad Bridge, also know as the Old Vicksburg Bridge or Mississippi River Bridge. The Vicksburg Railroad Bridge, also know as the Old Vicksburg Bridge or Mississippi River Bridge.

January 21 - Update: A fifth towing vessel has hit the same Vicksburg Railroad Bridge prompting officials to close the river to towing vessels pushing barges under bridges, the U.S. Coast Guard said late Thursday. The latest incident occurred Thursday afternoon and involved the towing vessel Thomas Kay. One ethanol barge has been damaged and the other eighteen dry cargo barges reported no damage.

The Captain of the Port has issued a waterway restriction calling for all towboats pushing barges to not transit under the bridges from mile marker 363 near Natchez, Mississippi north to mile marker 438 near Vicksburg.



The Coast Guard has said it is evaluating additional navigation safety measures in order to reduce the potential for future marine accidents. All five incidents are under investigation. *gCaptain* [Read more](#)

AUSTRALIA: MARINE NOTICE 4/2016 - Emergency Towing Capability

January 15 - The purpose of this Marine Notice (which Supersedes 17/2013) is to remind owners, masters and agents of ships of their responsibilities in regard to reporting and resolving maritime incidents. It also serves as a reminder to owners, masters and agents that costs incurred by AMSA in the event of an intervention in a maritime incident may be recovered from the vessel's owners. [AMSA](#) [Read more](#)

AUSTRALIA: OIL SPILLED INTO QUEENSLAND PORTS WITH 'ALARMING REGULARITY'



Photo: Oil clean-up on Moreton Island and Tangalooma in 2009. Photo: Brendan Esposito

January 20 – Heavy fuel oil, diesel, other oils and hydraulic fluids have been spilled 879 times into Queensland ports and coastal waters since 2002, Queensland government records show.

That is more than once-a-week in 2014-15 (86 times), although the quantities range from very small to very large.

Those 2014-15 spills range from 1000 litres of diesel from Graincorp Terminals at Port of Brisbane, an unknown quantity of oily bilge water off famous Whitehaven Beach in the Whitsundays, down to one litre of diesel off Heron Island. [Brisbane Times](#) [Read more](#)

BANGLADESH DRAFTS OIL SPILL CONTINGENCY PLAN

Photo: Bangladesh Department of Environment has formulated a draft oil spill contingency plan. The plan will be discussed with different agencies, before going to the cabinet for approval.

January 15 - The draft plan suggests the government should establish a separate entity that will lead the response to future oil spills. At the same time, the draft suggested that the government should make the Bangladesh Coast Guard the operational entity given that is the only organisation that has the access and the capacity to work across coastal areas. The Department of Environment would remain the lead agency under the contingency plan as it is the sole authority to check environmental pollution in Bangladesh. After experiencing three major incidents over the last 13 months, Bangladesh has finally started the process. [The Financial Express](#) [Read more](#)



CANADA: WEST COAST SPILL RESPONSE ORGANIZATION ADDING HIGH-TECH CAPACITY, NEW BOATS AND STAFF. TRANS MOUNTAIN EXPANSION WOULD ADD EVEN MORE.

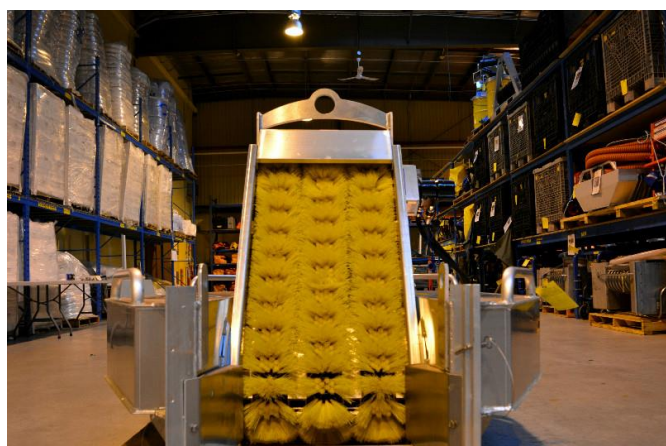


Photo: The Corporation's 9,375-square-foot warehouse in North Burnaby is stacked with skids of absorbent pads, inflatable booms, rows of yellow-brushed skimmers, power packs and collection tanks.

January 7 - British Columbia's Transport Canada-certified marine oil spill response organization has been busy in recent months adding new boats, high-tech gear and millions of dollars' worth of oil recovery equipment.

Although it may never be called upon to deal with a major marine oil spill, Western Canada Marine Response Corporation (WCMRC) has a mandate to provide an efficient, effective and timely response if such an incident were to occur.

There are drones to help survey and map the BC coast, a blimp to tether above a spill site and a mobile satellite Wi-Fi station to keep everyone connected in an operation at a remote site along the coast. [Transmountain](#) [Read more](#)

Other news reports from around the world (continued)

CANADA: NEW REPORT ADDS BILLIONS TO COST OF OIL SPILL OFF B.C.'S SOUTH COAST



Photo: An oil tanker is guided by tug boats as it goes under the Lions Gate Bridge. Environmental and risk assessments for projects that would increase tanker traffic in southwestern B.C. fail to consider billions of dollars in potential social, economic and environmental impacts, according to a new report on the region by the Raincoast Conservation Foundation. Photograph by: JONATHAN HAYWARD, THE CANADIAN PRESS

January 20 - Environmental and risk assessments for projects that would increase tanker traffic in southwestern B.C. fail to consider billions of dollars in potential social, economic and environmental impacts, according to a new report on the region by the Raincoast Conservation Foundation.

The risks of additional tanker traffic may include major oil spills, which are relatively rare, but also chronic small spills and acoustic pollution affecting marine life from herring to dolphins and whales. *The Vancouver Sun* [Read more](#)

MALAYSIA: NEW RULES SEEK TO REDUCE THE THREAT OF OIL SPILLS IN MALAYSIA

Photo: A Malaysian worker inspects the extent of a diesel oil spill at a treatment plant in Petaling Jaya. Photo Credit: The Star Online

January 21 - Between 2009 and last December, for instance, a whopping 121 cases of oil pollution were reported in Malaysian waters, with 15 of them occurring last year alone along the beaches of Terengganu and Pahang states. And that's not counting the slow but steady drip-drip of pollutants into the sea from factories and communities along shores. Meanwhile, as Malaysia and its neighbor Brunei and Indonesia are all major oil producers, there remains a constant risk of new oil spills around the country with potentially devastating consequences.

The Ministry of Natural Resources and Environment is aware of the environmental hazards from such spills, and Minister Datuk Seri Wan Junaidi Tuanku Jaafar has pledged to take measures to prevent them. Among the measures are newly drafted regulations for Marine Oil Pollution Control; updated guidelines on The Use of Oil Spill Dispersants in Malaysia; and the verification of international Marine Oil Pollution Prevention and Control mechanisms. Stricter enforcement of such rules, guidelines and regulations will be necessary to ensure the country's remaining and unspoiled maritime resources remain unmarred by extensive pollution. *Clean Malaysia* [Read more](#)



NORWAY: NOBODY CAN COPE ON THEIR OWN

Illustration: Norwegian Coastal Administration/Marianne Henriksen



January 11 – A short article by Johan Marius Ly, Director of emergency preparedness - Good emergency preparedness can never be achieved if collaboration fails to function between the Arctic nations, the environmental organisations and commercial enterprises.

The need to work together across different interests will be highlighted at the Arctic Frontiers conference, which is due to start within a few days in the north Norwegian port of Tromsø. Emergency preparedness at the Norwegian Coastal Administration (NCA) concentrates primarily on good oil spill response and protecting a vulnerable environment against acute pollution. As the director in charge of this work, I can see where we have our strengths and where problems exist which should cause concern. *Kystverket* [Read more](#)

NORWAY: BETTER OIL SPILL RESPONSE IN SNOW AND ICE

January 22 - The Norwegian Coastal Administration's goal is that Norway will be the world leader for oil spill response in the Arctic. It is therefore inviting the biggest specialists in this field to share their expertise.

This learning partly takes the form of educating people in the subject. But enhanced attention is also being paid to it through a special seminar being staged at the Arctic Frontiers conference, which begins in Tromsø on Monday 25 January.

Other news reports from around the world (continued)

One of the world's most experienced specialists in the field, Dr Ed Owens, also shared his expertise this week through a training course. Participants in this session were drawn from the Norwegian Coastal Administration (NCA) and the Norwegian Clean Seas Association for Operating Companies (Nofo). *The Arctic Journal* [Read more](#)

USA: WEST VIRGINIA - WVDEP REMINDS TANK OWNERS OF AST REGISTRATION AND SPILL PREVENTION AND RESPONSE PLAN REQUIREMENTS

January 11 - The West Virginia Department of Environmental Protection is reminding owners of aboveground storage tanks (ASTs) of the requirements related to registering tanks and submitting spill prevention and response plans (SPRPs) or acceptable equivalent plans. The deadlines to submit both sets of information to DEP have come and gone. The AST Act requires registration of all aboveground tanks meeting the statutory definition of an AST, and also requires submission of SPRPs for ASTs categorized as Level 1 and Level 2 tanks. *WVDEP* [Read more](#)

USA: 45TH ANNIVERSARY OF OIL SPILL THAT LED TO CREATION OF INTERNATIONAL BIRD RESCUE

January 18 - Today marks the 45th anniversary of the oil spill that led directly to the creation of International Bird Rescue. On the early morning of January 19, 1971, two Standard Oil tankers, the Arizona Standard and the Oregon Standard, collided in foggy conditions near the Golden Gate Bridge. The ruptured tankers spilled at least 800,000 gallons of crude.

Among other terrible outcomes, the spill affected 7,000 birds. Volunteers collected nearly 4,300 of them, mainly Western Grebes and Surf Scoters, and brought them to makeshift rehabilitation centers. *International Bird Rescue* [Read more](#)

USA: OIL EXECUTIVE SAYS 10-YEAR-OLD LEAK IS GOD'S FAULT

January 20 - A decade-old oil leak that could last for another century was caused by an "act of God" during a hurricane in the Gulf of Mexico, the president of the company responsible for the leak said Wednesday. Taylor Energy President William Pecue told a gathering of industry experts and environmental advocates in Baton Rouge that the company cares "very deeply" about the environment.

In September 2004, waves whipped up by Hurricane Ivan triggered an underwater mudslide, which toppled a Taylor Energy-owned platform and buried a cluster of its oil wells under mounds of sediment. Federal regulators believe oil is still coming out at the site. Oil slicks often stretch for miles about 10 miles off Louisiana's coast. *CBS News* [Read more](#)

USA: DEFAZIO PUSHES DOT TO PRIORITIZE CRITICAL OIL SPILL RESPONSE PLANS

January 21 – Public letter from Peter DeFazio to Hon. Anthony Fox, Secretary, DOT – “Section 7307 of the Fixing America’s Surface Transportation Act of 2015 (FAST Act) requires you to provide an update to Congress within 30 days of enactment of the FAST Act and every 90 days thereafter, until a final rule is promulgated, based on the advanced notice of proposed rulemaking (ANPRM) that was issued on August 1, 2014, entitled “Hazardous Materials: Oil Spill Response Plans for High-Hazard Flammable Trains (HM-251B)”.

The reason the FAST Act included that provision is because I am growing increasingly frustrated that the Pipeline and Hazardous Materials Safety Administration (PHMSA) has thus far failed to issue a final rule on the matter. Other Members share my concern as you can see from the Consolidated Appropriations Act, 2016 (P.L. 114-113) which requires you to finalize the rulemaking within one year of the date of enactment of the Act, or not later than December 18, 2016 (see page 1541). The estimates contained in your 30-day letter, which was submitted in compliance with the FAST Act, completely ignores that mandate. *House Committee on Transport and Infrastructure* [Read more](#)

People in the news

UK: SEPA CHAIRMAN, DAVID SIGSWORTH, RETIRES



SEPA's Chairman, David Sigsworth, retired from the role at the end of December. He led SEPA as Chairman since January 2008 and, in that time, had been instrumental not only in transforming SEPA into a genuinely world-leading environment protection agency, but also in establishing SEPA as a leader in public service reform.

You can read [his farewell message](#) in SEPA View. SEPA's new Chair has been announced as Bob Downes [<read more>](#)

Obituary

RICH HABIB OF TITAN SALVAGE

A short obituary notice was published in last week's ISCO Newsletter. Since then, two more in-depth obituaries have been published in *The Maritime Executive* and *gCaptain*. Here are the links for reading these, also a recent interview with Rich conducted by Rob Almeida of *gCaptain*. Links - [Maritime Executive](#) [gCaptain](#) [Interview](#)

SHORELINE CLEAN-UP – PART 2

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



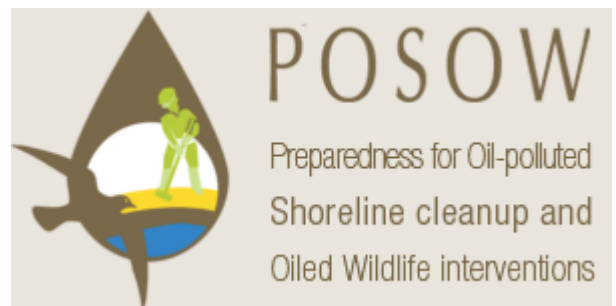
Mark Francis has been involved with the oil industry since 1975. He attended his first oil spill in 1976, the Tanker Elaine V incident. He became head of response for inland spills within the UK for British Petroleum E & P in 1980 for 10 years responding to well, storage tank and pipeline spills throughout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

Shoreline Clean-up Assessment Technique (SCAT)

These days it is unusual to have an oil spill event without various (SCAT) Shoreline Clean-up Assessment Technique teams doing surveys for future clean up or for info during and after the clean-up for the Planning team

When a spill occurs there are usually far too few people to quickly take on this part of the response but it is important, as it will inevitably save time and life in the decision as to what should be done first and how. This helps, operations, planning, safety, logistics and finance.

POSOW is a project co-financed by the EU under the Civil Protection Financial instrument developed in cooperation with ISPRA, Cedre, Sea Alarm and CPMR and coordinated by REMPEC the regional Centre of the Barcelona Convention. POSOW produced 4 free manuals designed for volunteers and all responders involved in onshore response who have little or no previous knowledge of shoreline geography and descriptions of shoreline oiling.



I have borrowed some of the designs and wording as it is good to see simple designs showing how things work.

The cornerstone activity of SCAT is a shoreline assessment survey and its fundamental objective is to collect and document data on oiled shoreline conditions in rapid, accurate and systematic fashion.

Shoreline assessment surveys are based on several fundamental principles. These include:

- a division of the coastline into homogeneous geographic units or 'segments'
- the use of a standard set of terms and definitions for documentation
- systematic assessment of all shorelines in the affected area
- a survey team that is objective and trained
- the timely provision of data and information for decision making and planning.

The need for a coordinated and systematic shoreline assessment programme will be triggered by an incident leading to marine or coastal oil pollution.

The SCAT process includes eight basic steps:

1. Conduct reconnaissance survey(s).
2. Segment the shoreline.
3. Assign teams and conduct SCAT surveys.
4. Develop cleanup guidelines and endpoints.
5. Submit survey reports and shoreline oiling sketches to the ICS Planning Section.
6. Monitor effectiveness of cleanup.
7. Conduct post-cleanup inspections.
8. Conduct final evaluation of cleanup activities.

Field Equipment Check list

- Suitable maps of relevant shore segments and other relevant maps (e.g. road or topographical maps for access) or nautical charts of area. If necessary on waterproof writing paper
- Oiled Shoreline Assessment Forms
- Clipboard
- Spare blank writing paper or waterproof field notebooks (possibly waterproof)
- Stationery - pencils, markers, rulers, paperclips
- Compass or portable Global Positioning System (GPS) device
- Small shovel or spade
- Tape measure

Special feature (continued)

- Digital camera
- Video camera and storage media (if required)
- Batteries, charged battery packs (for GPS, cameras)
- 10 cm and/or 25 cm long photo scale with 1 cm increments
- Communication device (e.g. radio or mobile telephone)

Surveyors should also have appropriate clothing and personal protective equipment for the conditions, for example:

- rain gear, sun screen, hat, rubber boots, non-skid soles
- first aid kit
- hand wipes/cleaner and rags for decontamination

Refreshments should be carried in remote locations

Survey steps and comments

Gain segment overview

Try to gain an overall perspective of the segment to be surveyed, either by viewing from an elevated position or, for shorter segments, walking its length.

Acquire a good perspective of the extent of shoreline oiling.

Make detailed observations - It is recommended to walk along the whole segment making general notes, returning to oiled areas that require more detailed documentation.

On longer segments it may be more efficient to carry out detailed note-taking as the team progresses along the shore.

Take photos/video - Photographs and video are very useful tools in documenting the shore's appearance. Ensure accurate notes of photograph or video locations are made.

Use the reference numbers of images from the digital camera used. GPS can be used to identify photo locations if available and necessary.

Don't take too many photos - this is a case when quality is better than quantity. Think what the photo is for? Does it show the inclination of the shore for example?

Photographs should be taken to:

- record general views along and across the shoreline
- capture the appearance and location of oiled areas
- identify key environmental and changes features on the shoreline
- use a suitable scale in any view where the size of the picture is not obvious
- identify access routes or other operational features and on-going activities.

Do not forget to indicate the location of the view point on your sketch.

Draw sketch/annotate map - A sketch is a very important part of the assessment. The sketch complements photographs and is required to document oiling conditions on the form. The location of all key features should be marked.

Complete assessment form - The completed Oiled Shoreline Assessment Form provides all the detailed information on the oiling conditions.

Before departure from site

The team should review the assessments to ensure agreement on major points. As a minimum, there must be a consensus on the oil character and distribution.

Check that forms and sketch maps are complete. Ensure that all photographs and videos have been accurately logged.

Prevent secondary pollution by cleaning any oiled footwear prior to departure.

Check that all equipment, survey gear, personal items and, litter is taken before leaving the site.

Segments

The essential first step of a ground survey is to divide the coastline into planning and operational work units called 'segments'.



With Special feature (continued)

Within a given segment, the shoreline character will be relatively homogeneous (uniform) in terms of physical features and sediment type.

Boundaries between segments are established on the basis of prominent geological features such as a headland or presence of a river, changes in shoreline or substrate type, sometimes a change in oiling conditions, or establishment of the boundary of an operational area. Segment lengths are typically 200 - 2,000 m. If there are long stretches of uniform coast, segments may be established on the basis of operational features, such as access points, or simply by equal distances along the shore.

box 1	GENERAL INFORMATION	Incident: <i>Nobiga</i>	Date: <i>09/01/12</i>
	Commune/Region	Survey time: <i>10:00 to 11:15</i>	Tide: <i>no tide</i>

How to define segmentation

To assist in defining segments one can use:

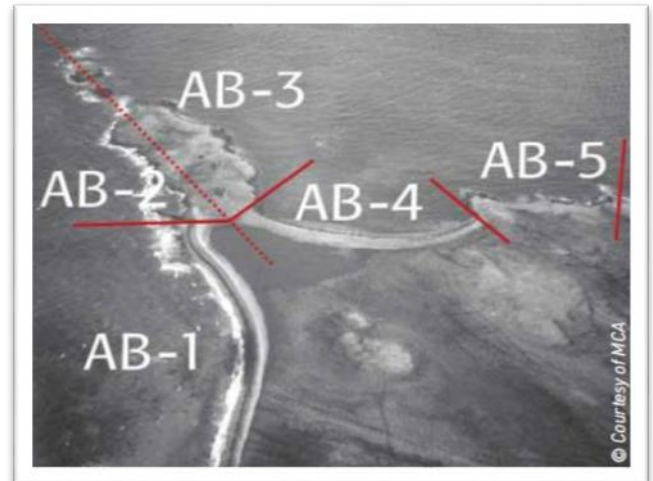
- topographical maps
- environmental sensitivity maps, where they exist
- satellite images, such as those freely available from Google Maps depending on the resolution of images available for the area.

Segmentation will be used throughout the response process.

These segments are the basis for the development of treatment plans. Ultimately, each segment of shoreline will be considered individually in both planning and operational stages.

Segment identification

Each segment should be given a unique identification code. There are no rules to how this is done but simple systems are effective e.g. a code for each municipality followed by sequential numbers for each segment within that municipality.



box 2	SURVEY TEAM	Organisation:	Telephone number:
	<i>John Tullow</i>	<i>Environment Ministry</i>	<i>+12 345 6789</i>
	<i>Jose Ballesteros</i>	<i>Municipality</i>	<i>+12 456 7891</i>

box 3	SEGMENT	Segment ID: <i>WC 02</i>	Name of site: <i>Ramla bay</i>
	Total Length: <i>600</i> m	Length surveyed: <i>600</i> m	
	Start GPS: Lat: <i>36°03'41.58"N</i>	Long: <i>14°17'03.00"E</i>	Other ref:
	End GPS: Lat: <i>35°46'08.02"N</i>	Long: <i>14°36'09.80"E</i>	Other ref:
	Exposure: high / <u><i>(medium)</i></u> / sheltered / very sheltered / don't know		
	Coastline type description (i.e. estuary, boulder beach, marsh, cliff coastline, port...):	<i>Sandy beach and dunes between rocky headlands</i>	

To be continued in next week's newsletter

Publications

IMO HNS GUIDE – PUBLISHED BY THE IMO HNS CORRESPONDENCE GROUP

January 21 - The IMO HNS Correspondence group has published information regarding the HNS convention, benefits and statistics on chemicals trades. The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 – known as the HNS Convention – aims to ensure adequate, prompt and effective compensation for damage to persons and property, for costs of clean up and reinstatement measures and economic losses resulting from the maritime transport of hazardous and noxious substances. *Hellenic Shipping News* [Read more](#)

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

AMSA Aboard	News from the Australian Maritime Safety Authority	December 2015 issue
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 2015
Celtic Biogenie enGlobe Newsletter	Latest Remediation and related technology news	Autumn 2015 issue
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	January 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	January 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 4, 2015
IMO Publishing News	New and forthcoming IMO publications	December 2015
Intertanko Weekly News	International news for the oil tanker community	No 4 2016
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2016 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	January 2016 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	December 2015 issue
Pollution Online Newsletter	News for prevention & control professionals	January 13 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
SAC News	Oil spill related and other news from Alaska	Dec.11 issue 2015
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	December 1-15, 2015
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	December 28 issue
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	January 1, 2016 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	Fall 2015 issue
WMU Newsletter	News from the World Maritime University	December 2015 issue

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

Events

UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
SPAIN	Jan 27-29	OSPAR Marine Environment (INPUT) WG	Malaga
UK	Jan 27-28	IMarEst – Offshore Units & Application of MARPOL	London
JAPAN	Jan 28-29	PAJ Symposium 2016	Tokyo
USA		Oil Spill and Ecosystem Science Conference	Tampa, Florida
USA	Feb 9-10	Great Lakes Waterways Conference	Cleveland, Ohio
UK	Feb 15-19	IMO Pollution Prevention & Response S/C'ttee.	London
UK	Feb 17-18	Society of Maritime Industries Conference	Hull
QATAR	Feb 22-24	9th Oil Spill Response Officers Mtg & Planning C'ttee	Doha
SAUDI ARABIA	Feb 22-24	PetroEnvironment 2016	Dammam
UK	Mar 15-17	Oceanology International	London
CANADA	Mar 23-24	8th Arctic Shipping Summit	Montreal
NIGERIA	Mar 29-31	Clean Niger Delta Conference	Abuja
JAPAN	April 7-8	NOWPAP 14th CEARAC Focal Points Meeting	Toyama
UK	April 18-22	IMO Marine Environment Protection Committee	London
UK N. Ireland	April 19-21	ISAA Training Days 2016	Enniskillen
FRANCE	April 20	CEDRE Information Day – Volunteers in OSR	Paris
UK	April 26	UK Spill Meeting, Dinner and Annual Awards	London
USA	April 27-29	APICOM Spring Meeting	Galveston, TX
AUSTRALIA	May 2-6	Spillcon 2016	Perth, WA
CROATIA	May 10-15	ADRIASPILLCON 2016	Opatija
UAE	May 17-18	Offshore Arabia Conference & Exhibition	Dubai
NETHERLANDS	May 24-26	Bon Agreement WG on Counter Pollution Activities	Scheveningen
USA	June 21-23	Clean Pacific Conference & Exhibition	Seattle, WA
CANADA	July 7-9	AMOP Technical Seminar	Halifax
INDIA	August 11-12	Oil Spill India	Mumbai
UAE	October TBA	EI Middle East HSE Technical Forum	Abu Dhabi
MALTA	November 2-3	JOIFF Fire & Explosion Hazard Mgmt. Conference	St. Julians
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Events (Continued)

UK: CHANGE OF DATE FOR ANNUAL MEMBERS MEETING, DINNER & UKSPILL ANNUAL AWARDS

UKSPILL ANNUAL MEMBERS MEETING/DINNER & AWARDS POSTPONED TO 26 APRIL 2016

The Board met on 12 January, and decided that because of low bookings for the Annual Meeting & Dinner and also low entries for the Awards, the Annual Members Meeting should be postponed to allow more time for bookings and entries.

The new date will be 26 April 2016, and the venue will be as planned at Watermen's Hall in the City of London, commencing at 1800hrs.

The Board was aware of the relatively short notice for submission of Awards, and has agreed to push back the deadline for submissions to 15 March 2016 to give more companies the time to make a submission. Each category of the Award has a cash prize as well as a trophy, and all members are invited to make a submission. [More info](#)

Job vacancies

NRC INTERNATIONAL: COUNTRY MANAGER – DUBAI

For more information, contact Yolanda Chavi, Group HR Manager, International
www.nrcc.com | ychavi@nrcc.com

Company news

ISCO MEMBER, NORTEK, LAUNCHING THE LONG AWAITED 250 KHZ SIGNATURE SYSTEM

Nortek is pleased to announce that the long awaited mid-range profiler Signature250 is now in production. It has an optional center beam for the patented SUV wave measurement mode – which means it can be deployed on subsurface buoys at depths as great as 150 meters. With Signature250, Nortek's professional users now have available the most versatile family of profiler instruments in the industry.

The Signature family now includes instruments covering ranges from <1m to >1000m (frequencies of 1000, 500, 250 and 55 kHz). The Signature series now covers most needs and requirements in terms of range and application.

We welcome engineers and scientists from research institutions, government organizations and the oil and gas industry to contact us to discuss your online data collection application and the advantages that the Signature250 can offer you. [More info](#)

Special item

WATCH A TANKER COMPLETELY IMplode IN SLOW MOTION

[Click Here to Watch the Video](#)

The tanker in the video is 67-feet long with a 10-foot diameter and can hold up to 30,000 gallons of liquid. It's made of thick steel and weighs 67,000 pounds and yet it can be crushed with just the sweet simple science of air pressure. Watch as the gang at Mythbusters made the giant tanker implode in glorious slow motion. It just gets obliterated like it's barely a soda can.

All that's really needed to destroy the tanker is a difference in pressure. Get it hot enough inside the tanker and then let it cool and boom, collapse.

And here's a bit of the science behind the implosion too: [Click Here](#)

[[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group for sending in this item]

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