



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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info@spillcontrol.org

<http://www.spillcontrol.org>



ISCO & THE ISCO NEWSLETTER

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

ISCO COMMITTEE & COUNCIL

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

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

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

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



ISCO AND BIMCO TO CO-OPERATE IN DEVELOPING A STANDARD INTERNATIONAL CONTRACT FOR RESPONSE TO MAJOR OIL AND CHEMICAL SPILLS

In the event of a shipping accident that calls for the intervention of a salvage contractor, Lloyds Open Form (LOF) is available for use as an internationally recognised form of contract between a salvage contractor and parties that engage his services.

The benefit is that in an emergency, the availability of a recognised form of contract that is internationally accepted as fair to both parties, facilitates a rapid response. Delay that would arise because of need for completing detailed contractual negotiations between the parties can be avoided.

As far as environmental protection is concerned, the applicability of LOF is restricted to measures such as cargo transfer to reduce potential for spillage and certain other counter-pollution operations in the immediate vicinity of the incident.

LOF would have little or no part to play in broader spill combat / clean-up operations – such as, for example, wider coastal protection measures or shoreline cleaning. Although there is a contractual obligation on salvage contractors to minimise the risk of pollution.

At the present time there is no comparable form of standard contract that could be invoked in a similar way to LOF to facilitate the rapid commencement of large scale spill response operations.

Background

In May 2015 the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) approved the Guidelines on International Offers of Assistance (IOA) in response to a major marine oil pollution incident in which response resource requirements would exceed the capacity of national and regional capabilities to effectively respond to such an event.

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Next Steps

Looking for advice and help, John McMurtrie, the Secretary of ISCO, discussed the matter with ISCO member, John Noble (former General Manager of the International Salvage Union) and Mark Hoddinott (currently GM of the ISU), whom he knew to be a strong supporter of LOF. Mark recommended speaking to Grant Hunter of the Baltic and International Maritime Council (BIMCO), an organisation with substantial experience in the drafting and updating of international contracts. Following on further discussions, BIMCO has agreed to support ISCO in developing a standard contract for response to major pollution events. It has now been agreed to form a joint ISCO-BIMCO Working Group and an initial meeting has been scheduled in London on Thursday 18th February.

ISCO participants attending will be David Usher (ISCO President), John McMurtrie (ISCO Secretary), ISCO Committee Members - Captain Bill Boyle MNI (Briggs Marine), and Lord Peter Simon Rickaby (Braemar Howells) - and Dr Douglas Cormack, Honorary Member of ISCO and former Head of the UK's Warren Spring Laboratory. Other interested ISCO Committee Members - Marc Shaye and Dan Sheehan, will not be attending but will be kept "in the loop", and will be able to participate by correspondence.

Going forwards, the intention is that future meetings will involve a much smaller "core group" that will progress the project in partnership with the BIMCO team.

Interests of ISCO Members

In addition to salvage support during the September 2015 exercise (provision of salvage experts, tugs, lost container recovery capability and oil cargo lightering) the Request for Assistance from the Korean Coast Guard identified needs for expertise and equipment in support of oil spill response operations (understood to include booms, skimmers, pumps, and other equipment to recover spilled oil) in order to protect the public and environment and to minimise further environmental damage; also expert support for SCAT operations (shoreline pollution assessment and remediation planning)

This example illustrates the close relationship between salvage and spill response – indeed several ISCO members operate both of these services in an integrated way.

However, whereas salvors operate in a marine environment, spill response contractors are called upon to work in both marine and

International news (continued)

At the beginning of September 2015 the Korean Coast Guard took the lead in conducting a North Pacific Coast Guard Forum (NPCGF) Communications Exercise. The purpose of the exercise was to test portions of the soon-to-be-adopted IMO IOA Guideline documents.

The exercise scenario was a collision between a crude oil tanker and a fully loaded container vessel in a location offshore Korea. The imaginary incident resulted in the spillage of a large quantity of crude oil and a number of containers lost overboard.

NPCGF members and other organizations (including ISCO) that had contributed to the IMO Working Group that developed the IOA Guidelines participated in the exercise. The role of ISCO was to transmit requests for assistance received from the Korean Coast Guard to its Corporate Members.

In post-exercise dialogue the Korean Coastguard representative made the point to the Secretary of ISCO that it would be very helpful if a standard contract, analogous to LOF, were to be available to aid decision-making in regard to contract award for spill response support.

In evaluating offers of assistance, governments and other parties need to give consideration to –

- Technical competency of offer content, including time required for mobilisation.
- Cost of accepting offers of assistance.
- Contractual terms and conditions under which assistance is being offered.

The task will be significantly easier if standard terms and conditions of contract, internationally recognised and accepted as being fair to all parties, can be invoked.

ISCO Considerations

The Secretary of ISCO was in full agreement with the comments made by the representative of the Korean Coast Guard and consulted with ISCO's President and members of the Executive Committee.

There was a consensus agreement that the development of a Standard Contract for Spill Response Interventions would be of benefit to the members of ISCO. As the only international organization representing the world-wide spill control community at IMO and IOPCF it was agreed that ISCO was the correct body to spearhead such a development.

International news (continued)

inland locations. It should also be realised that IMO's IOA initiative is not intended to have exclusive application in marine situations.

Additionally, calls for assistance in major spill events are not restricted to requirements for salvors and response contractors – Major incidents can create urgent needs for provision of emergency support from others in the spill response community –

- Manufacturers of spill response equipment and materials
- Consultants with specialised knowledge, experience and know-how
- Training providers – for example training of local labour in shoreline clean-up
- Incident management – for example specialists in Incident Command Systems
- Wildlife rescue and rehabilitation organisations
- And others whose support may be required

ISCO's aim is to serve the interests of all of its members.

We believe that the creation of an internationally recognised and respected emergency intervention contract will be a positive development for our industry as well as for all who have reliance on its ability to respond quickly when required.

STATES URGED TO RATIFY COMPENSATION REGIME FOR HAZARDOUS AND NOXIOUS CARGOES

Together with the IOPC Funds and ITOPF, IMO has produced a six-page brochure that explains to States the purpose and benefit of the HNS Convention and encourages IMO Member States to take the next steps to ratify or accede to the Convention

February 8 - The International Maritime Organization (IMO), together with the International Oil Pollution Compensation Funds (IOPC Funds) and the International Tanker Owners Pollution Federation (ITOPF), is urging its Member States to ratify and implement a key compensation treaty covering the transport of hazardous and noxious substances (HNS) by ship.

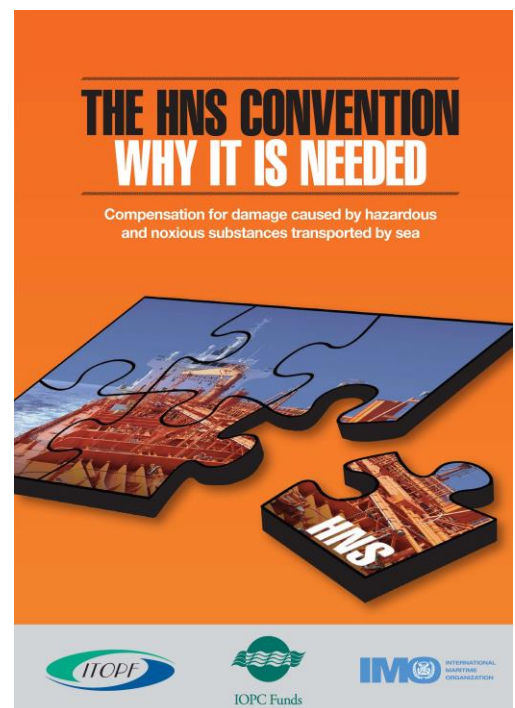
The International Convention on Liability and compensation for Damage in Connection with the Carriage of Hazardous and Noxious substances by Sea, 2010 (2010 HNS Convention), when in force, will provide a regime of liability and compensation for damage caused by HNS cargoes transported by sea, complementing existing regimes already in force for the transport of oil as cargo, bunker oil used for the operation and propulsion of ships, the removal of hazardous wrecks and claims for death of or personal injury to passengers, or for damage to their luggage, on ships.

"The HNS Convention recognizes that accidents can and do happen and it is the last piece in the puzzle needed to ensure that those who have suffered damage caused by HNS cargoes carried on board ships have access to a comprehensive and international liability and compensation regime," said IMO Secretary-General Kitack Lim. "The number of ships carrying HNS cargoes is growing steadily with more than 200 million tonnes of chemicals traded annually by tankers. I urge all States to consider acceding to the HNS 2010 treaty as soon as possible, in order to bring it into force."

Entry into force requires accession by at least 12 States, meeting certain criteria in relation to tonnage and reporting annually the quantity of HNS cargo received in a State. There are as yet no contracting States to the 2010 HNS Convention. However, progress towards the Convention's entry into force has gathered pace over the past year, with a number of States preparing the necessary implementing legislation. Together with the IOPC Funds and ITOPF, IMO has produced a six-page brochure that explains to States the purpose and benefit of the HNS Convention and encourages IMO Member States to take the next steps to ratify or accede to the Convention. The development of the brochure was achieved collaboratively through an IMO Correspondence Group and its production was funded through a donation made to IMO by the Government of Canada. It is the first in a series of tools to be developed in collaboration with IMO Member States, the purpose of which is to make ratification a priority and to assist government administrations in their internal promotion of the Convention. It also highlights the potential risk to claimants if there is currently no liability and compensation regime in force.

IMO measures relating to the prevention of accidents that involve HNS cargoes are already in force, including ship design, operations and safety on board as well as safety of loading and unloading operations. There is also a protocol covering preparedness and response to shipping accidents involving hazardous substances.

The 2010 HNS Convention can deliver the uniform and comprehensive regime needed to provide compensation for costs, including clean-up and restoring the environment, in the event of an incident involving HNS cargoes. Total compensation available under the Convention is capped at 250 million Special Drawing Rights (SDR) of the International Monetary Fund (approximately USD \$380 million at current exchange rates) per event. Shipowners are held strictly liable up to a maximum limit of liability established by the Convention for the cost of an HNS incident. Registered owners of ships carrying HNS cargoes, have to maintain insurance that is State certified. The HNS Fund pays compensation once shipowner's liability is exhausted and is financed through contributions paid post incident by receivers of HNS cargoes. The HNS Fund is administered by States and contributions will be based on the actual need for compensation.



International news (continued)

HNS covered by the Convention include: oils; other liquid substances defined as noxious or dangerous; liquefied gases; liquid substances with a flashpoint not exceeding 60°C; dangerous, hazardous and harmful materials and substances carried in packaged form or in containers; and solid bulk materials defined as possessing chemical hazards.

The HNS Convention establishes the principle that the 'polluter pays' by ensuring that the shipping and HNS industries provide compensation for those who have suffered loss or damage resulting from an HNS incident.

The brochure can be downloaded via the following links in [English](#), [French](#) and [Spanish](#) Web site: www.imo.org

EUROPEAN PROJECT POSOW II REACHES HALFWAY MARK

The project POSOW II (Preparedness for Oil-polluted Shoreline cleanup and Oiled Wildlife interventions) (see Cedre Newsletter n° 238), funded by the European Union civil protection mechanism (DG ECHO) and coordinated by Cedre, has hit the halfway point.

The training materials (manuals, posters and slide shows) developed as part of POSOW I (2012-1013) on the themes of volunteer management, oiled shoreline assessment, oiled shoreline clean-up and oiled wildlife response, have been translated into Arabic by [AASTMT](#) (the Arab Academy for Science, Technology and Maritime Transport, Egypt) and into Turkish by DG-MARINWA (General Directorate of Maritime and Inland Waters, Turkey).

They can be downloaded free of charge from the [project website](#), where you can also watch the [new project introduction video](#) produced by [ISPRA](#) (*Instituto Superiore per la Protezione e la Ricerca Ambientale*, Italy). The manuals on the 2 new themes addressed as part of the POSOW II project – one on fishermen's support for oil spill response produced by [FEPORTS](#) (*Instituto Portuario de Estudios y Cooperacion de la Comunidad Valenciana*, Spain) and the other on waste management produced by [Cedre](#) – are currently being formatted using DTP software and should be available in English on the project website by the end of March. The train the trainer courses for 42 participants from civil protection departments, local authorities and NGOs from 7 South Mediterranean countries (Algeria, Egypt, Lebanon, Libya, Morocco, Tunisia and Turkey) will be held at Cedre from 19th to 22nd April, then from 26th to 29th April 2016.

REMPEC (the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea, Malta) is in charge of sending out the invitations for these courses.

To download free of charge the many training materials produced in several languages as part of POSOW I and II, as well as to obtain additional information on the project, please visit www.posow.org. Source: *CEDRE Newsletter* [Read more](#)

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

USA: SOURCE OF POTOMAC OIL SPILL STILL A MYSTERY AS SHEEN BEGINS TO DISSIPATE

February 6 - The source of the oil spill into Roaches Run Wildfowl Sanctuary and the Potomac River remains a mystery four days after the spill was first reported.

While the Coast Guard and the District's Department of Energy and Environment reported Saturday that the oil sheen which had coated the Virginia side of the river last this week had "largely dissipated ... with minor wisps and streaking observed intermittently for eight miles south," other observers saw evidence of the oil along the shoreline and in bays as far south as the Dyke Marsh Wildlife Preserve. *The Washington Post* [Read more](#)

February 8 - Coast Guard to use dye to investigate mysterious oil spill coating Potomac River. Federal, state and local authorities are investigating an unidentified oily sheen covering a large swath of the Potomac River. The US Coast Guard will dye the river in order to find out where the spill came from.

The substance could be seen Friday on an eight-mile stretch of the Potomac River near Washington DC, including at Virginia's Roaches Run Waterfowl Sanctuary, which is identified as the area where the oil started appearing. At least 21 geese and several ducks were found to be coated with oil, according to NBC Washington. *RT.com* [Read more](#)

February 8 - Delaware's Tri-State Bird Rescue decontaminates geese after Potomac oil spill. Members of the Tri-State Bird Rescue & Research Center rounded up 20 Canada geese and transported them back to headquarters outside Newark. The birds have been arriving in small groups since February 4, when the oily sheen was found on the Potomac.

"We're on call 365 days a year for a spill--so when we're activated, within two hours, we're heading to that site," said Lisa Smith, Executive Director of Tri-State. Smith said the process of rounding up the birds, in this instance, was difficult because the animals they were trying to help were showing signs of distress--but they could still fly. *WDEL.com* [Read more and watch video](#)

USA: STATE MONITORING OIL SPILL IN MISSISSIPPI RIVER

February 8 - The Mississippi Department of Environmental Quality is on the ground monitoring the site where a damaged barge may have leaked oil slurry last month.

The Natchez Democrat reports (<http://bit.ly/1PJPGHd>) the leak happened after a barge carrying oil slurry struck one of the Mississippi River bridge's support piers Jan. 21, resulting in a rupture of the barge's hull. *The Kansas City Star* [Read more](#)

Incident reports from around the world (continued)

GERMANY: TEAM OF TUGS PULL CSCL INDIAN OCEAN FREE FROM ELBE RIVERBED

February 9 - One of the world's largest containerships was pulled free overnight after spending five days hard aground on Germany's Elbe River.

The operation to refloat *CSCL Indian Ocean* began at precisely 2 a.m. when an army of 12 tugboats were simultaneously ordered to push and pull the 399-meter 'megaship' until it dislodged from the sandy riverbed.

By 2:06 a.m., the On-Scene Coordinator for Germany's Central Command for Maritime Emergencies (CCME) radioed to the fleet: "the stern of the vessel has been towed off the bank". By 2:20 a.m., the *CSCL Indian Ocean* was fully afloat and back in the shipping channel leading to the port of Hamburg. The vessel was later towed the port by five tugs and tied up at Eurogate Container Terminal Predöhlkai. *gCaptain* [Read more and watch video](#)

USA: MASSIVE GAS LEAK NEAR LOS ANGELES PLUGGED AFTER 16 WEEKS

February 11- A blowout at a natural gas well that leaked uncontrollably for 16 weeks and drove thousands of residents from their Los Angeles homes was plugged Thursday, a utility said.

California Gas Co. marked the first time the massive leak has been under control since it was reported Oct. 23.

"We've achieved control of the well today," said Jimmie Cho, a SoCalGas senior vice president. He said he was very confident they would complete the job. *Associated Press* [Read more](#)

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

NIGERIA: NIGERIAN PRESIDENT BUHARI RECOGNIZES UNEP'S EFFORTS ON OGOILAND CLEAN-UP



Photo: President Muhammadu Buhari (Centre) plants a tree at United Nations Office in Nairobi (UNON) accompanied by (L-R): Ms. Sahle-Work Zewde, Director-General of UNON and Ms. Mette Løyche Wilkie, Director of UNEP's Division of Environmental Policy Implementation and Mr. Siddharth Chatterjee, UNFPA Country Representative

January 28 - The President of Nigeria, Muhammadu Buhari, expressed his gratitude for the support and efforts of the United Nations Environment Programme (UNEP) to restore the Niger Delta ecosystems affected by massive oil contamination. President Buhari said that the devastation caused by the historic oil spill destroyed many lives and livelihoods of the region's people. He added that he had authorized actions to implement the recommendations of UNEP's environmental assessment of the Ogoniland contamination, giving the residents of that region hope that there are better days ahead.

First released in August 2011, UNEP's Environmental Assessment of Ogoniland was one of the most comprehensive assessments of its kind undertaken in the Niger Delta. The study found that oil contamination in Ogoniland is extensive, with pollution penetrating further and deeper than previously thought. In addition to enacting emergency measures to combat immediate harm to communities from the pollution of drinking water, the report called for an initial funding of US\$1 billion to implement an environmental clean-up in Ogoniland.

After assuming office in May last year, President Buhari approved several measures to fast-track the implementation of UNEP's recommendations. *Source: UNEP News Centre*

Other news reports from around the world (continued)

UK: RISK OF OIL SPILL THREAT TO MORAY FIRTH DOLPHINS



Photo: Dolphin hunting fish at Chanonry Point on the Moray Firth

February 9 - Leading environmental charity, the Scottish Wildlife Trust, is protesting plans for the ship-to-ship transfer of huge quantities of crude oil in the Moray Firth, home to Scotland's dolphin population.

The charity says Cromarty Firth Port Authority's application for a licence to perform ship-to-ship transfers in the heart of one of Scotland's most sensitive marine regions must be declined because of the risk of oil spills.

The Scottish Wildlife Trust considers the transfer of up to 8.5 million tonnes of oil per year unacceptable. If a spill occurred, it would cause severe and long term environmental damage to the internationally protected site and the many important species that live there. *Third Force News* [Read more](#)

UK: BRIGHTLINGSEA HARBOUR OIL SPILL EXERCISE STAGED

February 10 - A planned 'oil spill incident management exercise' was carried out in Brightlingsea Harbour yesterday. The object of the exercise was to test the capability and processes for response to a hydrocarbon (fuel oil) spill in the harbour.

The scenario set by Brightlingsea Harbour Commission's (BHC) spill management partner Adler & Allen involved a commercial aggregate vessel, such as might periodically transit the harbour (played for the exercise by Brightlingsea Harbour's Pilot Vessel), suffering a fire onboard which the ship's crew extinguished, but which resulted in injuries to those fighting the fire and one casualty in the water. The scenario then called for the vessel to strike a submerged object which punctured an onboard fuel tank resulting in a release of marine gas oil into Brightlingsea Creek. The vessel issued a May Day distress call that was received by Brightlingsea Harbour, which then put into place their planned response, calling on other emergency services and agencies for support. *Practical Boat Owner* [Read more and watch video](#)

USA: ALASKA ADOPTS NEW RULES FOR DISPERSANT USE IN OIL SPILLS

February 11 - Alaska oil spill responders have adopted new rules for the rapid use of chemical dispersant but say dispersant will continue to be considered only rarely when mechanical cleanup is not practical.

Chemical dispersant has been used on an oil spill just once in Alaska in the last 40 years — in tests during the 11-million gallon crude oil spill that followed the 1989 grounding of the Exxon Valdez oil tanker. The preferred method of cleanup is mechanical, usually using boom to corral oil and skimmers to lift it from the water. Chemical dispersant does not remove oil but breaks it into small droplets that spread throughout the water column, making it more available to natural degradation by oil-eating microbes. Responders acknowledge chemical dispersant use is controversial but say it can be a useful tool if there's a net environmental benefit.

"We are talking about large, enormous spills of crude oil into the waters that completely outpace the ability of mechanical systems of recovery to move that oil from the environment," said the Coast Guard's Mark Everett, co-chairman of the Alaska Regional Response Team. "Those are very rare spills." *KTVA* [Read more](#)

People in the news

TECHNICAL MANAGER IAN HARRISON LEAVING INTERTANKO

February 5 - Ian Harrison will be leaving INTERTANKO on 18 February to concentrate on other interests. INTERTANKO thanks Ian for his hard work and commitment, serving Members' interests and representing the industry as an integral part of the Secretariat. Source: *INTERTANKO*

SHORELINE CLEAN-UP – PART 5

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.

Types of oiling

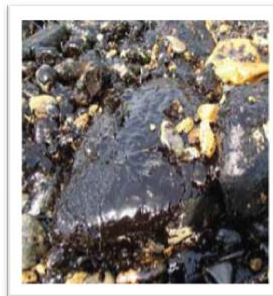
Below are some photos of some 12 types of oiling taken for a volunteer manual for people carrying out shoreline impact studies



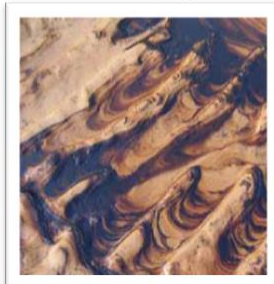
1 Thick oil (TO) Cedre



2 Cover (CV) OTRA



3 Coat (CT) ITOPF



4 Film (FL) ITOPF



5 Film (FL) Sheen Cedre



6. Fresh (FR) liquid OTRA



7. Mousse (MS) ITOPF



8. Tar Balls (TB) Cedre



9. Tar Patties (PT) ITOPF



10. Patches (PA) Cedre



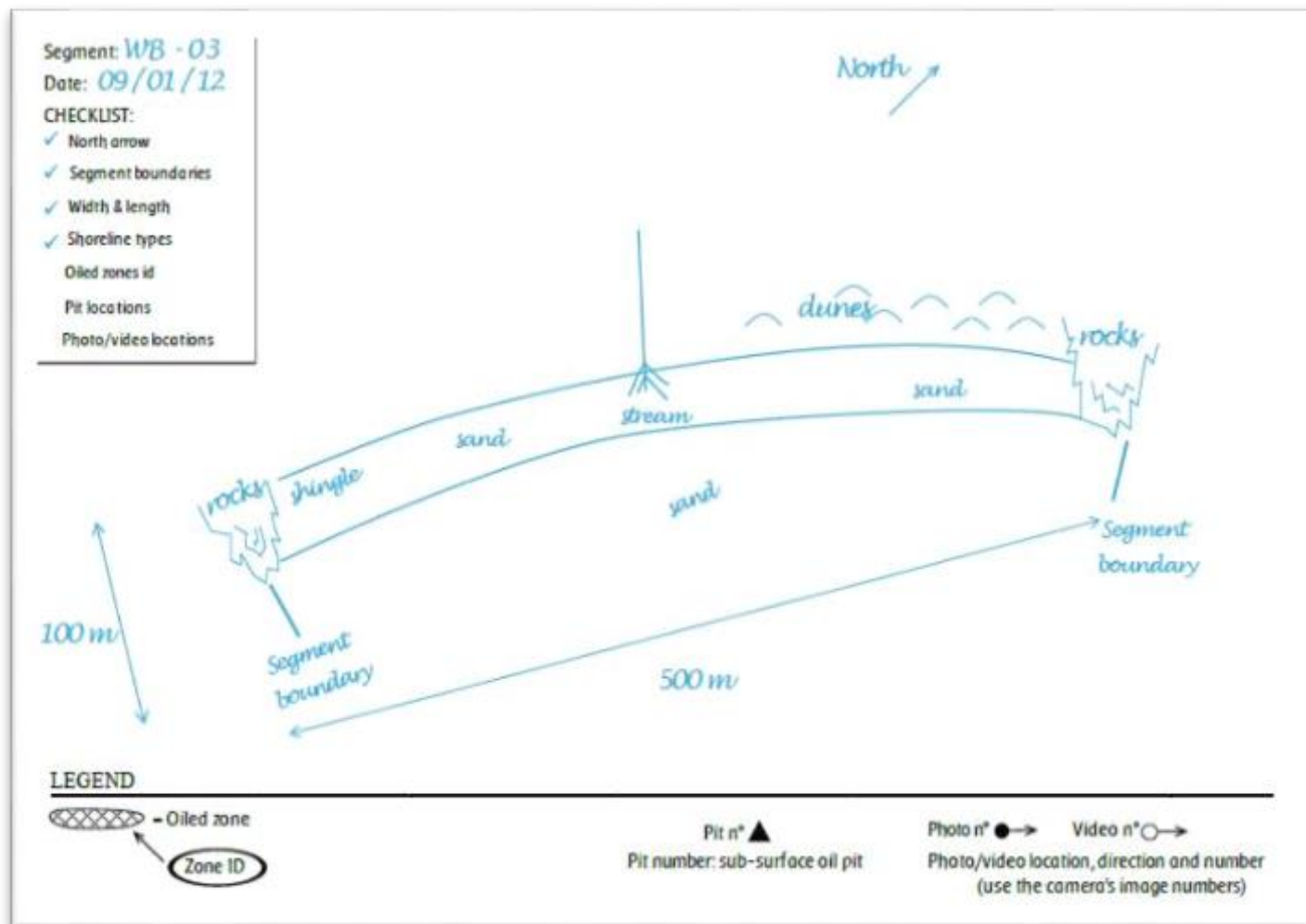
11. Surface Oil Residue (SR) OTRA



12. Asphalt Pavement (AP) OTRA

Special feature (continued)

General comments / sketch / Taking photographs



The second part of the Assessment Form is for general comments.

It is used to highlight particular points of interest or anomalies in the segment.

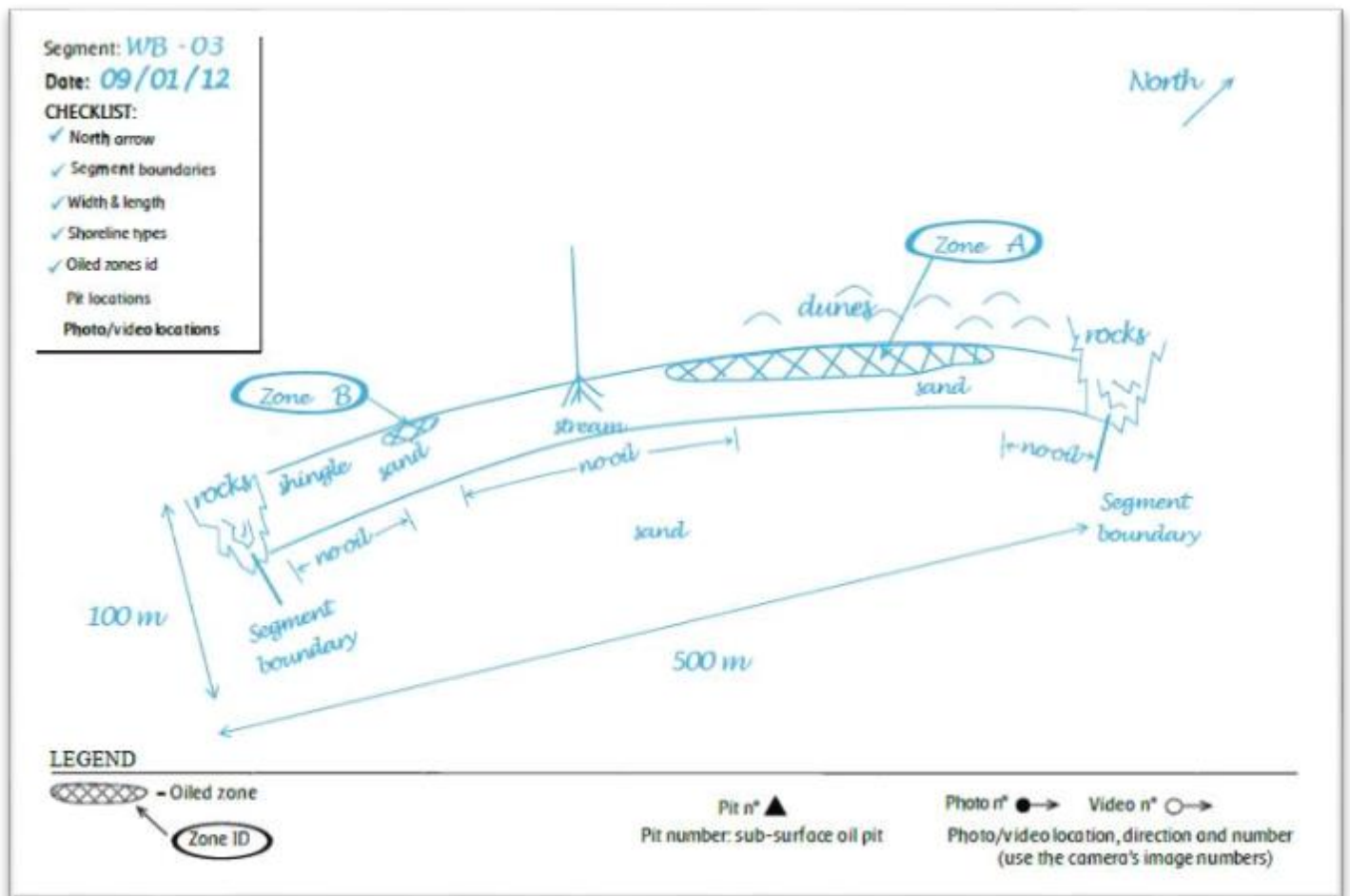
This may include comments relating to:

- actual or potential resource sensitivities observed or known to be present; including ecological, recreational, cultural, commercial or any other socio-economic interests
- any notable wildlife observations to be reported to oiled wildlife response manager, particularly any casualties
- estimates of volumes of oil within the segment, based on dimensions of stranded oil observed and recorded
- storm surges which may have deposited oil above the normal water mark

The field sketch is an important component of the shoreline assessment process for two principal reasons:

- it provides a focused picture of the oil distribution within the entire segment on a single piece of paper (or image)
- it adds discipline to the field observation process, because it forces the person doing the sketch to make detailed notes of all the relevant features.

Special feature (continued)



It is necessary to mention at least:

- segment identification
- date
- orientation (north arrow)
- segment boundaries
- segment width and length
- shoreline type
- oiled zones id
- pit locations
- photo/video locations.

The surveyor should have gained an overview of the segment as their first task.

Drawing the sketch may come before or after the completion of the Assessment Form and taking photographs – this is largely a matter of preference and circumstances.

However, if it is done early in the survey, care should be taken to ensure key information such as photograph locations and any dug pits are annotated on the sketch before leaving the site.

Note that if there are two or more members in the survey team, the various activities can be carried out simultaneously.

Determine the dimensions of the segment. Place the length and width of the intertidal zone as well as some of the more conspicuous features, such as groins or seawall segments.

Using a pencil, indicate these measurements on the field sheet. Orient the longest dimension along the longest axis of the paper. Add a scale (use metric units) and a north arrow.

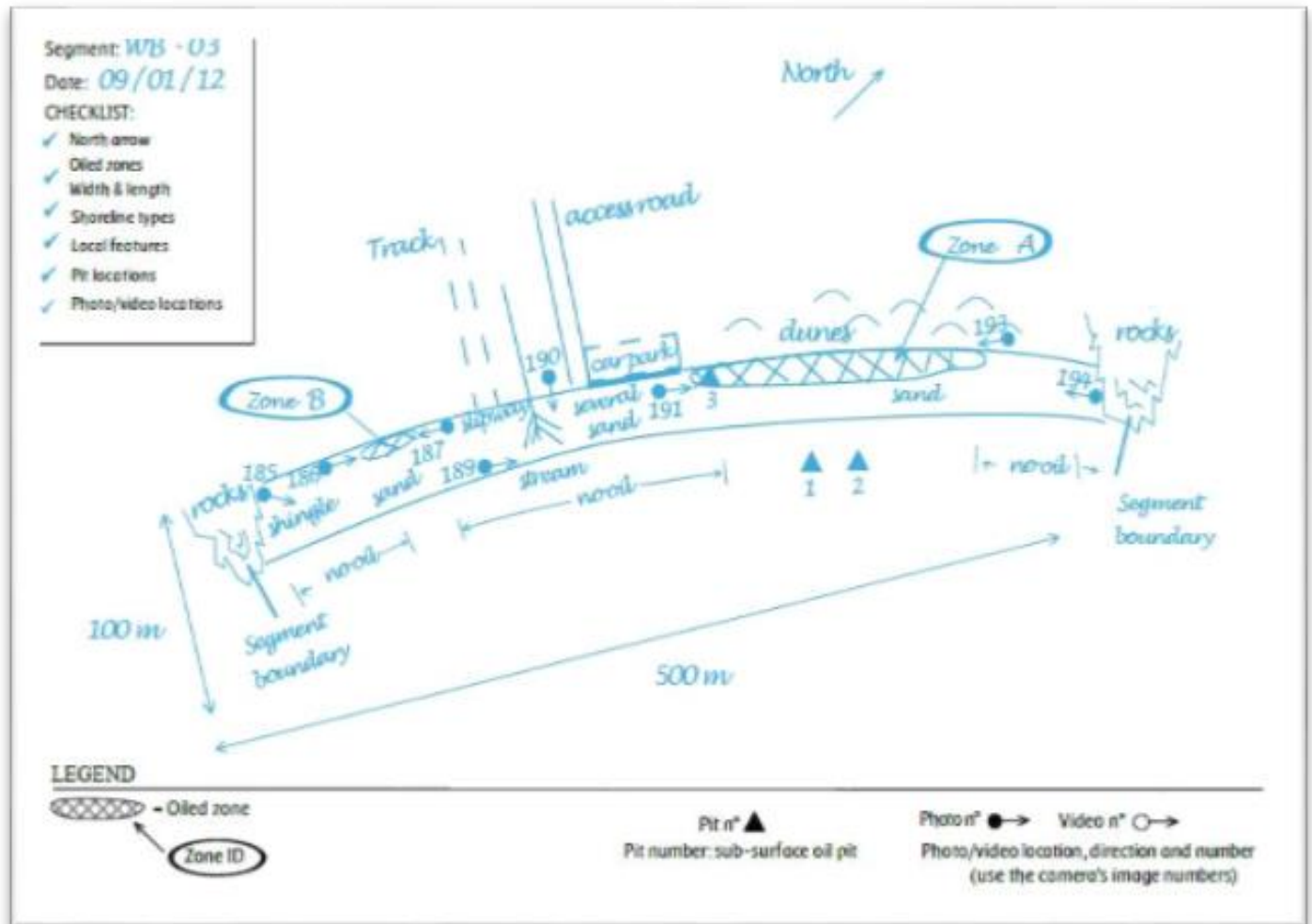
Lightly sketch in the outline of the intertidal zone or habitat being surveyed.

Show in final form (i.e. heavy pencil marks) the oiled zones, using a hatched pattern.

These zones should be the most conspicuous feature on the sketch, as shown below.

Special feature (continued)

A letter is allocated to each oiled zone on the sketch that corresponds to the 'Zone ID'



Use the checklist to indicate:

- conspicuous features, such as fences and seawalls that would help identify the site; zones of vegetation and access points, such as roads and parking areas
- pits by a triangle, and give them a reference number that corresponds to the one on the Assessment Form. The triangle is filled in to represent oil found in the pit
- photograph locations by a dot with a connecting arrow indicating the direction in which the photo was taken
- location(s) where any video was recorded

To be continued in next week's newsletter

Training

CEDRE HAS RELEASED ITS 2016 TRAINING CATALOGUE

In this catalogue you will find details of the training courses regularly offered by Cedre.

Attending on of the scheduled courses offers trainees the chance to benefit from training that is nationally and internationally renowned for its quality. It is also the opportunity to meet participants from various administrations, local government and industry and thus expand your network of professional contacts. Most of the Cedre courses are open to all. [Download the Cedre catalogue](#)

Training (continued)

COME TO BEAUTIFUL LOUGH ERNE IN ENNISKILLEN IN THE SPRINGTIME



The International Spill Accreditation Association

2016 Training Days are on Tuesday 19 April, Wednesday 20 April and Thursday 21 April. The event will take place at Castle Archdale, Enniskillen, Northern Ireland.

The facilities at the Castle Archdale Country Park, provided by arrangement with the Northern Ireland Environment Agency, include the marina on the beautiful Lough Erne and the classroom and tearoom at Castle Archdale.

You can combine your training with a memorable weekend break, enjoying boating, fishing, golf or even a cruise.

Stay on over the weekend at reduced hotel rates to enjoy the beautiful Fermanagh lakelands and attend [special events](#) and [activities](#)

This year trainees are being offered a choice of three courses –

- (1) A three-day MCA3P/IMO1 Oil Spill Response Beachmaster/Site Supervisor Training Course (Classroom and Practical). Satisfactory completion of the course will result in award of an International MCA3P/IMO1 Course Certificate with a validity of three years.
- (2) A one-day Tanker Rollover (Hydrocarbon) Oil Spill Response (Classroom and Practical. The syllabus will also address Product Uplift (removal of fuel that has in error been pumped into the wrong bulk tank). Satisfactory completion of the course will result in award of an International Tanker Rollover (Hydrocarbon) Course Certificate with a validity of three years.
- (3) A one-day Oil Spill First Responder (Inland Waterways, Streams, Lakes and Rivers) Training Course. Satisfactory completion of the course will result in award of an International Oil Spill First Responder Course Certificate with a validity of three years.

[View all the information about the 2016 Oil Spill Response Training Courses](#)

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

[ASME EED EHS Newsletter](#)
[Bow Wave](#)
[Cedre Newsletter](#)
[Celtic Biogenie enGlobe Newsletter](#)
[CROIERG Enews](#)
[EMSA Newsletter](#)
[Environmental Technology Online](#)
[IMO News Magazine](#)
[IMO Publishing News](#)
[Intertanko Weekly News](#)
[IPIECA eNews](#)
[JOIFF "The Catalyst](#)
[MOIG Newsletter](#)
[OCIMF Newsletter](#)
[Pollution Online Newsletter](#)
[Sea Alarm Foundation Newsletter](#)
[SAC News](#)
[Technology Innovation News Survey](#)
[The Essential Hazmat News](#)
[Transport Canada Newsletter](#)
[USA EPA Tech Direct](#)
[USA EPA Tech News & Trends](#)
[WMU Newsletter](#)

News and commentary on HSE issues from George Holliday
Sam Ignarski's Ezine on Marine & Transport Matters
News from Cedre in Brittany, France
Latest Remediation and related technology news
Canberra & Regions Oil Industry Emergency Response Group
News from the European Maritime Safety Agency
Environmental Monitoring, Testing & Analysis
News from the International Maritime Organization
New and forthcoming IMO publications
International news for the oil tanker community
Int'l Petroleum Industry Environmental Conservation Assoc'n
Int'l Organisation for Industrial Hazard Management
News from the Mediterranean Oil Industry Group
News from the Oil Companies International Marine Forum
News for prevention & control professionals
Oiled wildlife Preparedness and Response news from Sea Alarm
Oil spill related and other news from Alaska
From US EPA – Contaminated site decontamination
Alliance of Hazardous Materials Professionals
News and articles re transport of dangerous goods in Canada
Remediation of contaminated soil and groundwater
Contaminated site clean-up information
News from the World Maritime University

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

UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
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'tee	Doha
SAUDI ARABIA	Feb 22-24	PetroEnvironment 2016	Dammam
UK	Mar 15-17	Oceanology International	London
CANADA	Mar 17-18	Workshop on HNS Convention	Montreal
AUSTRALIA	Mar 22-23	2nd Dangerous Goods Conference	Perth
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
CANADA	June 7 - 9	AMOP Technical Seminar	Halifax
USA	June 21-23	Clean Pacific Conference & Exhibition	Seattle, WA
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

Company news

ISCO MEMBER, KOSEQ ANNOUNCES NEW MULTI-PURPOSE BARGE



Koseq is proud to announce its latest development, ready for deployment at the Canadian west coast– The Multipurpose Barge with Sweeping Arms. Now sweeping arms are combined into a system for inland water maintenance and oil spill response.

The concept avoids the investment of a single-purpose vessel for one of the required operations, such as oil spill removal/dredging/garbage collection. Having an all-in-one solution for high flow rivers will help reduce costs for each operation, and is conveniently ready for any type of action for barges and pushers.

This results in the highest possible effective use of capital investment, while keeping the amount of dead capital to a bare minimum when the equipment is not in use. [More info](#)

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