



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

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



ARCTIC OIL SPILL TECHNOLOGY TESTING AT ICEX



ARCTIC OIL SPILL TECHNOLOGY TESTING AT ICEX

The U.S. Bureau of Safety and Environmental Enforcement (BSEE) is testing Geo-Referencing Identification Satellite (GRIDSAT) tag technology at the U.S. Navy's Ice Camp Sargo, a temporary station on top of a floating ice sheet in the Arctic as part of Ice Exercise (ICEX) 2016.

The extreme conditions in the Arctic, especially the presence of sea ice, create unique challenges to the identification, tracking and response to an oil spill, should one occur. The GRIDSAT radio/GPS marking device can be left on an ice

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International news (continued)

floe to track the movement of the floe and entrapped oil for a period of up to nine months.

If an oil spill were to occur in the Arctic, GRIDSAT tag could be used to track oil trapped under or encapsulated in Arctic sea ice.

The Maritime Executive [Read more](#)

EXCHANGING EXPERTISE ON OIL SPILL IDENTIFICATION AND FINGERPRINTING



On 2 March EMSA hosted a workshop on oil fingerprinting and the work of the Oil Spill Identification Network (OSINet) attended by 29 experts from 19 countries representing either emergency response organisations or national laboratories dealing with identification and fingerprinting of oil samples.

The workshop was co-organised by Belgium, Germany, the Netherlands and EMSA. The significance of rapidly and correctly conducted oil sampling and oil fingerprinting during and after the response to an oil spill was recognised and the varied levels of national practices in this field across Europe were discussed. *EMSA Newsletter, April 2016* [Read more](#)



EUROWA MODULE PROJECT IN FINAL YEAR

Sea Alarm's staff is heavily involved in the EUROWA Module project, which is co-funded by the European Commission. The project has just started its second and last year, in which two training events are amongst the main deliveries.

As explained in previous newsletters, the EUROWA Module project aims to define a model by which European oiled wildlife response experts from different countries can work together on an international response team to assist responders in another European country who are dealing with the challenges of an oiled wildlife incident.

This model had already been described as part of a previous European project (2006/2007) and is now being realized. The primary target of the EUROWA Module project (2015/2016) is to describe the technical and management aspects of responding internationally, set up a response structure and various types of facilities, and train responders at different levels of qualification to make response and facility operations successful.

As part of its design, the project bridges the gap between international responders who are mobilized to assist, and local responders who need their assistance to fill gaps. Both groups will benefit from the project as it works to standardise roles and procedures. The project also creates a coherent educational engine through which European countries can increase their national response capabilities, and at the same time make their expertise internationally available as part of mutual assistance between countries.

Sea Alarm staff is currently working with the project partners to prepare for two main training events, scheduled for September and October 2016. These events are primarily intended to train the EUROWA Module project group, but an additional limited number of external participants may also be invited.

The experience gained from the training events, which will test the various courses developed as part of the project, will be used to further optimize the impact of those courses in the post-project period, as Sea Alarm and its partners will continue to ensure the courses are presented annually.

International news (continued)

An Oiled Wildlife Veterinarians and Rehabilitation Facility Managers course, and a separate course for Advanced Wildlife Responders, are being developed as modular courses, and will be provided as part of the events in 2016. Both 2016 courses, which will take place at the Wildlife Rescue Centre Ostend (WRCO), a rehabilitation facility purpose-built for rapid conversion to specialised oiled animal response, combine classroom instruction and hands-on exercises.

The EUROWA Module will produce handbooks and guidelines for the project, and will also use e-learning tools for general audiences to understand the philosophy behind it. The message to that audience will include the importance of having integrated oiled wildlife response plans in place to ensure that a wildlife response is optimally embedded in a country's oil spill response preparedness. *Source: Sea Alarm Foundation* [More info](#)

Incident reports from around the world

USA: TRANSCANADA SHUTS DOWN KEYSTONE PIPELINE AFTER OIL SPILL IN SOUTH DAKOTA

April 4 - TransCanada said Monday it has shut down its Keystone pipeline because of an oil spill in South Dakota, drawing fresh criticism about the risks pipelines pose.

Mark Cooper, a spokesman for TransCanada, said a local landowner noticed signs of an oil spill around noon local time Saturday and informed the company.

The pipeline, which carries about 500,000 barrels of oil a day, was shut down in minutes, Cooper said.

"As soon as we got that report in we immediately began efforts to shut down the pipeline and crews were immediately dispatched to the site," Cooper said. *The Globe and Mail* [Read more](#)

April 5 - TransCanada: Oil spill 'small in scope'

TransCanada officials have still not found a cause behind an oil spill southwest of Freeman, but evidence suggests the incident is "small in scope," according to officials.

Workers on Tuesday were unable to find cracks or damage that could cause a leak to the Keystone pipeline in question that has been shut down. TransCanada began excavating around part of its oil pipeline Monday after standing oil was reported in a field Saturday afternoon about 5 miles southwest of Freeman or about 50 miles southwest of Sioux Falls.

"Through the work, it has also been re-affirmed that the incident is being controlled and that there is no significant environmental impact observed and no threat to public safety," said TransCanada Spokesperson Mark Cooper.

"Crews are working 24/7," Cooper said, and are excavating several feet of soil at a time to expose segments of the pipeline to determine the source of the oil. *Bismarck Tribune* [Read more](#)

April 7 - Oil spill estimate jumps to almost 17K gallons

TransCanada has increased the estimated size of an oil spill near Freeman to a "potential volume" of 16,800 gallons, or 400 barrels.

The initial estimate offered on Saturday to the Coast Guard's National Response Center after a passerby noticed a sheen of oil in the ditch south of Freeman was 187 gallons, or approximately 4.5 barrels.

TransCanada spokesman Mark Cooper issued a news release Thursday saying the company still has about 100 workers on the site working around the clock to pinpoint the source of the leak in the pipeline, which was shut down upon the spill's discovery. *Argus Leader* [Read more](#)

FIJI: MINISTRY KEEPS WATCH ON SHIP OIL SPILL IN LEVUKA



Photo: The Ministry of Infrastructure and Transport doing their best to monitor and contain the oil spill from the Sinuiwasa Dua. Photos: DEPTFO News

The Ministry of Infrastructure and Transport continues to monitor the current oil spill from the Sinuiwasa Dua that capsized and sank in Levuka, Ovalau, during Tropical Cyclone Winston.

The Ministry of Infrastructure and Transport's Permanent Secretary, Paul Bayly, said the Maritime Safety Authority Fiji had deployed a containment boom to contain the spill and have applied a dispersant. *Fiji Sunonline* [Read more](#)

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

AUSTRALIA: AUTHORITIES PUZZLED OVER FOUR-YEAR FUEL LEAK PROBLEM AT CAIRNS AIRPORT

April 3 - Authorities are struggling to find the source of a suspected aviation fuel leak that was first identified about four years ago at Cairns -Airport.

The Department of Environment and Heritage Protection has confirmed the airport and the Cairns Joint User Hydrant Installation (JUHI) have been investigating the source and cause of a hydrocarbon (fuel) discharge that was detected in several monitoring bores at the busy transport facility.

A department spokeswoman said it was likely the substance was an aviation fuel. She said the airport and the JUHI had jointly carried out extensive groundwater monitoring and testing of underground fuel pipelines, but the source of the leak had not yet been identified. *The Cairns Post* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: WORKSHOP ON THE 2010 HNS CONVENTION HOSTED BY CANADA



April 4 - Transport Canada hosted a two-day Workshop on the 2010 HNS Convention on 17 and 18 March 2016 in Montreal. The workshop had a full programme which attracted speakers and participants from government and industry and covered many of the key areas pertinent to the entry into force of the Convention.

The Director, Mr José Maura and the Head of External Relations and Conference Department, Mr Thomas Liebert, attended on behalf of the IOPC Funds. Mr Maura presented under the session entitled 'International Efforts to Bring the 2010 HNS Convention into Force' and provided information on the work carried out by the 1992 Fund in that regard.

In particular, the 1992 Fund has been assisting the HNS Correspondence Group with part of its mandate relating to the development of tools to assist States in their promotion of the HNS Convention and Mr Liebert presented a draft outline of a presentation that could be used to encourage States' ratification of the Convention.

covering theoretical incident scenarios and other factors
IOPC Funds [Read more](#)

FINLAND: OIL SPILL TESTS ON ICE PROVE ARCTIC QUESTS RISKY

April 4 - The skimmer is lowered from the rear of the icebreaker, its weight pushing massive pieces of ice under the water and forcing the spilt oil up to the surface, where the sticky black goo can be sucked up.

Luckily, this is just a test: as the world's superpowers eye the lucrative Arctic region with growing interest, unprecedented oil spill clean-up tests in icy Finnish conditions reveal just how hazardous and challenging an accident in the Arctic's pristine sea ice could be.

Emergency crews could face total darkness, extreme storms and shifting pack ice, racing against time as the oil puts endangered polar bears, seals and other wildlife at risk.

With countries and companies increasingly venturing into the polar region -- the melting ice caused by global warming has opened up new shipping routes and potential oil, gas and mineral deposits -- the risk of an environmental catastrophe has skyrocketed, worrying ecologists and authorities.

"If oil is spilt into the Arctic Ocean, recovering it will be a difficult, if not impossible, task," the Pew Research Center, a Washington-based nonpartisan think tank, said in a recent report. "The challenges go beyond extreme cold, freezing spray, snow, extended periods of low light, strong winds, dense fog, sea ice, strong currents, and dangerous sea conditions to include the limited infrastructure that could support an emergency response," it said.

Fearing an oil spill in its own heavily-trafficked, ice-covered Baltic Sea, Finnish authorities are racing against the clock to develop an efficient response to an oil spill in icy conditions.

On any other day, Antti Rajaniemi, the 37-year-old captain of Finnish icebreaker "Ahto", would be clearing the way in the country's northern ports, where even the largest vessels can get trapped within hours. But now he's on a special mission. A thick layer of solid ice groans and crunches before giving in and breaking into pieces, as the bow of the small but forceful icebreaker forges a path.

Finland's state-owned icebreaking operator Arctia has set itself the goal of being able to recover oil in the harshest of conditions: when a lid of thick ice covers the sea. *GMA News OnLine* [Read more](#) Related report in [The Japan Times](#)

Other news reports from around the world (continued)

PERU: PETROPERU TO BEAR ALL COSTS FOR THE OIL SPILLS



Photo: The oil spills have affected communities in Amazonas and Loreto regions. (Photo: El Comercio archive)

April 6 - The Amazonas and Loreto regions in Peru's Amazon were devastated by two oil spills earlier this year, after the Northern Peru Pipeline burst in two locations.

The damaged pipelines that leaked thousands of barrels of crude oil into rivers are owned and operated by Peru's state oil firm, Petroperú.

The firm's president, Germán Velásquez, announced that the company will be taking on all the costs of the clean-up in both regions after the oil spills in January and February this year, according to El Comercio.

"It has primarily affected the wildlife and we want to recuperate it as soon as possible," said Velásquez according to the newspaper. *Peruthisweek.com*

[Read more](#)

USA: SCHLUMBERGER BUYS CAMERON

April 5 - The world's largest oilfield services company Schlumberger Ltd. has finally closed its merger with leading flow equipment products provider Cameron International Corp.

The transaction made way for the amalgamation of two complementary technology portfolios. The global oil and gas industry will now be able to get all the necessary pore-to-pipeline products and services from a single entity. *Zacks.com* [Read more](#)

USA: KEYSTONE I LEAK RAISES MORE DOUBTS ABOUT PIPELINE SAFETY

April 6 - The leak is the most recent of dozens reported since the pipeline, which moves about 500,000 gallons of oil per day from the tar sands of Alberta to refineries in the U.S., was commissioned in 2010.

According to Nelson, the leak was not revealed by the company's own leak detection systems. Environmentalists familiar with pipeline leaks said the equipment's failure to detect it is cause for concern.

"It's another piece of evidence in the inherent risk of some of these systems and our oil transportation infrastructure," said Anthony Swift, the Canada program director for the Natural Resources Defense Council. "Contrary to industry talking points, the reality is pipeline systems do fail."

Keystone I was commissioned in 2010 with a number of advanced leak detection technologies. In its first year, the pipeline leaked 35 times in the U.S. and Canada. Most were minor leaks; one was major spilling more than 21,000 gallons of oil in North Dakota. "Keystone I transports almost exclusively diluted bitumen," he said. "While we don't know the classification of the oil spilled, it was almost certainly tar sands."

Spills of diluted bitumen or "dilbit" are more difficult to clean up than conventional crude oil and pose a significant environmental and safety hazard. An [Enbridge pipeline rupture in July 2010](#) released more than a million gallons of dilbit, mostly in the Kalamazoo River. The massive spill displaced 150 families, forced a [two-year closure of a section of the river](#) and cost pipeline operator Enbridge at least \$1.2 billion to clean up. A 2015 study by the National Academies of Science found dilbit behaves like conventional oil in the first few days following a spill but then quickly degrades into [a substance so chemically and physically different that it defies standard spill responses](#). *Inside Climate News* [Read more](#)

USA: CONTRACTORS GET MORE TIME FOR STRAITS OF MACKINAC OIL PIPELINE STUDY PLANS

Contractors are getting an extra week to submit proposals to the state of Michigan for studies about underwater oil pipelines in the Straits of Mackinac.

A state task force last year proposed independent analyses of risks posed by the twin pipelines, operated by the Canadian company Enbridge. The lines carry about 23 million gallons of oil daily beneath the straits, where Lakes Huron and Michigan meet. The lines were laid in 1953. Enbridge says they've never leaked, but environmentalists want them removed.

The task force also wants an analysis of alternatives to the lines, such as constructing new pipes that wouldn't cross open water. Contractors had been given until April 11 to turn in study proposals. But the Michigan Agency for Energy says they'll now have until April 18. *Crainsdetroit.com* [Read more](#)

USA: PHMSA RELEASES RAIL INCIDENT RESPONSE TOOL

The U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration has released the [Transportation Rail Incident Preparedness and Response](#) training resource, a web-accessible tool for emergency responders. DOT developed these resources to offer a flexible approach to training responders to prepare for rail incidents involving flammable liquids; the materials offer information on best practices related to rail incidents involving Class 3 flammable liquids, such as crude oil and ethanol.

It was created in conjunction with other government safety agencies including FEMA, the U.S. Coast Guard, EPA, rail carriers, and industry experts. The curriculum consists of nine training modules that focus on key response functions and incorporates three interactive training scenarios and introductory videos.

PHMSA plans to host a series of open house events to promote the TRIPR curriculum along with free training sessions for local emergency responders.

"TRIPR is the result of a concerted effort between federal agencies and rail safety stakeholders to improve emergency response organizations' ability to prepare for and respond to rail incidents involving a release of flammable liquids like crude oil or ethanol," said PHMSA Administrator Marie Therese Dominguez. "We are committed to safety and providing responders with flexible, cost-effective training and resources that help them respond to hazmat incidents safely."

"Some of the most important actions we have taken during the last two years to increase the safety of transporting crude oil by rail have been providing more resources, better information and quality training for first responders. This web-based training is another tool to help first responders in communities large and small, urban and rural quickly and effectively respond if a derailment happens," agreed FRA Administrator Sarah E. Feinberg. Source: ohsonline.com [More on PHMSA site](#)
[Download the Rail Incident Response Tool](#) [Thanks to Sarah Marchionda]

USA: CHEMICAL SAFETY BOARD FINDINGS SHOW CRITICAL IMPORTANCE OF ICS

In [Emergency Management](#) Gerald Baron writes – "In the many years I have been involved in ICS responses and drills, I have never seen an official reporting as strong as this one about the importance of the Incident Command System. This blog post by my friend George Smalley from Houston, shows the lack of an Incident Commander and first responders using this system, combined with the failure to issue evacuation orders resulted in many fatalities and injuries.

There is another important lesson about location of facilities handling dangerous materials. That is a tougher one to crack and many decisions made in the past are expensive to undo. But actually requiring training and ensuring that those need it get it is not something beyond reason. I had heard a long time ago that back in the George W. Bush administration all agencies receiving federal funding had that funding at risk if their emergency management folks didn't get the required ICS training. It's been made free and easy for most lower-level courses. But I have never heard of a case in which that threat of loss of funding became real. And the current administration would have a hard time enforcing the mandatory use of ICS as they ran so rough shod over it in the Deepwater Horizon spill and numerous incidents following that, including the 2010 Kalamazoo, Mich., spill and the 2011 Yellowstone River (Montana) spill.

Let's hope for the sake of our communities, this report serves as a wake-up call and ICS (and JIC) training is again taken seriously.

What is an Incident Command System?

ICS is a standardized on-scene incident management concept designed specifically to allow responders to adopt an integrated organizational structure equal to the complexity and demands of any single incident or multiple incidents without being hindered by jurisdictional boundaries.

In the early 1970s, ICS was developed to manage rapidly moving wildfires and to address the following problems:

- Too many people reporting to one supervisor;
- Different emergency response organizational structures;
- Lack of reliable incident information;
- Inadequate and incompatible communications;
- Lack of structure for coordinated planning among agencies;
- Unclear lines of authority;
- Terminology differences among agencies; and Unclear or unspecified incident objectives.

In 1980, federal officials transitioned ICS into a national program called the National Interagency Incident Management System (NIIMS), which became the basis of a response management system for all federal agencies with wildfire management responsibilities. Since then, many federal agencies have endorsed the use of ICS, and several have mandated its use.

An ICS enables integrated communication and planning by establishing a manageable span of control. An ICS divides an emergency response into five manageable functions essential for emergency response operations: Command, Operations, Planning, Logistics, and Finance and Administration. Figure 1 shows a typical ICS structure.

[Read more about ICS on the OSHA website](#)

SHORELINE CLEAN-UP – PART 13

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 Types (continued)

Mangroves



In tropical mangrove areas due to the low energy, oil degrades with great difficulty.

There are two types of mangrove areas.

The type on the left the breathing roots (pneumatophores) grow down into mainly mud based sediment whereas the type on the right grow up out of more stable sand sediments. Both are equally sensitive.

The type on the right are easier to flush with sea water.

The word mangrove refers to species of trees or shrubs which are salt tolerant.



They tend to grow on sheltered shores and estuaries in the tropics and some sub-tropical regions.



There are about 60 plant species which only grow in this habitat; there are many non-exclusive species too.

Mangroves are exceptionally adapted to growing in sea water. They remove the salt (desalinate) using a filtration process.

Mangrove roots typically grow in anaerobic sediment (without O₂) and receive oxygen from the air through small pores (lenticels) on the aerial roots and trunks through aerating tissue.

The fallen mangrove leaves are broken down by bacteria, fungi and herbivores, and can sustain large populations of invertebrates and fish.

The calm waters in mangrove forests are ideal breeding and nursery grounds for young fish and shrimps, while the aerial roots, lower trunks and mud surface usually support oysters, snails, barnacles, crabs and other invertebrates.

The upper part of the mangrove trees is essentially a terrestrial environment with a fauna of birds, mammals and insects.

What to do:

- Obtain ecological advice as to which areas should be treated
- In many cases a leave alone action will be the most desirable solution
- Use flushing with high volume low pressure sea water
- If possible patches of oil may be removed using skimmers adjusted to these conditions
- Sorbents may be used on isolated patches of oil if accessible
- Where approved light tools may be used (spades or shovels) for manual cleaning

Special feature (continued)

What not to do:

- Do not use machinery
- Do not force oil into the substrate (feet)
- Avoid excavating unaffected material

Note: The amount of time needed for toxic elements to be flushed from mangrove areas depends on the type of oil that has been spilled.

In some cases mangroves have been successfully replanted with excellent results

 Responses Mangroves	Light	Medium	Heavy
			
Natural Recovery	●	●	●
Water flooding	●	●	●
Cold water – Low pressure	●	●	●
Manual Clean up	●	●	●
Dispersant	●	●	●
Absorbents	●	●	●

To be continued in next week's newsletter

Note from Editor: This article was originally created for training course purposes. Having contributed the article for publication in the ISCO Newsletter, Mark Francis wishes to acknowledge sources that provided information that he used in compiling this and future episodes in this series. In the sections dealing with shoreline types, the do's and don'ts were taken from Concawe report no. 9/81 Field Guide to Coastal Oil Spill Control and Clean-up Techniques and the tables are based on some found in the Field Guide for Oil Spill Response in Arctic Waters prepared for the Emergency Prevention, Preparedness and Response Group.

Publications

EUROPE: OVERVIEW OF NATIONAL DISPERSANT TESTING AND APPROVAL POLICIES

Information Paper developed by the Technical Correspondence Group on Dispersants, under the Consultative Technical Group for Marine Pollution Preparedness and Response

Summary of Contents: Acknowledgements Summary Introduction
General background on dispersants usage
National policies regarding dispersant usage and testing in the EU countries
Dispersants testing for product approval versus dispersants use authorisation
Current dispersants testing procedures in the EU - France, Norway, United Kingdom
Similarities and differences in existing dispersant testing procedures
Main similarities and Main differences
Key principles behind the different test methods
Could there be a harmonised approach of dispersants testing in Europe? Concluding remarks.
Annex 1. Summary tables of detailed descriptions of test procedures
Annex 2. Further Information
Annex 3. Decision trees for the use of dispersants

[Download the 57 page document from EMSA \(PDF File\)](#)

USA: OIL SPILL REMOVAL ORGANIZATION GUIDELINES UPDATE

The purpose of this Bulletin is to announce the update to the Oil Spill Removal Organization (OSRO) Guidelines. The product of a concerted and collaborative effort, the Office of Marine Environmental Response Policy (CG-MER), the National Strike Force Coordination Center (NSFCC), and private/public sector subject matter experts updated these guidelines to address current risks posed by heavy and Group V oils while keeping an eye open for changes on the horizon. The 2016 OSRO Guidelines were signed and published on March 31, 2016.

An integral component of the Coast Guard's marine environmental response mission, updates within the OSRO Guidelines include:

New annual review requirements for the OSRO Guidelines to be conducted by the NSFCC and CG-MER. This review will take place at the beginning of each calendar year. □ Revised and edited portions of each classification program to either clarify previous language, add context, or remove redundant language. □ Created a new classification in the OSRO Guidelines: Nonfloating Oils

Publications (continued)

classification. The Nonfloating Oil classification meets the regulatory requirements of Group V oils in accordance with the criteria set forth by 33 CFR § 154.1047 and 33 CFR § 155.1052 and the inherent risk of other heavy oil types that may submerge or sink.

Created the Nonfloating Oil application and procedures to meticulously and qualitatively assess Nonfloating Oil classifications. The application contains pertinent information for owners and operators to appropriately determine what Nonfloating Oil classified OSROs would be best suited for their operations.

Effective on **November 30, 2016**, all previous Group V OSRO 'listings' will be removed from the Response Resource Inventory.

Furthermore, all Facility and Vessel response plan holders who may handle, store, or transport Group V oils shall only list Nonfloating Oil classified OSROs or provide the required information in accordance with the regulatory Group V Response Plan Development and Evaluation Criteria. OSROs desiring to apply for the Nonfloating Oil classification can do so now and refer to Chapter 6 in the Guidelines.

OSRO Guidelines may be accessed at: [Homeport - 2016 OSRO Guidelines](#) and input OSRO Guidelines into the search engine. Or use the following path – Environmental – Vessel Response Plan Program – What's New?

Any questions regarding this update may be directed to CG-MER's point of contact, LT Brandon Aten at Brandon.J.Aten@uscg.mil or 202-372-2248. Source Document: [Marine Safety Information Bulletin](#) [Thanks to ISCO Industry Partner, INTERTANKO]

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

AMSA Aboard	News from the Australian Maritime Safety Authority	February 2016
ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	February 2016
Celtic and Biogenie enGlobe Newsletter	Technical Information on Polluted Site Remediation	Spring 2016
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	April 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	March 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 4, 2015
IMO Publishing News	New and forthcoming IMO publications	March 2016
Intertanko Weekly News	International news for the oil tanker community	No 15, 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	March 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	April 6, 2016 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
Technology Innovation News Survey	News from US EPA – Contaminated site decontamination	February 16-29, 2016
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	Feb 29, 2016 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	April 1, 2016
USA EPA Tech News & Trends	Contaminated site clean-up information	Fall 2015 issue
WMU Newsletter	News from the World Maritime University	March 2016 issue

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

Events

UAE: DUBAI – 8th OFFSHORE ARABIA CONFERENCE AND EXHIBITION



17-18 May 2016 - Offshore Arabia Conference and Exhibition is a specialized event for the Offshore Technologies, Marine & Maritime, Ports & Logistics, Environment & Coastal Protection sectors in the Region, launched in 2004. The event is held under the patronage of H.H. Sheikh Mohammed Bin Rashid Al Maktoum, Vice President and Prime Minister of the United Arab Emirates and Ruler of Dubai. [More info](#)

Events (continued)

TUNISIA: ZARZOUNA TIER 2 OIL SPILL RESPONSE EXERCISE, 25-26 MAY 2016 BIZERTE-TUNISIA



A Tier 2 Oil Spill Response Exercise shall be held on 26 May 2016 in STIR Jetty in Zarzouna in Bizerte City located on the coast of the Mediterranean Sea in North-Eastern Tunisia.

The event will be organized jointly by the Mediterranean Oil Industry Group (MOIG), Tunisian Refining Industries Company (STIR), Merchant Marine and Ports Office (OMMP), National Office of Civil Protection (ONPC), Oil Spill Response Alliance International (OSRA Int) and DESMI-Ro-Clean.

For more info please contact –
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UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
NORWAY	April 11-13	SPE HSSE&SR Conference and Exhibition	Stavanger
GUINEA	April 12-15	National Workshop on Contingency Planning	Conakry
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
AUSTRALIA	April 22	Launch of Tanker Emergency Response Video	Alexandria NSW
UK	April 25-27	IOPC Funds Meetings	London
UK	April 26	UK Spill Meeting, Dinner and Annual Awards	London
USA	April 27	Oil Train Safety Symposium	Washington
USA	April 27-29	APICOM Spring Meeting	Galveston, TX
AUSTRALIA	May 2-6	Spillcon 2016	Perth, WA
CABO VERDE	May 9-12	National Workshop on Contingency Planning	Praia
CROATIA	May 10-15	ADRIASPILLCON 2016	Opatija
UAE	May 17-18	Offshore Arabia Conference & Exhibition	Dubai
UK	May 17-18	Edie Live - Sustainability and Resource Efficiency	Birmingham
RUSSIA	May 18-20	13th POMRAC Focal Points Meeting	Vladivostok
CURACAO	May 19-20	RAC/REMPEITC-Caribe Steering Committee Mtg.	Curacao
NIGERIA	May 23-25	National W'shop on Spill Compensation & Modelling	Abuja
NETHERLANDS	May 24-26	Bon Agreement WG on Counter Pollution Activities	Scheveningen
SINGAPORE	May 24-27	Intertanko Annual Tanker Event 2016	Singapore
TUNISIA	May 26	Zarzouna Tier 2 Oil Spill Response Exercise	Bizerte City
SIERRA LEONE	June 6-9	Workshop and Exercise on Contingency Planning	Freetown
CANADA	June 4-6	Workshop on Long Term Persistence of Stranded Oil	Nova Scotia
CANADA	June 7-9	AMOP Technical Seminar	Halifax
LITHUANIA	June 20-22	Exercise Balex Delta 2016	Klaipeda
USA	June 21-23	Clean Pacific Conference & Exhibition	Seattle, WA
UK	June 22	3rd Premium Conference on Post-Spill Monitoring	London
INDIA	August 11-12	Oil Spill India	Mumbai
INDIA	Sept. 12-14	International Rivers Symposium	New Delhi
INDIA	Sept. 22-24	India Clean Seas Conference 2016	Goa
FRANCE	October 10-14	Sea Tech Event 2016	Brest
UAE	October TBA	EI Middle East HSE Technical Forum	Abu Dhabi
UK	October 18	UK Spill – Spill Science Seminar	Southampton
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)

CANADA: NOVA SCOTIA - THE LONG-TERM PERSISTENCE OF STRANDED OIL



A comprehensive workshop including: Ken Lee - CSIRO, Perth Australia, Roger Prince: ExxonMobil, Biomedical Sciences, Inc., Annandale, NJ USA, Ed Owens: OCC Ltd., Bainbridge Island, WA USA, Bob Taylor: formerly with the Geological Survey of Canada, Bedford Institute, NS CA, and other speakers

June 4th-6th, 2016 Point Tupper Marine Services Co. (PTMSC), Mulgrave, Nova Scotia

Registration; The registration fee is: \$275 (US). Registration is limited to 25 participants & will be open through 29 April 2016; expressions of interest would be appreciated by 15 April so that logistics arrangements can be addressed.

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Company news

ISCO MEMBER, LAMOR CORPORATION, TESTS ITS ARCTIC SKIMMER IN GULF OF BOTHINA



"We have to separate the oil from the ice out on the sea since all this ice can't be taken ashore," Rune Hogstrom of Finnish oil spill response company Lamor explained to AFP, invited aboard the icebreaker in the northern Baltic Sea on a recent numbingly cold day.

"An oil spill here is a real challenge, when you think we've got half a metre (1.6 feet) of ice, and if you break the ice up then the oil just gets mixed in even more," he said.

The shallow waters here provide unique conditions for the tests, with brackish water and thick ice, Arctia said.

While Finland is not an oil producing country, it fears a leaking oil tanker could cause irreparable damage to the Baltic Sea's fragile ecosystem.

Finland has been developing this technology for 20 years, and a 2015 study by the International Association of Oil and Gas Producers found the method being tested now to be one of the most suitable methods for mechanical recovery.

The above is an excerpt from an article by Anne Kauranen of AFP who joined the test of Lamor's Arctic skimmer, the Sternmax, installed on an icebreaker. Read the complete text of the article at [Flash - Oil spill tests on ice prove Arctic quests risky - France 24](#)

ISCO MEMBER, AQUA-GUARD SPILL RESPONSE, IS HOSTING AN OPEN HOUSE THIS MONTH

You are invited to invite you to visit our Coquitlam location to see our technology advances in the marine oil spill response and protection arena. **Date: Friday April 15th 2016 Time 10 am - 3:00 pm** Location: Aqua-Guard **Coquitlam location Unit 107 – 86 North Bend Street, Coquitlam, B.C.** Location map - <https://goo.gl/maps/FFo2X3ohK1B2>

Equipment to be on display: Offshore and coastal oil spill skimming system (RBS-TRITON™ 150 T) – Trailer system + Inshore and harbour oil spill skimming systems (RBS-TRITON™ 35 & 60) systems + Presentation of Offshore oil spill containment and response technology (URO 300/600 offshore systems along with offshore oil spill containment barriers).

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

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