

## 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 Dagleish** (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 Osman Tarzumanov** (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 Psarftis** (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](http://www.spillcontrol.org)

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## International news

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



## INTERNATIONAL SPILL ACCREDITATION ASSOCIATION TRAINING DAYS AT CASTLE ARCHDALE, ENNISKILLEN, N. IRELAND



Photo: One-to-one tuition on use of dip tube adaptor for fuel removal from an overturned road tanker. A specially adapted tank barrel is used for training purposes.

More than forty trainees attended the oil spill response training courses organised by the International Spill Accreditation Association (ISAA) at Castle

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## International news (continued)

Archdale on the shores of the beautiful Lough Erne in Northern Ireland. The three day event took place over 19th to 21st April at the WW2 RAF Flying Boat Base, made available by courtesy of the Northern Ireland Environmental Agency.



Above: A few of the trainees on the First Responder Course pictured with some of the equipment that was deployed during a practical training exercise

Left::Students in one of the classrooms during the training event.



This year three courses were provided - (1) A three-day MCA3P/IMO1 Oil Spill Response Beachmaster/Site Supervisor course, (2) A one-day Tanker Rollover (Hydrocarbon) Oil Spill Response course and (3) A one-day Oil Spill First Responder (Inland Waterways, Streams, Lakes and Rivers) Training Course.

The courses, given by NI / ISAA accredited training providers Braemar Howells and Briggs Environmental Services were well attended.

All trainees obtained good pass marks in the written tests and were awarded relevant certificates with a three-year validity.

Course attendees included employees of ISAA-accredited oil spill response contractors, NIEA and local authority staff members and delegates from port authorities.

For the spill response contractors, completion of accredited training courses by their staff is an essential requirement for the maintenance of their status as Accredited Spill Response Organisations.

Lough Erne, the Marina and the Flying Boat base provided excellent locations for the practical hands-on elements of the training while the classroom facilities at Castle Archdale were ideal for the training lectures.

ISAA is a not-for-profit organisation whose members are ISAA-accredited oil spill response contractors.

Associate Membership of ISAA is available to Government Agencies, Local Authorities, Equipment Manufacturers, and others who support the objectives of the Association. Associate Members enjoy special discounts for staff participation in training courses, attending seminars, other events and exhibition space at conferences and other ISAA events and have opportunities to distribute literature and demonstrate spill response equipment



Above: As an Associate Member of ISAA, Fast Engineering Ltd. was able to give a demonstration of its equipment. Here, Adam Holland, General Manager at Fast Engineering, is showing some of the trainees the latest version of the world-renowned Fastank Portable Containment System.

[Thanks to Steve Guy of BESL and Capt. Jack Richmond of ISAA for sending in photos for this report]

## ICS STRONGLY CRITICIZES 'PRESTIGE' JUDGEMENT BY SPANISH SUPREME COURT

April 29 - At a meeting of the International Oil Pollution Compensation Funds (IOPCF) this week, the International Chamber of Shipping (ICS) has strongly criticized the judgement of the Spanish Supreme Court in the 'Prestige' Case.

This judgement (in January 2016, but discussed by the IOPC Funds this week) overturned that of a lower Spanish Court, in La Coruña in 2013, instead finding the Master criminally liable for damages to the environment and sentencing him to two years' imprisonment (albeit likely to be suspended). It further held that the misconduct deprived the shipowner of the right to limit liability for pollution damage under the 1992 Civil Liability Convention (the "CLC").

The lower court, after hearing evidence – including evidence from the Master – had previously acquitted him of all charges of criminal damage. It had also acquitted the Spanish civil servant who had been involved in the decision not to allow the ship into a place of refuge. The lower Court did not therefore award any compensation to the claimants, which included the Spanish Government.

But the Supreme Court's judgement was reached after just one day, without hearing any new evidence and in the absence of the Master. At the same time, the Supreme Court confirmed the acquittal of the Spanish civil servant.

In a formal statement to governments which oversee the global oil pollution compensation regime via the IOPCF, ICS stressed its immediate concern was the implications of the Supreme Court's decision for the unwarranted criminalization of seafarers. But ICS also noted that this decision may now be deployed to break the shipowner's right to limit its financial liability under the CLC.

"The Supreme Court's decision was extremely surprising in that it overturned a lower court's acquittal of the Master, in his absence, and without hearing any new evidence as to his knowledge about the condition of the ship. This raises fundamental questions as to whether it was a fair trial." said the ICS statement. *The Maritime Executive* [Read more](#)

## Incident reports from around the world

### ITALY: GENOA OIL SPILL UPDATES

**April 24 - Emergency declared after oil spill in Mediterranean** - A local emergency has been declared on the north-west Italian coast after hundreds of tonnes of oil from a spill at a refinery reached the Mediterranean.

## Incident reports from around the world (continued)



There are fears the oil, originally spilled a week ago, might wash up on the beaches of either the Italian or French rivieras just as the tourist season opens.

“The situation is complicated. We do not know how much crude could end up in the sea,” a local civil protection officer, Gianni Crivello told local media.

The mayor of Genoa said efforts to contain the spill appeared to have been successful.

“The situation is delicate but under control,” said the Italian transport minister, Graziano Delrio.

*The Independent* [Read more](#) [Thanks to Walter Putman, Marine Pollution Control]

**April 24 - Fears for Italian tourism as oil slick off the coast of Genoa threatens the picturesque Riviera** - Italian authorities are monitoring an oil slick off the country's picturesque Riviera coast, but said the risk of a new spill into the Mediterranean was limited.

The slick, which was two kilometres (1.25 mile) long and 500 metres wide, was moving slowly westwards from waters off Genoa, raising fears it could pollute holiday beaches just as the tourist season begins.

The oil is believed to have come from a pipeline leak last Sunday at a refinery at Bussala, an outlying suburb of the northwestern Italian city, that spilled large quantities of crude into the Polcevera river. *Daily Mail* [Read more, see more photos and video](#)

**April 26 - Oil spill pipeline has 'critical points'** - A pipeline that broke last weekend causing a major oil spill near Genoa may have other "critical points", chief prosecutor Francesco Cozzi said Tuesday.

The accident occurred following a break in a pipeline carrying oil from the Busalla refinery operated by IPLM SpA on April 17. Cozzi is investigating the incident for culpable environmental disaster.

The pipeline was laid down in the early 1960s and must be checked out for any weak points, Cozzi said. The environmental damage will be assessed after the pipeline is checked out and repaired, he added. *Ansa.it* [Read more](#)

## CHINA: FIREFIGHTER KILLED IN JIANGSU CHEMICAL BLAZE

*Photo: Firefighters walk to the fire site at a chemical storage of Deqiao Storage Company in Jingjiang City, east China's Jiangsu Province, April 22, 2016. [Xinhua]*

April 24 - A firefighter was killed in the chemical warehouse fire that raged from Friday morning until the early hours of Saturday in Jiangsu Province, the provincial fire department confirmed on Saturday.

Zhu Junjun, 26, was from the fire detachment of Jingjiang City. He was caught in the flames after delaying evacuation to continue spraying water on the blaze and to cover other firefighters, according to the department.

The fire, which began around 9:40 a.m. on Friday at a facility owned by Jiangsu Deqiao Storage Co. in Jingjiang, was put out at 1:50 a.m. on Saturday after overnight work by more than 1,000 firefighters.

With chemical storage tanks destroyed and their contents spreading over a wide area, firefighters had difficulty approaching for a while. They curbed the blaze after the valve of an oil pipeline was shut off. *China.org.cn* [Read more](#) [Thanks to Kevin Westwood of JOIFF and Don Johnston of ISCO Industry Partner, DG & Hazmat Group]



## Incident reports from around the world (continued)

### CASPIAN SEA: VIDEO: RUSSIAN PRODUCT TANKER CATCHES FIRE

April 25: Over the weekend, the Russian Caspian Sea product tanker Palfot-2 caught fire off of Turkmenistan.

Ten members of her crew were evacuated by another vessel belonging to the same operator, national media reported. One man, chief engineer Andrey Vladimirovich Kramchuk, was reported killed. The crew were all Russian and Kazakh nationals.

Initial reports in Russian media said that the tanker has been left to drift in Turkmenistan's waters, and Russian authorities and the ship's owners intended to let her burn out, citing the distance from Russian ports. *The Maritime Executive* [Read more, watch video](#)

**April 25: One Killed in Tanker Fire in Caspian Sea – VIDEO** - The Ministry of Emergency Situations in Azerbaijan confirmed the incident aboard the Russian-flagged Palfot-2 tanker as the vessel was underway to Alaja Port, Turkmenistan from Azerbaijan. The ship was approximately 70 miles from the Azerbaijan coast in the Caspian Sea.

The ministry said ten of the eleven crew members on board have been rescued. One crew member, identified as the mechanic, was killed in the incident.

Some video of the incident shows the tanker on fire with black smoke pouring from the vessel as crews worked to extinguish the fire.

As of Monday the fire had been extinguished and the tanker was under tow to the Baku Deep Water Jacket Factory in Baku, Azerbaijan. *gCaptain* [Read more and watch video](#)

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### USA: UPDATE: LARGE OIL SPILL NEAR NEW MATAMORAS, OHIO

April 25 - Crews remain on the scene of a large oil spill near New Matamoras. The incident happened in the north fork of Mill Creek, north of New Matamoras in Washington County.

A tank from a conventional well sustained a bottom seal rupture, spilling about 70 barrels, or around 800 gallons, of oil into that creek.

The West Virginia Division of Natural Resources and emergency management agencies are responding. They have sumps and booms in the creek and are making efforts around the clock to control the spread. *WSAZ News Channel* [Read more](#)  
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### AUSTRALIA: VICTORIA – COUNTRY FIRE AUTHORITY CONTROLS REFINERY SPILL

April 27 - Emergency services have been called to an early-morning chemical leak at the Corio refinery. The alarm sounded at around 5.30 when staff reported a catalyst spill and a hydrocarbon leak from a processing unit. The CFA describes a catalyst as a fine, very hot sand. Police put road blocks in place while CFA crews and refinery staff dealt with the spillage. *Bay939.com*  
[Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### USA: OHIO - EPA CALLED OUT TO REPORTED OIL SPILL IN MAHONING RIVER

April 28 - The Environmental Protection Agency went to investigate spill of used motor oil into the Mahoning River Thursday morning.

The Warren Fire Department was out at the scene of the spill, in the 500 block of Tod Ave. on Thursday afternoon. Investigators are still working to determine just how much oil leaked from WTR Services Incorporated on West Market Street into the Mahoning River, traveling there through a storm drain. *WKBN News* [Read more and watch video](#)

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### USA: NEW JERSEY - OIL SPILL IN HUDSON RIVER NEAR ENGLEWOOD CLIFFS CONSIDERED 'MINOR AND UNCONTAINABLE'

April 29 - The Department of Environmental Protection said an oil spill in the Hudson River near Englewood Cliffs Friday afternoon is considered "minor and uncontainable."

It was first noticed Friday afternoon near the Englewood Boat Basin, and has since continued to spread out.

The sheen in the river was approximately one mile in length and believed to be an unknown type of petroleum based product.

Some of the fuel made it up a little canal just south of the boat basin and they have extended a boom to keep it from getting back into the river. *ABC News* [Read more](#)

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

### AUSTRALIA: WHAT'S HAPPENING IN AMOSC?

March 29 - **Comings and goings** - There has been some movement within the AMOSC team over the last few months with Neil Rowarth and Rowena Bucklow both having moved on from the team. We wish them all the very best with their future endeavours. We have welcomed Michael Simm and Lee Mould, both of who will be based in the Geelong office, working in operations and oiled wildlife response respectively. Michael joins AMOSC with an extensive warehouse, operations and 20 plus years' maritime experience, while Lee has many years' experience in environmental management for the oil and gas sector in Australia.

**Training** - In 2016 AMOSC is offering its full suite of oil spill training programs accredited to the IMO Level I, II and III levels, in both Geelong and Perth. In addition, we have a 'new' split operations course, which allows participants to complete three, two-day operations modules, over a six month period to allow for eligibility for the IMO qualification. AMOSC's 2016 training calendar can be found on page 13, or accessed via the AMOSC website (amosc.com.au).

**Preparedness activities** - In 2015, AMOSC was contracted by BP to develop four tactical response plans, in preparation for BP's upcoming drilling campaign in the Great Australian Bight (GAB). These plans include: • Offshore Surface Dispersant • Offshore Containment and Recovery • Shoreline Protection and Clean-up • Waste. The project represents a major commitment by BP to ensure that, prior to drilling, the company has in place very specific and detailed tactical responses to an oil spill, particular to the GAB. The scope of the project is considerable: shorelines from Albany in WA to Beachport in SA; the distances offshore; and the tiered national and international spill response logistics involved. AMOSC has invested heavily in studying and understanding the coastlines of Southern WA and SA as well as the conditions of the GAB. The logistics and staging considerations for response and waste management represent a step change in terms of Australian oil spill preparedness. During January, Phillip Starkins and Nathan Young from the AMOSC project team undertook a 'ground truthing' survey of particular sections of the WA and SA coastlines. This included areas in and around Albany and Esperance, the Eyre Peninsula, Kangaroo Island and the mouth of the Murray River. The site visits have proven to be critical in terms of ensuring that plans drafted remotely using satellite imagery and marine charts are able to be implemented on the ground, with a high degree of confidence of success.

**Dispersant testing** - AMOSC has adopted the ExxonMobil ExDet testing protocol as its preferred protocol to test dispersant, and to ensure dispersant stockpiles held by the centre are fit for the purpose. This provides Member Companies and National Plan partners with the confidence that AMOSC dispersant has maintained a certain threshold during its lifespan. This program is now also being rolled out to member stockpiles in Australia, and is available on request to other National Plan partners.

**Exercises and drills** - Notable exercises planned for 2016 include a Broome Supplementary stockpile deployment, scheduled for March. Additionally, AMOSC intends to run a full deployment exercise to coincide with Spillcon in May.

AMSA On Scene [Read more](#)

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### CANADA: PETROLEUM SERVICES GROUP TALKS OILWELL CLEANUP, PIPELINES WITH FEDERAL MINISTERS

April 26 - The head of an oil and gas industry group says he remains hopeful that efforts to clean up dormant wells in Alberta may eventually get some federal support, spurring some much-needed employment in the province. Mark Salkeld, with the Petroleum Services Association of Canada, made his remarks Tuesday after meeting with Environment Minister Catherine McKenna and Natural Resources Minister Jim Carr in Calgary.

The association asked Ottawa in March for \$500 million in infrastructure money to help decommission a fraction of the 75,000 inactive wells across the province.

Salkeld pitched it as an opportunity to put people back to work in the oilfield services industry, which has been hit hard by the downturn in oil and gas prices.

Industry players were disappointed that the March 22 federal budget made no mention of the group's oilwell cleanup idea, or a similar one from Saskatchewan Premier Brad Wall. [CTV News](#) [Read more](#)

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### CANADA: REPORT HIGHLIGHTS SUCCESS OF CANADA'S MARINE SAFETY FRAMEWORK

April 28 - The [Council of Canadian Academies](#) released a new report today titled *Commercial Marine Shipping Accidents: Understanding the Risks in Canada*. The Report concludes that "Canada's waters as a whole have been getting safer over the past decade, with fewer commercial marine shipping accidents." Of particular interest in the Report are the conclusions associated with the Pacific Region, which experiences the highest level of shipping activity in Canada while having the lowest accident rate and a relatively lower risk profile.

"This independent research provides a realistic evaluation of the state of our safety framework, which includes a robust international and national regulatory regime and improving industry safety procedures," remarked Robert Lewis-Manning, the President of the [Chamber of Shipping](#). "While the Report's conclusions are positive, our industry must continue to strive for improvements to managing risk and reducing its impact on the marine ecosystem."

The Chamber of Shipping is actively involved in promoting safe and sustainable shipping practices. Robert Lewis-Manning added that "the Report affirms the importance placed on protection of our marine ecosystem by First Nations and coastal communities. We share this priority and will work collaboratively to this end. The Chamber of Shipping applauds the effort of the [Clear Seas Centre for Responsible Marine Shipping](#) for initiating this workshop and report."

## Other news reports from around the world (continued)

The Chamber of Shipping is supportive of recent government initiatives to strengthen the mandate and capabilities of the Canadian Coast Guard, to review and strengthen the regulatory and spill response framework, and to dedicate scientific resources to improving risk mitigation of shipping and impact on the environment. [Newswire.ca](#) [Read more](#) [Download the report](#)  
[Thanks to Dr Gerald Graham, Worldocean Consulting]

Dr Graham has kindly also sent links for two following related articles -

### CANADIAN WATERS GETTING SAFER, BUT RESEARCH GAPS LIMIT FULL UNDERSTANDING OF SHIPPING RISKS

April 28 - A new workshop report, Commercial Marine Shipping Accidents: Understanding the Risks in Canada, released by the Council of Canadian Academies (CCA), explores risk by focusing on the likelihood of commercial marine shipping accidents across Canada as well as the potential social, economic, and environmental impacts of such accidents.

"Overall, the evidence shows that Canada's waters have been getting safer over the past decade, with fewer commercial marine shipping accidents," said Captain Dr James R. Parsons, Chair of the Workshop Steering Committee and Academic Director at the Marine Institute of Memorial University. "Commercial marine shipping has benefited from improved traffic control technology, better ship designs, and a strengthened regulatory regime. Accidents do still occur, yet typically do not result in large impacts."

The workshop report found that both the likelihood of an accident and the severity of its impact differ greatly across Canada's regions. For example, data show that the St. Lawrence River region experiences the highest level of commercial marine accidents in Canada, but these accidents have been the least likely to lead to casualties or serious injuries. The Pacific Region has the highest level of shipping activity, but has a relatively low risk profile. More research is needed to gain a fuller understanding of the factors that contribute to these regional variations. [ScienceDaily](#) [Read more](#)

### LIMITED UNDERSTANDING OF POTENTIAL FALLOUT FROM MARINE ACCIDENT, SPILLS: REPORT

April 28 - The report includes this province's marine area with that of the Maritimes, stating this region ships more crude than the rest of the country.

"Though harsh weather conditions and the presence of ice increase the likelihood of an accident in this region, accident rates are relatively low," it reads.

"Nonetheless, the reliance on fisheries (including aquaculture) and tourism would heighten the social and economic impacts of a significant accident." [GFA Advertiser](#) [Read more](#)

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### NEW ZEALAND: BAY OF PLENTY - REVEALED: NEARLY 3000 LITRES OF OIL SPILT

April 24 - Almost 60 oil spills have seen almost 3000 litres of oil spilt into Tauranga Harbour since 2008 - not including oil from the wrecked Rena or the recent Mobil pipe leak - a figure described by an iwi leader as gobsmacking.

There have been 57 spills dealt with by Bay of Plenty Regional Council or Maritime New Zealand in this time frame, three of which have been prosecuted and one under investigation. [Bay of Plenty Times](#) [Read more](#)

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### NIGERIA: POLICE INTERCEPT 3,600 LITRES OF PETROL IN POLYTHENE BAGS

April 24 - The Lagos State Police Command has recovered 3,600 litres of fuel from suspected pipeline vandals in the Aquatira area, 1st Avenue by 12 Road, in the FESTAC area of the state.

SUNDAY PUNCH gathered that the suspects, however, fled the scene on a canoe following the arrival of the police.

A police source said the vandals always pumped fuel in the area at night. He said the fuel was always stored in polythene bags, adding that each bag could take as much as 150 litres of fuel. [Punch Newspaper](#) [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### RUSSIA: CHERNOBYL'S SILENT EXCLUSION ZONE (EXCEPT FOR THE LOGGING)

April 23 - PRIPYAT, Ukraine — The road through the forest, abandoned, is at times barely discernible, covered with the debris of fallen tree limbs, vines, leaves and moss pushing up through cracks in the crumbling asphalt.

The moss is best avoided, says our guide, Artur N. Kalmykov, a young Ukrainian who has made a hobby of coming here to the exclusion zone surrounding the nuclear reactor at Chernobyl, set aside in perpetuity after the catastrophe in 1986. It can be radioactive, having carried buried radiation to the surface as it grew.

Above all, he says, watch out for windblown dust, which could well be laced with deadly plutonium.

Despite the dangers — which are actually minimal these days, except when the wind is howling — and the risk of arrest, Mr. Kalmykov is at home here. "In Kiev my head is full," he said. "Here I can relax. I could hang out in Kiev. But this is more interesting."

What Mr. Kalmykov and fellow unofficial explorers of the Chernobyl zone, members of a peculiar subculture who are in their 20s and call themselves "the stalkers," have found is more interesting still: vast tracts of clear-cutting in the ostensibly protected forest. [The New York Times](#) [Read more](#)

## Other news reports from around the world (continued)

### USA: REPORT HIGHLIGHTS RISKS OF OIL SPILLS FROM BARGES

April 23 - A report prepared for Friends of the Earth spotlights the oil-spill hazards posed by barges that move crude through Puget Sound to state refineries.

Barges pulled by tugs carry much smaller volumes of oil than self-propelled tankers. But Fred Felleman, a Seattle environmental consultant who prepared the report, said that "carrying oil by [cable] wire is the riskiest form of oil transportation on the water."

Felleman, who last year was elected as a Port of Seattle commissioner, recommends that oil barges be accompanied by escort tugs, in event of an emergency. Currently, Washington state requires tug escorts only for crude-oil tankers in the Sound.

*The Seattle Times* [Read more](#)

### USA: IS WASHINGTON READY FOR THE NEXT BIG OIL SPILL?

April 25 - On a calm, clear afternoon in December 1985, the Arco Anchorage made a routine stop in Port Angeles. It was killing time, waiting its turn to drop off 814,000 barrels of Alaskan crude oil at the Cherry Point Refinery, 22 miles north of Bellingham. Somehow, despite perfect conditions, the Anchorage ran aground. Rocks on the ocean bottom tore two long slits through ship's hull; the oil began to leak immediately. Over the next few hours, 239,000 gallons of oil spilled into the harbor.

The crew notified the U.S. Coast Guard immediately, and within five hours, a contracted spill-response team had stopped the oil from gushing out. They soon realized, however, that the equipment and manpower they had on the scene wouldn't be enough to contain the spilled oil, and so they called for more help. Cleanup would continue for more than three months and cost \$13 million. Finally, having recovered only about half the spilled oil, response teams called it quits. It wasn't even one of the top five biggest oil spills in Washington state's history. *Opb.org.news* [Read more](#)

### USA: EXISTING OFFSHORE PLATFORMS STRONG ENOUGH FOR ARCTIC OPERATIONS, BSEE STUDY FINDS



April 25 - The U.S Bureau of Safety and Environmental Enforcement (BSEE) has determined the designs exist offshore platforms are strong enough to survive extreme Arctic conditions and sea ice experienced offshore northern Alaska in the Chukchi and Beaufort Seas.

The determination was made following a recently completed research study by the BSEE, in partnership with the University of Alaska, that examined the ability of current offshore structural designs to successfully survive sea ice demands under extreme Arctic conditions.

The objective of the study was to produce information that will be used to supplement current standards and recommendations such as ISO 19906 Standard: Petroleum and Natural Gas Industries – Arctic Offshore Structures. *gCaptain* [Read more](#)

## People in the news

### INTERTANKO: NEW APPOINTMENT STRENGTHENS PRESENCE IN ASIA-PACIFIC REGION

ISCO Industry Partner, INTERTANKO's regional presence in Asia will be enhanced next week when Mrs Joyce Teng joins INTERTANKO's Singapore office as Assistant Regional Manager Asia Pacific.

Joyce is well connected and well known in the region with a proven track record in shipping, communications and marketing, having worked for the Maritime & Port Authority of Singapore (MPA) and Seatrade as their Head of Events. She holds a first class degree in Maritime Business with Maritime Law from the University of Plymouth, UK. *Intertanko News*

## ISCO news

### ISCO AT SPILLCON 2016 IN PERTH, AUSTRALIA

The Spillcon 2016 Conference and Exhibition opens tomorrow in Perth, Australia. ISCO will be on Booth 53 in the Exhibition Hall and you are invited to come by.



## ISCO news (continued)

ISCO Secretary, John McMurtrie writes –

“Greetings to all our members and friends in Australia. It is a matter of great regret to myself, David Usher and other members of the Executive Committee that none of us has been able to make the trip to Australia this year. Although we can't be with you, we would like to wish you all a very successful conference and will hope to see you again before too long.

I'm sorry to have to tell you that John Wardrop, Member of ISCO Council for Australia, has been laid low by an infection and was taken into hospital last week. John had been looking forward to seeing many of you at the event but unfortunately will not be able to be at Spillcon. I know that members and friends will join me in wishing John a speedy recovery.

In John's absence, Ben Cropley, Narelle Ward and Dale McClelland from ISCO Member, Oil Response Company of Australia (ORCA) are very generously giving of their time to help out with looking after the ISCO stand. ORCA is also exhibiting at Spillcon, so please do make contact with them either on the ISCO stand (No.53) or on the ORCA stand in the Exhibition Hall”.

## Special feature

### SHORELINE CLEAN-UP – PART 16

#### 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.

## Fisheries and aquaculture

Note: If fish farms, oyster beds or harvestable fields of algae are affected the first priority should be to avoid further contamination.

Cleaning operations can often be more effectively organised by the operators of such ventures

Sorbents and other materials should be made available if required.



### What to do:

- If possible immediately inform authorities and owners of sites at risk about the spill
- Consider deployment of protective/diversionary booms
- Advise them to move sensitive equipment, fish tanks, etc. out of the water or into protected areas
- Use sorbents to collect floating oil
- Agree with owner or representatives as to what measures are mutually acceptable.
- Arrange for cleaning boats by manual, jetting and mechanical means
- Involve insurance experts (compensation)
- Establish disposal route for oily waste

## Special feature (continued)

### What not to do:

- Avoid damage to fish farms and specialised crop areas
- Avoid secondary pollution of roads, buildings, etc.

### Industrial ports

Note: The direct damage will be mainly economical. Dispersion of smaller spills may be an established routine.



### What to do:

- Prevent pollution spreading through locks, etc.
- Bear in mind the costs of a paralyzing ship movements in port
- In confined areas with a high risk of explosion or fire issue warnings and cover with fire-fighting foam
- If available, application of encapsulating media can reduce explosion risk of volatile spills
- In some countries dispersants may be used if permission has been granted
- Use sorbents and booms to protect uncontaminated vessels
- Where practicable use booms and skimmers to collect and recover oil
- Agree with owner or representatives as to what clean-up is mutually acceptable.
- Involve insurance experts (compensation)
- Hose down quays, seawalls, jetties, etc. with hot water with or without oil removing chemicals
- Dispersant gel may be effective if appropriate and permitted
- Arrange for cleaning vessels by manual, jetting and mechanical means
- Establish disposal route for oily waste

### What not to do:

- Do not hose down earthwalls
- Avoid secondary pollution of quays, roads, buildings, etc.

### 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.*

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

[AMSA Aboard](#)  
[AMSA On Scene](#)  
[ASME EED EHS Newsletter](#)  
[Bow Wave](#)

News from the Australian Maritime Safety Authority  
Australia: National Plan for Marine Environmental Emergencies  
News and commentary on HSE issues from George Holliday  
Sam Ignarski's Ezine on Marine & Transport Matters

April 2016  
March 2016  
Most recent issue  
Current issue

[Cedre Newsletter](#)  
[Celtic and 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](#)  
[Technology Innovation News Survey](#)  
[The Essential Hazmat News](#)  
[Transport Canada Newsletter](#)  
[USA EPA Tech Direct](#)  
[USA EPA Tech News & Trends](#)  
[WMU Newsletter](#)

News from Cedre in Brittany, France  
 Technical Information on Polluted Site Remediation  
 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  
 News 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

February 2016  
 Spring 2016  
 Current issue  
 April 2016 issue  
 April 2016 issue  
 No 1, 2016  
 March 2016  
 No 18, 2016  
 February 12 issue  
 January 2016 issue  
 January 2016 issue  
 March 2016 issue  
 April 27, 2016 issue  
 Autumn 2015 issue  
 March 1-15, 2016  
 Feb 29, 2016 issue  
 Winter 2014 issue  
 April 1, 2016  
 Fall 2015 issue  
 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

### UPDATE FROM ADRIASPILLCON

The preparations for Adriaspillcon 2016 ( <http://www.adriaspillcon.com/2016/> ), which starts on 10 May 2016 in Opatija, Croatia, are in their final stages and the organizers are happy to announce that they expect some 100 participants are to attend the Conference. These include not only experts in various fields related to preparedness and response to accidental marine pollution from all six Adriatic coastal States, but also their colleagues from the Mediterranean region and Europe. Having recognized the importance of Adriaspillcon for increasing the level of preparedness of the countries in the Adriatic region to respond to marine pollution accidents, IMO is sponsoring through REMPEC the participation in the Conference of several speakers and participants from the Adriatic non-EU member States, namely Albania, Bosnia and Herzegovina and Montenegro.

In addition to experts from national authorities, scientific institutions, universities, specialized organizations, equipment manufacturers, etc. from the Adriatic region and other parts of Europe, the speakers also include the representatives of key international organizations namely EMSA, IMO/REMPEC, IOPC Funds, ITOPI and OSRL.

The Croatian Ministry of Maritime Affairs, Transport and Infrastructure, under whose auspices the Conference is being held, invited the representatives of REMPEC's OPRC Focal Points of all six Adriatic countries to attend an ad hoc working Meeting organized on the margins of Adriaspillcon 2016, immediately after the end of the programme on Tuesday, 10 May in the afternoon. REMPEC will also attend this Meeting, which is dedicated to discussing initiatives and projects aimed at increasing the cooperation among the countries in the region in the field of accidental marine pollution preparedness and response.

Although the number of companies taking part in the Exhibition which accompanies the Conference is smaller than in 2013, the major producers of spill response equipment such as Desmi, Elastec, Fastank, Lamor and Vikoma, as well as companies offering spill related services MEKE (Turkey) and Dezinskcija (Croatia) confirmed their participation. Last but not least, ISCO will also have its booth at the Exhibition, which will be manned by our Management Committee member Mr. Kerem Kemerli of Turkey, and Council member Mr. Darko Domovic of Croatia.

### UPCOMING EVENTS SUMMARY

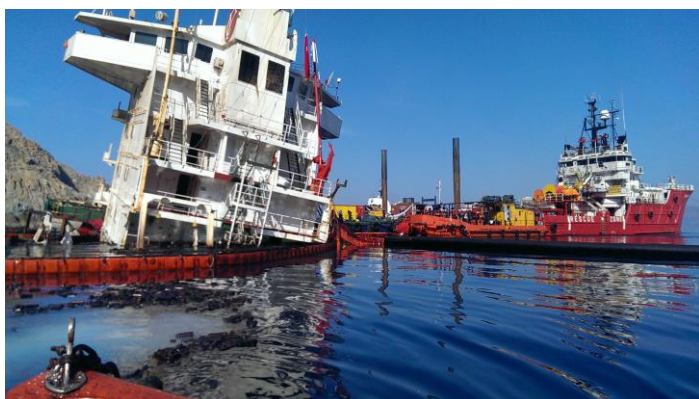
COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
AUSTRALIA	May 2-6	<a href="#">Spillcon 2016</a>	Perth, WA
CABO VERDE	May 9-12	<a href="#">National Workshop on Contingency Planning</a>	Praia
CROATIA	May 10-12	<a href="#">ADRIASPILLCON 2016</a>	Opatija
UAE	May 17-18	<a href="#">Offshore Arabia Conference &amp; Exhibition</a>	Dubai
UK	May 17-18	<a href="#">Edie Live - Sustainability and Resource Efficiency</a>	Birmingham
RUSSIA	May 18-20	<a href="#">13th POMRAC Focal Points Meeting</a>	Vladivostok
CURACAO	May 19-20	<a href="#">RAC/REMPEITC-Caribe Steering Committee Mtg.</a>	Curacao
NIGERIA	May 23-25	<a href="#">National W'shop on Spill Compensation &amp; Modelling</a>	Abuja
NETHERLANDS	May 24-26	<a href="#">Bon Agreement WG on Counter Pollution Activities</a>	Scheveningen
SINGAPORE	May 24-27	<a href="#">Intertanko Annual Tanker Event 2016</a>	Singapore
TUNISIA	May 26	<a href="#">Zarzouna Tier 2 Oil Spill Response Exercise</a>	Bizerte City
SIERRA LEONE	June 6-9	<a href="#">Workshop and Exercise on Contingency Planning</a>	Freetown

CANADA	June 4-6	<a href="#">Workshop on Long Term Persistence of Stranded Oil</a>	Nova Scotia
SOUTH AFRICA	June 6-9	<a href="#">Workshop to review the Oil Spill Contingency Plan</a>	Cape Town
CANADA	June 7-9	<a href="#">AMOP Technical Seminar</a>	Halifax
LITHUANIA	June 20-22	<a href="#">Exercise Balex Delta 2016</a>	Klaipeda
USA	June 21-23	<a href="#">Clean Pacific Conference &amp; Exhibition</a>	Seattle, WA
UK	June 22	<a href="#">3<sup>rd</sup> Premium Conference on Post-Spill Monitoring</a>	London
INDIA	August 11-12	<a href="#">Oil Spill India</a>	Mumbai
INDIA	Sept. 12-14	<a href="#">International Rivers Symposium</a>	New Delhi
NORWAY	Sept 12-16	<a href="#">International NOSCA Oil Spill Technology Seminar</a>	Bodo
INDIA	Sept. 22-24	<a href="#">India Clean Seas Conference 2016</a>	Goa
FRANCE	October 10-14	<a href="#">Sea Tech Event 2016</a>	Brest
UAE	October TBA	<a href="#">EI Middle East HSE Technical Forum</a>	Abu Dhabi
UK	October 18	<a href="#">UK Spill – Spill Science Seminar</a>	Southampton
MALTA	November 2-3	<a href="#">JOIFF Fire &amp; Explosion Hazard Mgmt. Conference</a>	St. Julians

To request posting of an event of interest to the Spill Response Community please send details to the Editor

## Company news

### POLYECO INTERNATIONAL & LAMOR MERGE GLOBAL SERVICE OPERATIONS INTO POLYECO GROUP, A FULLY INTEGRATED ENVIRONMENTAL SERVICES COMPANY



*Photo: Sea Diamond incident, oil spill response operations, Santorini, Greece*

Polyeco International and Lamor Corporation will merge their global divisions into Polyeco Group to form the largest world-wide environmental service provider. Polyeco Group will offer a full spectrum of services including emergency response, training, recovery, remediation and waste management services across five continents with 20 operating entities.

The world-wide network Lamor has built over the last 30 years will provide the foundation to implement regional response networks that utilize in-country resources in conjunction with international support capabilities. Polyeco brings 40 years of experience in operating worldwide in some of the most difficult locations. By combining both Lamor's and Polyeco's

capabilities the group will be able to offer a wide range of waste management and emergency response services backed by unparalleled expertise and experience.

David Nazha, CEO of Polyeco Group, said, "The creation of Polyeco Group is a response to the changing landscape of our industry and is born out of recognition that service providers need to invest in enhanced services to offer cost-effective and streamlined solutions to our clients worldwide. The fusion of comprehensive waste management services, oil spill response, HNS and hazmat services with facilities, assets and personnel across the Middle East, Far East, North and South America and Europe, with a flexible approach to providing solutions to our clients' requirements will make Polyeco Group the largest full-coverage emergency response and waste services provider."

Fred Larsen, CEO & President of Lamor Corporation, added, "Key Lamor personnel will join Polyeco Group to provide expertise and support global service businesses. Lamor will continue to develop cutting-edge oil spill response equipment and response solutions in-line with our long-term growth strategy.

Athanasios Polychronopoulos, the Executive Chairman of Polyeco Group, commented, "We at Polyeco have worked tirelessly, since the inception of the company nearly 40 years ago, to continually invest and adapt to market demands. This merger signifies another phase in our long history and shows our continued development and commitment to providing a large range of waste management and environmental solutions customized to our global clientele. At our core, we remain a family-owned company as is Lamor. Both businesses uphold principles and standards based on quality work and decades of experience maintaining a flexible approach to customer-driven solutions. Lamor has established a trusted and widespread network of quality services and this addition to the Polyeco Group family will result in a synergistic alliance new to the industry. More info: Tristan Owens, tel: +358 40 759 9040, [tristan.owens@lamor.com](mailto:tristan.owens@lamor.com) or Loraini Alimantiri, tel. +30 6948500531, [l.alimantiri@polyeco.gr](mailto:l.alimantiri@polyeco.gr)

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