

## 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 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 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](http://www.spillcontrol.org)

## INTERNATIONAL DIRECTORY

Click on these links to view websites

[CONSULTANTS](#)

[EQUIPMENT & MATERIALS](#)

[RESPONSE ORGANISATIONS](#)

[TRAINING PROVIDERS](#)

## International news

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



**Oil Spill India 2016**  
4<sup>th</sup> International Conference & Exhibition

11<sup>th</sup> & 12<sup>th</sup> August 2016,  
JW Marriott, Sahar, Mumbai, India

## NIGER DELTA OIL SPILL CLEAN-UP LAUNCHED – BUT COULD TAKE QUARTER OF A CENTURY

**UN hopes \$1bn operation will boost employment and drive development among Ogoniland communities devastated by contamination from spills**

June 2 - A \$1bn clean-up of one of the world's most oil-polluted regions will be officially launched on Thursday by the Nigerian president, Muhammadu Buhari. But it will be at least 18 months before full remedial work starts in Ogoniland in the Niger delta, and possibly 25 years before all the swamps, creeks, fishing grounds and mangroves are restored after decades of spills by Shell, the national oil firm and other oil companies.

According to agreements signed last year in Abuja, \$200m (£139m) will be spent annually for five years to clear up the devastated 1,000 sq. mile (about 2,600km<sup>2</sup>) region in Rivers state near Port Harcourt. More money may be needed to restore the ecosystem fully.

The plan, devised by UN engineers, oil companies and the government, will involve building a factory to process and clean tens of thousands of tonnes of contaminated soil. There will also be a mass replanting of mangroves.

It is expected that many young Ogoni will be offered jobs, with several hundred engineers possibly being trained abroad, middle-level jobs and monitors recruited, and a few thousand jobs for manual workers.

The intention, says the UN Environment Programme (Unep), is not just to clean up the region, which was the centre of production in the early days of Nigerian oil exploitation, but to create a taskforce of Ogoni people able to clean up many other devastated areas of the delta. It is hoped this will kickstart development in a region where the youth in many communities resort to sabotaging oil infrastructure and illegally refining diesel.

## PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

Professional recognition is a visible mark of quality, competence and commitment, and can give you a significant advantage in today's competitive environment.

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO.

The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

You can apply for Student Membership, Associate Membership (AMISCO), MEMBERSHIP (MISCO) or FELLOWSHIP (FISCO)

[All about Professional Membership Application Form](#)

### To receive the free ISCO Newsletter

Go to <http://www.spillcontrol.org> and enter your name and email address in the Registration Form (located on the right hand side of the home page) then click on "Subscribe"

## International news (continued)

Buhari will launch the clean-up in a visit to Bodo in Ogoniland, one of the delta's worst-affected villages. Successive spills in 2008 from defective Shell pipelines led to major contamination of Bodo's land and water sources, as well as a court case last year that culminated with [Shell paying £55m in compensation](#).

The clean-up follows a 2006 request to the UN by the government for a scientific investigation into the level of pollution in Ogoniland. This led to a three-year, landmark [Unep report in 2011 which exposed shocking levels of pollution](#) caused by spills in the region. The report identified 41 grossly polluted sites where oil had entered wells and underground water supplies. *The Guardian*

[Read the complete text of this article by John Vidal in The Guardian](#)

[Read the UNEP Environmental Assessment of Ogoniland](#)

## IACS RECOMMENDATIONS FOR THE OPERATION OF SHORE-BASED EMERGENCY RESPONSE SERVICES

The International Association of Classification Societies (IACS) has released 'Recommendation for the Operation of Shore-Based Emergency Response Services' designed to assist in complying with the following regulations and guidelines, as well as any applicable National Authority requirements:

- MARPOL Annex I, Regulation 37 – Shipboard oil pollution emergency plan (SOPEP)
- MARPOL Annex II, Regulation 17 – Shipboard marine pollution emergency plan for noxious liquid substances (SMPEP)
- Oil Pollution Act (OPA 90), CFR 155.240 – Damage stability information for oil tankers and offshore barges
- ISM Code, Regulation 8 – Emergency Preparedness
- SOLAS, Chapter II-1, Part B-1, Regulation 8-1 – System capabilities and operational information after a flooding casualty on passenger ships
- MSC Circular 1400 – Guidelines on Operational Information for Masters of Passenger Ships for Safe Return to Port by Own Power or Under Tow.

You can download the guidelines free of charge from the IACS website: [http://www.iacs.org.uk/document/public/Publications/Guidelines\\_and\\_recommendations/PDF/Rec.\\_No.\\_145\\_pdf2856.pdf](http://www.iacs.org.uk/document/public/Publications/Guidelines_and_recommendations/PDF/Rec._No._145_pdf2856.pdf)

## International news (continued)

### IMAREST SHIP SALVAGE CONFERENCE - SALVAGE PAST, PRESENT AND FUTURE: LESSONS LEARNED AND CHALLENGES AHEAD

Following the success of January's Joint meeting with IESIS, WES, IMechE, RINA on the raising of The Costa Concordia, IMarEST will be holding a day long look at ship salvage.

The day splits into two lecture style sessions, the first, a case study on Salvaging the Amoco Cadiz, a vessel that ran aground in 1978. Causing one of largest spill of its kind at that time and an unprecedented environmental catastrophe.

The session looks at the chain of events leading up to the sinking and subsequent salvage of the vessel before other presentations compare contemporary regulations, safety measures and salvage techniques to those at the time of Cadiz and consider whether things would turn out differently if a similar incident occurred today.

The second session looks at the rise of ultra large container ships and the potential problems posed by salvaging one of these vessels. This session looks at how such a salvage operation might be conducted and the sort of equipment and techniques required. It will also consider whether current regulations and safety procedures are up to preventing such disasters. The session will also address the potential environmental impact and implications for vessel insurance.

**29th June 2016, Cavendish Conference Centre, London** [Download the Agenda](#) [Book a place](#)

*Note from Editor – ISCO is supporting this event. ISCO Members in good standing can attend at the discounted rate usually only available to members of IMarEST. Member of ISCO Committee, Capt. Bill Boyle MNI, MISCO, will be representing ISCO at the conference.*

*ISCO President, David Usher, was called in by Amoco to prepared detailed plans for countering oil pollution damage from the Amoco Cadiz. Unfortunately the chain of events prevented its implementation.*

*It is hoped to publish a short article on this in next week's ISCO Newsletter.*

## Incident reports from around the world

### URUGUAY: T&T SALVAGE IN 'SITEAM ANJA' REFLOATING ATTEMPT

May 27 - Following the failure of two attempts to reach the grounded tanker 'Siteam Anja' due to bad weather, the 5,698 dwt 2009-built Uruguayan tanker 'Sealion' reportedly arrived to start lightering the vessel on Tuesday.

The Uruguay Navy said that around 1,000 tonnes of oil and ballast water will be discharged from the ship before attempts are made to refloat the vessel and in addition, preparations are being made to unload some of the ship's cargo to lighten the vessel.

The 1997-built Marshall Islands-flagged 44,640 dwt products tanker could be freed in around five to seven days, depending on weather conditions.

US-based salvage company T&T Salvage has been appointed to free the vessel, which ran aground on rocks around 400 m off Lobos Island, Uruguay, near Punta del Este, on 17th May with a 32,000 cu m vegetable oil cargo. *Tanker Operator* [Read more](#)

### MALAYSIA: OIL SPILL THREATENS 5KM COASTLINE IN PENANG

May 29 - An oil spill has polluted a 5km coastline on the island stretching from Swettenham Pier to Gurney Drive.

Sea currents pushed the black oil – estimated to be a few thousand litres – to the shoreline, creating a slimy strip up to 2m wide in some stretches.

Penang Port chief operating officer Sasedha-ran Vasudevan said the spill was first detected at the Prai Bulk Terminal on the mainland on Friday night. Clean up operations by the port, Department of Environment (DOE) and private oil companies began immediately, he said, but not before sea currents spread the oil to the island. *The Star* [Read more](#)



May 29 - The ongoing oil spill in Penang is a major disaster, said Chief Minister Lim Guan Eng (pic).

"We are really disappointed that the state government was not informed of the spill until late on Saturday," said Lim to newsmen after visiting the Kahlee Amman Temple in Air Itam here on Sunday. Lim said that the spill – which has spread to over 70 square kilometres – could threaten fishes and the livelihood of fishermen. *The Star* [Read more](#)

May 30 - Reaction to oil spill not quick enough *FMT News* [Read more](#)

May 30 - Vessel involved in Prai Bulk Terminal oil spill detained *The Sun Daily* [Read more](#)

May 31 - Fuel Oil Spill at Penang's Capital *The Maritime Executive* [Read more](#)

### USA: TEXAS - COAST GUARD CLOSES NECHES RIVER AFTER OIL SPILL

May 29 - The Coast Guard Captain of the Port closed a section of the Neches River Saturday after a pipeline at the Jefferson Energy Terminal released an estimated 880 gallons of Eagle Ford crude oil into the river.

The source of the leak was secured. The Neches ship channel is currently closed to all vessel traffic. *CBS* [Read more](#)

May 30 – Another report in *The Maritime Executive* [Read more](#)

June 1 - Oil spill first in Port of Beaumont's history *Beaumont Enterprise* [Read more](#)

### USA: MICHIGAN - U.S. FREIGHTER 'ROGER BLOUGH' HARD AGROUND IN LAKE SUPERIOR



Photo: The motor vessel Roger Blough sits grounded in the vicinity of Gros Cap Reef in Whitefish Bay, Lake Superior, May 27, 2016. U.S. Coast Guard Photo

May 31 - A U.S.-flagged freighter that spent Memorial Day weekend hard aground in Lake Superior is still stuck Tuesday as salvage crews continue on plans to refloat the vessel.

The 833-foot MV Roger Blough ran aground Friday afternoon on Gros Cap Reef in Whitefish Bay in Lake Superior.

The Coast Guard said Tuesday that the threat of a fuel oil spill was minimal and flooding on the vessel remained stable. Boom has been deployed around the stern near the ship's fuel tanks but strictly as a precautionary measure. No fuel is believed to have leaked since the grounding on Friday.

*GCaptain* [Read more and see more photos](#)



## Incident reports from around the world (continued)

**June 1 - Salvage Update: MV Roger Blough Hard Aground in Lake Superior** - Lightering operations have been planned for the Great Lakes freighter hard aground on a reef in Lake Superior, but it's likely to be several more days before the vessel can be freed.

The 833-foot, U.S.-flagged Roger Blough was damaged when it aground last Friday afternoon on Gros Cap Reef in Whitefish Bay near the start of the St. Marys River. So far no pollution has been reported, but as a precaution boom has been placed around the stern of the vessel and the Canadian Coast Guard has readied a large inventory of pollution control equipment in nearby Sault Ste. Marie, Ontario. *gCaptain* [Read more](#)

**June 1 - Photos: Salvors On Site for Roger Blough Response** - The U.S. Coast Guard and salvors with DonJon-Smit and ECM Maritime Services continued work Wednesday to evaluate the grounded Great Lakes self-unloader Roger Blough and prepare her for a refloat attempt. *The Maritime Executive* [Read more](#)

---

## USA: MICHIGAN - ABOUT 8,400 GALLONS OF OIL SPILLED IN VAN BUREN COUNTY FIELD

June 3 - A crew from Wolverine Pipeline Company, out of Portage, is working to clean up an oil spill in Van Buren County. It was sent out to the scene at County Road 380 and 62nd Street when a farmer working on the adjacent property hit the line with an earth excavator around noon Friday. About 8,400 gallons of oil was spilled into the field, and the line has since been shut off. *Wsjm.com* [Read more](#)

---

## USA: OIL TRAIN DERAILS, CATCHES FIRE IN COLUMBIA RIVER GORGE; I-84 CLOSED

June 3 - Eleven cars of a Union Pacific oil train derailed on the Oregon side of the Columbia River Gorge early Friday afternoon, with one car catching fire. Authorities closed several miles of Interstate 84 and evacuated a school in nearby Mosier.

The derailment came less than a year after Union Pacific began using the Oregon side of the gorge for about three oil trains each month. The 96-car train was bound for the U.S. Oil & Refinery Co. facility in Tacoma. Between 10 and 18 trains pass along the Washington side, through the Columbia Gorge National Scenic Area. *Seattle PI* [Read more](#)

**June 3 - Oregon train derailment spills oil, sparks fire** - A train towing a highly volatile type of oil derailed Friday in Oregon's scenic Columbia River Gorge, igniting a fire that sent a plume of black smoke into the sky and spurring evacuations and road closures.

Eleven cars derailed Friday in the 96-car Union Pacific train and the railroad said several caught fire. The crash released oil alongside tracks that parallel the Columbia River.

All the cars on the train traveling to Tacoma, Washington, from Eastpoint, Idaho, were carrying Bakken oil, which is more flammable than other varieties because it has a higher gas content and vapor pressure and lower flash point. *The Detroit News* [Read more](#) [Thanks to Marc K. Shaye, Hon. FISCO]

**June 4 - Critics: River route no place for oil trains after crash** - It wasn't immediately clear if oil had seeped into the river or what had caused the derailment. Aaron Hunt, a spokesman for the railroad, did not know how fast the train was traveling at the time, but witnesses said it was going slowly as it passed the town of Mosier, Oregon, about 70 miles east of Portland.

Response teams were using a drone to assess the damage, said Katherine Santini, a spokeswoman with the U.S. Forest Service.

Crews were continuing to suppress the fire, which they expected to do overnight. Gov. Kate Brown activated additional state resources including water tenders and the coordination efforts of the Oregon State Fire Marshal to assist firefighters at the scene. *KIRO7 News* [Read more and watch video](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

---

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

### MEXICO: POLLUTANTS REMOVED FROM GROUNDED BULK CARRIER IN MEXICO



May 27 - The removal of fuel and all hazardous materials from the stranded bulk carrier Los Llanitos concluded earlier this month as the salvage now moves to dismantling the ship on site in Mexico.

The Mexican environmental agency PROFEPA, responsible for overseeing the salvage, says that the threat of a spill into the environment has been reduced after all pollutants, including diesel, hazardous waste, and oil residue, have now been successfully removed from the vessel.

*gCaptain* [Read more](#)

## NEW ZEALAND: INTERNATIONAL GROUP OF P&I CLUBS PARTICIPATES IN MARITIME NEW ZEALAND TRAINING AND PREPAREDNESS EXERCISE-MAY 2016

May - Pursuant to the Memorandum of Understanding signed in April 2015 between the Group and Maritime New Zealand (MNZ) regarding the response to major casualties and incidents involving salvage and wreck removal, Michael Kelleher of the West of England and the chairman of the Group's Large Casualty Working Group attended "Exercise Whakautu II: 2016", a training exercise to test MNZ's preparedness for a major salvage, pollution and wreck removal event. The exercise took place in Wellington and New Plymouth, New Zealand and ran for 3 full days from inception until it was deescalated and wound down. It was followed by an initial "wash-up" which will be complemented by a full evaluation by MNZ and independent observers and evaluators, of which the Group was one. MNZ was pleased to have received the Group's input and has commented that the exercise proved that still, post the "RENA" major incident in 2011, their response would be improved by "closer, faster and more effective engagement with the Group". This was the first such exercise attended upon by a representative of the Group, and in June 2016 it will be followed by a casualty workshop organised by AMSA at which Sam Kendall Marsden of the Standard Club and a member of the Large Casualty Working Group will participate on behalf of the Group. *IGP&I*

---

## NIGERIA PLANS TALKS WITH OIL REGION ON GRIEVANCES, CONTINUES ARMY CRACKDOWN

May 29 - Nigeria's president on Sunday said he would hold talks with leaders in the oil-producing Delta region to address their grievances in a bid to stop a surge in pipeline attacks, but that an army crackdown would continue.

People in the southern Delta region, where oil giants such as Royal Dutch Shell and Chevron operate, have for years complained about the oil industry's pollution and of economic marginalisation by the state. Some have taken up arms and a recent surge in attacks on oil installations has cut Nigeria's oil output to a 20-year low.

"The recent spate of attacks by militants disrupting oil and power installations will not distract us from engaging leaders in the region in addressing Niger Delta problems," President Muhammadu Buhari said in a televised speech marking his first year in office. Buhari said the government was committed to a clean-up of polluted areas. *Reuters* [Read more and watch video](#)

---

## NIGERIA: NIGER DELTA ACTIVIST CAUTIONS AGAINST MORE PIPELINES BOMBING

May 31 - Alagoa Morris, frontline Niger Delta-based environmental activist, has cautioned that more attacks on oil facilities could lead to further pollution and damage of the already fragile environment of the region.

Morris, who gave the caution in an interview on Monday in Yenagoa, described the bombing of oil pipelines as "self-inflicted injury" on the part of the perpetrators in the region.

He spoke against the backdrop of resurgence of bombings of oil platforms by men of the Niger Delta Avengers in Delta and Bayelsa states. *Today Newspaper* [Read more](#)

---

## NIGERIA: GOV EMMANUEL ORDERS EXXONMOBIL TO CLEAN UP OIL SPILL

June 2 - The Youths' President, Ibeno Communities, said that Gov. Udom Emmanuel of Akwa Ibom, has ordered ExxonMobil to clean up the oil spill that occurred at Ndito Eka-Iba in Ibeno, Akwa Ibom on May 8.

The Youth President, Mr Godwin Ikot, said this in an interview with the News Agency of Nigeria (NAN), in Ibeno Local Government Area of the state on Thursday. He said the governor, who spoke through Mr Etekamba Umoren, the State Secretary to the Government instructed the oil giant company to commence the clean up exercise immediately in the area.

"At the meeting yesterday, the SSG have given ExxonMobil the order from the governor, that they should go and start the clean up exercise immediately. "ExxonMobil have agreed to clean up the spillage and fixed the Joint Investigation Visit (JIV) to the site of the incident for Friday, June 3," he said. *AllAfrica* [Read more](#)

---

## SAUDI ARABIA: TWO-DAY OIL SPILL EXERCISE COMPLETED OFFSHORE SAUDI ARABIA

June 2 - Saudi Aramco has staged a simulated oil spill drill offshore in Tarut Bay, involving 80 employees. The company's Marine Department managed the program over two consecutive days in late-April.

On Day 1, response crews from the vessels Ain Dar 3 and Ain Dar 8 loaded up oil-containment booms at West Pier, while helicopters from the Aviation Department transported pollution duty engineers to the simulated oil-spill site to assess the situation.

On Day 2, onshore protection and clean-up operations started while booms protected the mangrove area of Tarut Bay.

=The Marine Department applied the Incident Command System to organize the structure of the response teams to streamline coordination and communication among personnel.

In addition, the command center deployed the Lifeline-Corporate Emergency Response Tool - mapping technology that shows the location of vessels in real time - oil mapping for trajectory modeling, and the Emergency Message Board to display the sequence of events to management. *Offshore Magazine* [Read more](#)

## SOUTH KOREA: ITOPF PRESENTS AT TRAINING COURSE IN KOREA



May 31 - Pauline Marchand, Senior Claims Coordinator and Dr Franck Laruelle, Technical Team Manager participated in an IMO Level 2 Training Course on Oil Spill Response for Supervisors and On-Scene Commanders in Busan, Republic of Korea from 23rd to 27th May 2016. The event was kindly hosted by KOEM (Korea Marine Environment Management Corporation) and was attended by delegates from ASEAN Member States including Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar, Philippines, Singapore, Thailand and Vietnam.

Franck and Pauline gave a series of presentations covering various aspects of oil spill response, including at-sea response, shoreline clean-up, termination of

response, spill management and organisation as well as liability and compensation. Participants were given the opportunity to test their knowledge gained in the theoretical session during a table-top exercise coordinated by KOEM.

All participants were taken to one of KOEM's stockpiles located in Masan in the province of South Gyeongsang. The training course also involved a visit to KOEM's training facility in Busan where practical demonstrations of oil spill response equipment were held.  
*ITOPF News*

## TUNISIA: MOIG ORGANIZED A REGIONAL WORKSHOP INCLUDING A JOINT TIER 2 OIL SPILL EXERCISE AND EMERGENCY EVACUATION DRILLS IN BIZERTE-TUNISIA



A Tier 2 Oil Spill Response exercise and Emergency Evacuation Drills were jointly organized by the Mediterranean Oil Industry Group (MOIG), the Tunisian Refining Industries Company (STIR), the Merchant Marine and Port Office (OMMP), the National Office of Civil Protection (ONPC) and Oil Spill Response Alliance International (OSRA Int.) and DESMI Ro-Clean on 26 May 2016 in conjunction with the MOIG Regional Workshop Conference held at Bizerte Resort Hotel in Bizerte-Tunisia on 25 May 2016, conducted under the high patronage of the Minister of Energy and Mines.

During the first day morning session, the event participants presented a brief introduction on their background, activities, History, Tier 1 capabilities and

strategies for combating the oil spill and evacuations of injured and drowned persons during the exercise. MOIG delivered a presentation on its framework and new methodology developed for evaluation of Bizerte exercise. In the afternoon session, participants were given awareness on Oil Spill Preparedness and Response and Modern combating technology animated by OSRA International and DESMI Ro-Clean.

The second day of the workshop was dedicated to water exercise (live event). The exercise comprised a full scale oil spill response equipment deployment of STIR and OMMP such as: fence and inflatable booms, skimmers, Fastanks etc...from three different



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

locations: STIR jetty, servitude quay and Rafrat tug. At the same time, three emergency evacuation drills of injured and drowned persons were performed by ONPC and STIR from the Rafrat tug, the Channel and the jetty. The exercise management was performed at the OMMP Incident Coordination Center Habor Muster.

The event was a great success and gathered more 200 participants from various Ministries, Agencies, Oil, Gas and Shipping companies, responders, experts and associations from the civil society participated in the table top. About 50 delegates from Tunisia and the Mediterranean region observed the first hands and action-packed oil spill exercise and Emergency Evacuation drills. The event concluded with a lessons learned session and debrief on 26th May 2016, afternoon at El Andaloucia Hotel in Bizerte City.

The MOIG Management Committee Members would like to thank STIR for its warm welcome and kind hospitality, OMMP and ONPC for mobilizing their resources and assist STIR during the exercise as well as OSRA International and DESMI for providing Technical Support to STIR through the MOIG. The exercise outcome document shall be ready early July 2016. [Thanks to Houcine Mejri, MOIG]

---

## UK: WATCH AS THE UK'S OIL SPILL RESPONSE IS TESTED IN SIMULATION ON THE ISLES OF SCILLY



May 27 - The Isles of Scilly was the setting for a simulation of an oil spill response this week, as part of a UK test by the Maritime and Coastguard Agency (MCA).

During the simulation, held on Wednesday and Thursday on St Mary's, elements of the country's response tested by running an equipment exercise.

It measured how the UK would react to a pollution incident with a focus on at-sea and shoreline protection, testing how effectively and efficiently counter pollution equipment and personnel can be deployed to an incident.

Gail Robertson, from the MCA counter pollution team said: "Thankfully, modern navigational safety improvements mean that the Isles of Scilly are no longer blighted with the tragedy of vessels being regularly wrecked on their coastline despite the large number of vessels which pass through the nearby waters every year.

"Nevertheless, with thousands of small islands scattered around the UK coast from the Shetland Isles down to the Isles Of Scilly, it's right that we continue to test and exercise our response capability around the entire UK to improve our readiness should a major oil pollution incident occur in the future."

Working with counter pollution equipment contractor Braemar Howells, the Council of the Isles of Scilly and Isles of Scilly Harbour Authority, MCA led the two-day exercise using a variety of counter pollution equipment, which was deployed at Porth Hellick on St Mary's and at-sea from the port. A number of vessels were involved with oil protection booms and relatively new equipment tested. *The Cornishman* [Read more and watch video](#)

---

## USA: WASHINGTON - REPORT EXAMINE WORST-CASE SPILLS FROM PROPOSED OIL TERMINAL

May 28 - A new report from the state Attorney General's Office says an oil train or tanker accident in the Columbia River could cause more than \$170 million in environmental damages and could take decades to repair.

The Columbian newspaper says (<http://goo.gl/bYsrTc>) the report released Friday is among the expert testimony submitted in advance of hearings on a proposed oil terminal near Vancouver. The Energy Facility Site Evaluation Council is hold the hearings in June and will eventually make a recommendation to Gov. Jay Inslee, who has the final say.

The report written by the state-appointed lawyer for the environment examined two worst-case scenarios in the event of an oil spill

If a tanker grounds, 8 million gallons of crude oil spilling into the Columbia would require \$171 million for environmental cleanup and mitigation. If a train derailed above Bonneville Dam, 840,000 spilled gallons of oil entering the Bonneville spillway would cause up to \$85 million in damage to the environment. *The Washington Times* [Read more](#) Related Report in [The Spokesman Review](#)

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

### USA: WATCH THE FIRST OFFICIAL MOVIE TRAILER FOR 'DEEPWATER HORIZON'

June 1 - The first full-length trailer for the upcoming film Deepwater Horizon is here and after having watched it I have to say I'm really looking forward to this movie. [GCaptain](#) [Comment from Mike Schuler of gCaptain](#) [Watch the movie trailer](#)

### USA: PROPOSED WASHINGTON OIL SPILL SAFEGUARDS CRITICIZED



Above: This Nov. 6, 2013, file photo, shows a BNSF Railway train hauling crude oil near Wolf Point, Mont. (Matthew Brown / Associated Press)

June 3 - The Washington Department of Ecology on Friday held a public hearing to discuss its proposed new rules to protect the environment from oil spills during a train derailment.

Some in the audience in Vancouver, Washington, questioned whether the agency was doing enough, The Columbian newspaper reported (<http://www.columbian.com>). The public hearing was held less than a hundred miles from Friday's oil train derailment in the Columbia River Gorge.

The proposed rules outline contingency plans, emergency drills, equipment and other requirements for railroads that want to ship oil by rail through the state of Washington. The rules would be phased in over time, giving small railroads, for example, up to a year to secure equipment contracts and up to two years to fill equipment gaps. [SFGate.com](#) [Read more](#)

## People in the news

### UK: A NEW DIRECTION FOR CAPTAIN BILL BOYLE, MNI, FISCO



Captain Bill Boyle MNI, FISCO, is no longer employed by Briggs Environmental Services Ltd, as the position of General Manager BESL has been made redundant.

With over 30 years' experience in oil spill response, 24 years with BESL attending many major oil spill incidents, nationally and Internationally Captain Boyle would like to announce that he has not retired and intends to remain in Oil Spill Response as a consultant.

Email: [captbillboyle@hotmail.com](mailto:captbillboyle@hotmail.com)



### ISCO – JUNE 2016

The third meeting of the ISCO-BIMCO Working Group takes place in London on June 16. Good progress is being made by the WG in the development of a draft for a standard international contract for emergency intervention in major spill events. The objective is to speed up response mobilisation by eliminating delay caused by contract negotiation between responsible parties and contractors. This will be achieved by the option to invoke an internationally recognised and respected contract that is accepted as fair and equitable by all parties. Once the draft has been completed, a period of consultation with concerned stakeholders will take place.

From June 21-23 ISCO will be at the Clean Pacific Conference and Exhibition in Seattle, USA. You are invited to call at the ISCO booth No. 608. ISCO President, David Usher and Membership Director, Mary Ann Dagleish will be in attendance.

On 29<sup>th</sup> June ISCO will be represented by Committee Member, Captain Bill Boyle MNI, FISCO at the IMarEST Ship Salvage Conference being held in London – See article on Page 2.

### ISCO WELCOMES NEW MEMBERS

**Mr Vedran Martinic** of the Adriatic Training and Research Centre in Croatia has joined as a new Individual Member.

**Ampol Management Services Pte. Ltd.** in Singapore has joined as a new Corporate Member. Ampol is a wholly owned subsidiary of Caltex Australia.

## Special feature

### SHORELINE CLEAN-UP – PART 21

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



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

### Shoreline Clean-up (Continued)

#### Hot water

In this context hot water typically has a temperatures between 32°C and 77°C. At this temperature the removed oil will probably not re-adhere to the surface of substrates.

It can be used to remove oil from solid surfaces and man-made structures where removal of organic growth will not have any adverse consequences.

Hot water can and will kill animals and plants. Generally, marine organisms live adapted to a range of temperature, salinity and oxygenation. Living organisms have minimal tolerance to hot water.

Containment of run-off is necessary. If the containment of the area is not adequate, the run-off from hot water jet washing is likely to contaminate other areas.

During the Exxon Valdez spill, the use of high-pressure hot water was used as a cleanup technique and resulted in a greater impact and much longer periods of recovery for coastal organisms.

Typical sea temperatures range from 0° – 3° C so the use of hot water will make the shore look clean but effectively kills everything. The main impact of hot water jetting was the massive elimination of species that required many years to re-establish themselves.

Use of this technique came about more from media pressure to remove oil than from common sense. In many areas the natural cleaning in this area by wave action during the following winter would have done the job with far less environmental impact. This was evident during the following spring in areas that had not been treated during the previous year.



## Special feature (continued)

Hot water techniques are unlikely to result in an improvement in the recovery of the environment; fortunately we usually learn from our mistakes but public and media pressure can be powerful. Sometimes things get done to that should never be done but, by then, it is too late.

### Steam cleaning

Steam clean-up is generally carried out with very hot water, with temperatures between 77°C and 100°C.



This method is very destructive and should only be applied in locations where no biological communities exist.

The effects of this technique are devastating, being capable of causing the complete death of an entire biological community.

The rate of recovery can be extremely slow.



In the event that small sections of the coastline are hot water or steam cleaned to remove oil from solid substrate or man-made structures, this technique should be used at low tide, so that the contaminated water may be contained and removed before the tide comes in.

From a safety point of view:

More than 11,000 workers helped clean up the Exxon Valdez oil spill - a new survey has found that up to one-third of these workers experienced health problems consistent with high exposure to oil, solvents and other chemicals used during the cleanup.

During steam cleaning operations masks should be used to avoid breathing in oil vapor. This can get into the lungs and result in health problems for many years after the event. This can be a real problem for many workers in clean-up operations.

Workers were often sent out to clean oil without proper training or protective equipment. While media and public attention focused on the thousands of oiled and dead seabirds, otters, and other wildlife, little attention was given to the harm done to the cleanup workers.

Provision of Personal Protective Equipment (PPE) for thousands of people for months of work in remote regions can be a logistical nightmare.

During the 2007 Hebei Spirit incident in South Korea, there were over 1 million people who wore PPE. Often it was worn for only one day then thrown away as another group of workers would arrive the next day.

### 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

### ITOPF: NEW EDITION OF OCEAN ORBIT PUBLISHED

May 31 - ITOPF has just published its annual newsletter for 2016. Alongside the regular round-up of spills and other activities ITOPF has been involved with, this issue highlights spill preparedness and response in Brazil, takes a look at the controversy surrounding dispersants, sharing ITOPF's viewpoint, presents an infographic describing who's who at an oil spill and features interviews with staff who are marking milestone anniversaries with the Federation.

Ocean Orbit is freely available to download from [ITOPF's website](#).

Paper copies are currently being sent to ITOPF Members and contacts. If you would like to join the Ocean Orbit mailing list, please email [Terry Goodchild](#), indicating your preference for an electronic or printed version or both.

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

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

April 2016  
 March 2016  
 Most recent issue  
 Current issue  
 April 2016  
 Spring 2016  
 Current issue  
 June 2016 issue  
 May 2016 issue  
 No 1, 2016  
 May 2016  
 No 23, 2016  
 February 12 issue  
 January 2016 issue  
 Quarter 1, 2016 issue  
 May 2016 issue  
 June 1, 2016 issue  
 Autumn 2015 issue  
 April 16-30, 2016  
 Feb 29, 2016 issue  
 Winter 2014 issue  
 June 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

### UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
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
GREECE	June 6-10	<a href="#">Posidonia 2016</a>	Athens
CANADA	June 7-9	<a href="#">AMOP Technical Seminar</a>	Halifax
ITALY	June 16-17	<a href="#">ECM's First Annual Exercise Training Forum</a>	Rome
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
Panama	June 27	<a href="#">EcoCanal 2016, NRT-ACP Drill</a>	Panama
UK	June 29	<a href="#">IMarEST Ship Salvage Conference</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
SINGAPORE	Sept 12-14	<a href="#">Salvage and Wreck Asia</a>	Singapore
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
UK	October 12-13	<a href="#">The Contamination Expo Series 2016</a>	London
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
USA	November 1-3	<a href="#">Clean Gulf 2016</a>	Tampa FL
USA	November 1-4	<a href="#">Emergency Preparedness, Hazmat Response Conf.</a>	Pittsburgh
MALTA	November 2-3	<a href="#">JOIFF Fire &amp; Explosion Hazard Mgmt. Conference</a>	St. Julians
	<b>2017</b>		
USA	May 15-18	<a href="#">International Oil Spill Conference</a>	Long Beach CA
To request posting of an event of interest to the Spill Response Community please send details to the Editor			



### ARDENT TURNS ONE



*In the picture: Peter Pietka, CEO of Ardent*

With the passing of May, Ardent just celebrated its first birthday.

"One year ago, we set off with our business plans, and today we are pleased that the merger has progressed in line with these plans" said Ardent CEO Peter Pietka, "although the market has been weaker than expected," he added.

In May, 2015, Svitzer Salvage, a part of the Maersk Group, and Titan Salvage, under the Crowley Group, merged to form Ardent.

Prior to the merger, Svitzer Salvage excelled in emergency preparedness and response, while Titan specialized in large projects. Ardent complimented the strengths of Svitzer Salvage and Titan to develop one of the most robust service offerings in the worldwide salvage industry.

Now, Ardent has become a leading services company with an extensive network, offering innovative solutions to the shipping and offshore industries.

"The integration of the two companies has gone well, and the merger targets have been achieved," said Pietka.

In its first year, Ardent won and executed more than 50 contracts with a strong safety performance, and no loss-time incidents in its first year.

"The current markets in the shipping and offshore sectors have affected our margins," said Pietka.

"Looking from a different perspective, the current oil and gas market provides us with a large opportunity to focus on offshore decommissioning," said Pietka.

"With the amount of knowledge and diversity between our partners and staff, and with a successful integration behind us, we look forward to the exciting years ahead," he said.

Website: <http://www.ardentglobal.com/>

---

### JOIN ISCO ONLINE – IT'S QUICK AND EASY

**There are lots of positive advantages in joining this organisation which has a worldwide membership in 46 countries –**

Being part of a worldwide community of professionals who share a common interest + Receive rapid advice of emergency spill response supply requirements from governments, responsible parties and others arising from major spills and have the opportunity to offer support services, equipment and materials + Receiving ISCO's weekly newsletter keeping you up-to-date on events, developing technologies, new legislation and other matters of mutual interest + Access to a comprehensive online Technical and Reference facility for oil and HNS - spill response tools, guidelines, manuals and other information + Identifying opportunities for providing new products and services needed in domestic and overseas markets + Practical help in building incident response capacity and competence enhancement + Through ISCO, having a voice in the drafting of new legislation that will affect your area of interest + Opportunities to participate in ISCO work groups developing new ideas and projects + Through the International Offers of Assistance initiative opportunities to have a role in the response to very large oil spill events + Networking with other members, sharing experiences, discussing problems and helping find good solutions + Free listing in ISCO's International Directory of Supplies and Services with your entry hyperlinked to your own website.

[Download the Online Joining Form](#)

---

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this newsletter is accurate unintentional mistakes can occur. No liability for consequences of errors is accepted but, if an error is brought to our attention, a correction will be printed in a following issue of this newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. It should not be assumed that views and opinions expressed in linked reports, articles and other content reflect the views of the organization. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website [www.spillcontrol.org](http://www.spillcontrol.org)

---