ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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ISCO & THE ISCO NEWSLETTER

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

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International news

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UNIVERSITY OF WASHINGTON HELPS ITOPF AND NOAA ANALYZE EMERGING RISKS IN MARINE TRANSPORTATION

Massive container ships, carrying unprecedented amounts of fuel and cargo, are one of many developments in marine transportation that also is bringing new risks of oil spills to the high seas. Shown here is the MSC Oscar, one of the largest container ships in the world. (Credit: kees torn, Creative Commons Attribution-ShareAlike 2.0 Generic license)

June 9 - A warming climate is opening up new shipping routes—and hence, new avenues for trade—through the Arctic Ocean as summer sea ice shrinks and thins. Developing technologies have also allowed for mega-ships (unprecedented in size) and newer cargoes to begin transiting the ocean.

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International news (continued)

These developments could bring new or greater hazards, including oil spills, for the maritime shipping network worldwide.

Our group of three graduate students at the University of Washington, with the support of the International Tanker Owners Pollution Federation (ITOPF) and NOAA's Office of Response and Restoration, sought to understand how the world's shipping dynamic has changed in recent years and how these emerging challenges in marine transportation will affect that dynamic. The ITOPF, NOAA, and the marine industry can consider these emerging risks in marine transportation as they plan for the future.

Recently, the marine transportation system witnessed the introduction of the "mega-container ship." A "mega-container ship" could be considered any container ship over 10,000 twenty-foot equivalent units, or TEUs. However, the largest "mega-container ship" to date can handle 18,000 TEUs. The development of these vessels has brought a safer, more fuel-efficient method of transportation for shipping containers throughout the world.

However, these massive vessels potentially increase the consequences of pollution-related incidents, as they carry larger amounts of fuel and cargo, which could result in larger oil spills. Incidents involving these vessels may also be more difficult for salvage and response organizations to mitigate as they would have to remove more fuel and cargo from larger disabled ships.

While there is no one complete solution to address all risks, our analysis offers information relevant to multiple sectors of the maritime transportation network. By forging relationships among these sectors, response organizations will be able to better develop the most comprehensive responses to address pressures and gaps emerging as a result of the changing environment, changing patterns of trade, and developing technologies. And hopefully these organizations will be even better prepared for the oil spills of the future, no matter the scenario.

The foregoing contains excerpts from an article by University of Washington graduate students Megan Desillier, Seth Sivinski, and Nicole White. The team completed the research of emerging risks in marine transportation for the International Tanker Owner Pollution Federation (ITOPF) and was provided additional assistance in their research from the National Oceanic and Atmospheric Administration (NOAA). *Read the complete text of this article*

Incident reports from around the world

USA: LIGHTERING OPS UNDERWAY FOR GROUNDED FREIGHTER IN LAKE SUPERIOR [PHOTOS]

Photo: The motor vessel Phillip R. Clarke arrives on scene with the motor vessel Roger Blough, which ran aground May 27, near Gros Cap Reefs Light in Lake Superior, June 2, 2016. U.S. Coast Guard Photo

June 3 - The U.S. Coast Guard has reported that lightering operations on the grounded MV Roger Blough began Friday a full week after the American freighter ran aground in Whitefish Bay in Lake Superior on May 27.

The receiving vessel Philip R. Clarke arrived on scene Thursday afternoon and lightering operation started at about 5:45 a.m. Friday.

The Clarke is scheduled to remove some of the taconite from the Blough in order to lighten the freighter so it can be refloated. *gCaptain* Read more

June 6 - MV Roger Blough Refloated in Lake Superior - The U.S.-flagged freighter MV Roger Blough was safely anchored in Waiska Bay, Michigan on Saturday afternoon where it will be inspected for damage and its remaining cargo will be transferred to other vessels, the Coast Guard reported over the weekend.

The Blough was refloated on Saturday at appoximately 10:45 a.m. following lightering operations and later made it way under its own power to Lake Superior's Waiska Bay. *gCaptain* Read more

Incident reports from around the world (continued)

SYRIA: RUSSIAN FIGHTER JETS DESTROY ISIS OIL FACILITIES CLOSE TO TURKISH BORDER

June 4 - Russia's defense ministry released a video of Su-34 bombers destroying an Islamic State oil-refining plant near the Syrian city of Ras al-Ayn on the border with Turkey, as Russia intensifies airstrikes on the terrorists' oil smuggling routes.

The video released on Thursday shows Russian jets hitting oil reservoirs located on territory under Islamic State (IS, formerly ISIS/ISIL) control.

"Strikes took technical equipment out of operation and inflamed oil products, causing a large fire at the plant," reads the bulletin of the Russian Centre for reconciliation of opposing sides in Syria from June 1. *OilandGasPeople.com* Read more [Thanks to ADR Training UK]

URUGUAY: GROUNDED TANKER "SITEAM ANJA" REFLOATING UPDATE

June 6 – Update received from ISCO member, Carlos Sagrera MISCO – "Just in time… and before the bad weather that is arriving… the operation ended successfully… with no spill…!

The "Siteam Anja" was refloated in the night of June 5 and towed from the shoal off the Isla de Lobos with a speed of 4 knots. Before, some thousands of tons of ballast water were pumped out. Then the "Far Senior" approached the starboard side, and pulling chains and cables were placed on bollards and other anchor points on the bow of the tanker, while the "Audax II", "Maneador", "Rou Temerario" and "VB Gladiator" also went on their positions. The tanker was then towed to an anchorage 15 miles south of Lobos for first tests of its buoyancy. Once this step has been completed, the "Siteam Anja" will be towed five miles southwest of the island of Gorriti, where divers will make a thorough inspection and documentation of the damage caused by the grounding. Spanish reports with photos:
http://www.elpais.com.uy/informacion/zafo-buque-encallado-isla-lobos.html
http://www.maldonadonoticias.com/beta/actualidad/6453-tres-remolcadores-procuran-sacar-de-su-encalladura-al-buque-%E2%80%9Csiteam-anja%E2%80%9D-cerca-de-isla-de-lobos.html

NIGERIA: CHEVRON OIL WELL BLOWN UP WITH DYNAMITE AS NDA DENY TALKS

June 8 - The Niger Delta Avengers on Wednesday claimed it had blown up another oil well.

The group equally said it was not negotiating with the Federal Government.

A source familiar with the development told Oil and Gas People the affected crude oil pipeline is between Opia and Dagbolo villages in Warri North.

Confirming the attack, a security source said: "Yes, there was an attack this morning by militants on a Chevron facility." "The pipeline had earlier been attacked by militants using the same modus operandi which is with the use of dynamite. *OilandGasPeople.com* Read more [Thanks to ADR Training UK]

IRAQ: EXPLOSION HITS IRAQ'S KIRKUK OIL PIPELINE

June 9 - A pipeline transferring oil from the Havana field southwest of Iraqi Kirkuk city to the Ceyhan port suffered an explosion on Wednesday, a source from North Oil Company said.

The source told NRT the oil pipeline from the Havana field exploded on Kirkuk-Dubiz Road on Wednesday due to a "terrorist act." *Ekurd Daily* Read more

Incident reports from around the world (continued)

INDIA: CRACKED ASPHALT TANKER SAVED OFF INDIA

June 9 - A Panamanian-flagged tanker averted potential disaster overnight after the vessel developed a crack in its hull in the Arabian Gulf off India.

The Indian Navy says it was called Wednesday night to provide assistance to the MT Infinity 1 which was taking on water and had developed a dangerous list approximately 20 miles from Goa.

The INS Trikand along with the Coast Guard cutter Amal arrived on scene and were able to transfer emergency dewatering equipment to the vessel. With the flooding under control, the Trikand escorted the ship to Karwar where was it was safely anchored.

The Navy reported that the vessel was carrying 1,794 metric tons of asphalt. *gCaptain* Read more

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

CANADA: TRANSPORT CANADA NEW MANDATE ON REPORTING ON DANGEROUS GOODS

June 3 - Transport Canada is now mandating the need for shippers to file an emergency report with local authorities if a tractor-trailer's dangerous cargo is lost, stolen or involved in a collision. The amendments to the Transportation of Dangerous Goods Regulations (TDGR) came into effect June 1st and are aimed at improved reporting in order to enhance public safety and improve local emergency response. *Hazmat Management* Read more [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

MEXICO PUBLISHES INTERNATIONAL MARITIME DANGEROUS GOODS ("IMDG") CODE

June 1 - Mexico, which is a party to the SOLAS and MARPOL conventions, published the complete text of the IMDG Code in the Official Gazette of the Federation on May 20, 2016 in order to publicize the provisions of this code.

Amendments to SOLAS chapter VII (Transport of Dangerous Goods) adopted in May 2002 under Resolution 123(75) of IMO's Maritime Safety Committee made the IMDG Code mandatory as of January 1, 2014.

Mexico published Resolution 123(75) on December 6, 2013, as an amendment to the SOLAS convention; however, the publication of the IMDG Code was pending.

Although the IMDG Code has been applied in Mexico as part of SOLAS, the latest publication of the referred code in Mexico is important as an official instrument to publicize knowledge of the maritime industry in Mexico, to both the government and the private sector. *Lexology* Read more [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NIGERIA: SHELL CONFIRMS AVENGERS' ATTACKS ON FORCADOS PIPELINES, SUSPENDS OIL EXPORTS INDEFINITELY

June 3 - The Shell Petroleum Development Company Limited, the Nigerian subsidiary of Dutch oil giant, Royal Dutch Shell, on Friday confirmed militants' claims that a major damage was done to its oil installations in Delta State in the early hours of Friday, saying the attack had forced it to shut down crude exports indefinitely.

The statement corroborates earlier statements by the Niger Delta Avengers, a new militant group that has claimed responsibility for a series of attacks on oil installations, in renewed hostilities across the oil-rich region. *Premium Times* Read more

NIGERIA TO HOLD TALKS WITH NIGER DELTA MILITANTS

June 7 - Nigeria wants to talk with the Niger Delta Avengers militant group which has claimed a string of attacks that cut crude output sharply, its oil minister said, trying to stem a tide of violence in the country's main oil-producing region.

The southern Delta swamps, where many complain of poverty and oil spills, have been hit by militant attacks on oil and gas pipelines which have brought Nigeria's oil output to a 20-year low, and helped push oil prices to 2016 highs on Tuesday.

President Muhammadu Buhari had appointed a team led by the national security advisor "to begin the process of a very intensive dialogue with those caught in the middle of this," Oil Minister Emmanuel Ibe Kachikwu said late on Monday, while Buhari was in Britain seeking medical treatment. *The Maritime Executive* Read more

Other news reports from around the world (continued)

TAIWAN, CHINA: EPA'S LEE TO TURN AGENCY INTO FULL-FLEDGED MINISTRY

June 7 - Environmental Protection Administration (EPA) Minister Lee Ying-yuan (李應元) yesterday said that he is planning to transform the agency into a higher-ranking "ministry of environment and resources" in 18 months.

In a radio interview hosted by independent journalist and filmmaker Kevin Lee (李惠仁), the minister reiterated his policies of air pollution remediation, soil contamination solutions and illegal dumping prevention.

"The EPA is no longer the 'submissive daughter-in-law' under the [now defunct] Department of Health and the agency should get rid of the traditional mindset to deal with increasingly diversified environmental issues. I will push for legislation authorizing the establishment of a 'ministry of environment and resources' within a year and establish the ministry in 18 months," Lee Ying-yuan said. *Taipei Times*

ISCO news

ISCO WELCOMES NEW MEMBER

ABASCO LLC., Based in Humble, Texas, USA, has joined ISCO as a new Corporate Member. Established in 1975, the company manufactures high-performance Oil Spill Response and Sediment Control Products. For more information visit http://www.abasco.com/

Special feature

SHORELINE CLEAN-UP – PART 22

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)

Absorbents

The utilisation of sorbent materials for the removal of oil normally is done manually.

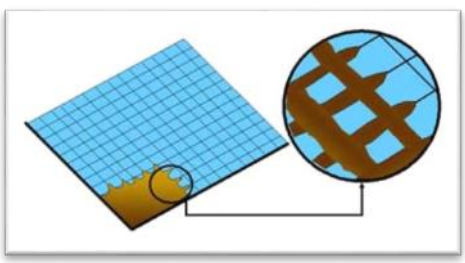
Sorbents may be defined as materials with the capacity to recover oil by means of absorption and/or adsorption.

There are three basic types of sorbents.

(1) Natural organic materials, such as cork, hay, fennel, sugar cane, coconut husks, and peat.

(2) Mineral materials such as vermiculite, perlite and volcanic ash;

(3) Synthetic organic sorbents, such as polyurethane foam and polypropylene fibers.



Synthetic sorbents normally show a greater capacity for the retention of oil and may be obtained in a variety of forms, including booms, pads, and sheets.

They normally have retention of up to 20 times oil to 1 times the weight of the sorbent. For recovery, the weight of an oil-soaked boom can be 20 times heavier.

Some absorbents may have been treated with oleophilic agents, or by controlled heating, to achieve an improvement in the capacity of the material to take up pollutant and to enhance its preference for picking up oil and rejecting water.

Special feature (continued)

In shoreline clean-up the use of sorbents is often most appropriate during the final stages of the clean-up to aid in the removal of films and trapped pockets of oil in hollows and holes in rocks which are difficult to remove by other methods.

All synthetic sorbents must be recovered whereas natural ones can be left as long as they are not oil-contaminated.

It is important that synthetic granular sorbents are only used where they can be easily recovered. On windy days this can be difficult.

Booms and pads are simple to use and usually easily recovered. Because of this they are preferable to granular sorbents. Booms and pads are usually coloured blue or white and, when the wind catches them they can be blown all over the place. Retrieval can be time consuming and if not recovered they result in unwanted and unsightly waste.

The efficiency of sorbents depends on the type of material used in its make-up and the surface characteristics of the material.

Weathered oils and heavy fuel oils tend to adhere to the surface of absorbents rather than rather than being absorbed into the material. When you cut the boom open you find the outside black but the inside still clean. Even though they do not absorb heavy oils they can be very useful as a floating barrier to keep the oil from spreading.

Adsorbents

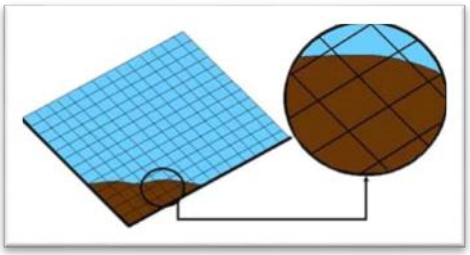
Oil sticks to the surface of adsorbent materials rather than being absorbed into it.

A different type of synthetic is required for this type of oil recovery, usually known as pompoms or oil snags. They consist of fine polypropylene fibres tied together to form pompoms. Multiple pompoms are sometimes attached to a rope for deployment or they can be used on their own. The multiple strands of polypropylene present a huge surface area for heavy oils to adhere to.

Thin strips of polypropylene can be tied together in balls and used for the recovery of heavy or emulsified oils; they are excellent for recovering oil caught in holes.

When used separately and allowed to escape can get into skimmer intakes causing pumps to stop.

They are also manufactured attached to ropes and used in shorelines in inter-tidal areas in much the same way as absorbents.



The greatest risk of negative impact on species arises from the possibility of ingestion and suffocation because of the nature of these materials, especially granulated absorbents. Generally, synthetic absorbents take more time or hardly degrade at all in the environment.

There are times. often in small ports or harbours, where small quantities of diesel are spilled from, for example, fishing boats. In such cases the use of absorbent boom or pads can provide all that is necessary to effect clean-up of the spill.

In some countries absorbent booms are used as a first response to all spills and very large quantities are used, raising the cost of the clean-up dramatically. In such cases, the use of booms and skimmers would have allowed recovery of oil/water residues which are much easier to dispose of. Instead, a sorbent-only approach results in tonnes of dirty absorbent boom which cost a fortune to purchase and will now will now cost a fortune to dispose of.

Insurance companies will only pay for reasonable expenditure.

“Frogmat” or Straw Carpet

This is a system invented by an eccentric Englishman called Ken Frogbrook and made from straw in a plastic net. It could be manufactured on sites using a huge machine where there was plenty straw available.

It was produced in long lengths of about 30 meters. The problem was that, having picked up oil and water, it became a seriously heavy object - A major problem to recover without it splitting and spilling its contents everywhere.

The “Frogmat” can be used as an access path to reduce damage and secondary pollution caused by people walking and tracking oil over shoreline terrain. It worked very well for this type of job.

Special feature (continued)

This product got the backing of people like the actress Joanna Lumley who wanted to save the world at the time.

The “Frogmat” path was used in Shetland during the oil spill from MV Braer. Shortly after this she wanted to send the machine to Northern Russia for the Komi spill. Unfortunately there is very little straw available in either location.

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.

Science and technology

BACTERIA HAVE POTENTIAL TO CLEAN UP OIL SPILLS

June 6 - Certain types of bacteria can assist in oil spill cleanups. - A team at UT’s Marine Science Institute recently sequenced the DNA of bacteria present during the Deepwater Horizon oil spill in 2010. The researchers hope that this information will make oil spill cleanup agencies more conscientious of the natural forces in the water working to remove oil.

Nina Dombrowski, postdoctoral researcher and lead author of a study detailing this work, said that the first step in learning more about these organisms was simply culturing and observing all the bacteria that were present during the Deepwater Horizon oil spill. “We went into the ocean, into the site when the spill happened, and sequenced the DNA of all the bacteria that was there and reconstructed genomes from that,” Dombrowski said. “We were really looking at the active community at that time and not only at individuals in isolation.”

Dombrowski said that different types of oil-consuming bacteria work together to clean up after the spill. “We believe that one bacteria completes the initial step and then the oil molecule continues to be broken down by other bacteria, basically like in a chain of events,” Dombrowski said. “You need a mixture of bacteria to deal with all these substances.”

Dombrowski said that because oil has a complex structure, not one single bacterium can degrade the whole oil molecule by itself. Each bacteria completes a process that resembles how humans’ digestive systems break down food. “It is a very similar process to what we would call eating,” Dombrowski said. “Basically, the bacteria take in the oil components, break them down with enzymes and make them into much simpler compounds that they integrate into their metabolism.”

While most bacteria are not complex enough to break down oil, some can feed on it.

Kiley Seitz, a graduate student researcher, observed the DNA sequences of the bacteria. She said the team looked at all the different types of bacteria through a general lens.

The sequences ended up revealing some bacteria that were known to already degrade oil,” Seitz said. “But, we were also able to see other pathways [to breaking down oil] that other studies hadn’t seen before.” *The Daily Texan* Read more

Contributed article

USING NOAA TOOLS TO HELP DEAL WITH THE SINKING PROBLEM OF WRECKED AND ABANDONED SHIPS

Photo: Clearing a derelict vessel from the Hylebos Waterway in Tacoma, Washington. NOAA has created several tools and resources for mapping, tracking, and dealing with shipwrecks and abandoned vessels. (Washington Department of Natural Resources/ Tammy Robbins) Used under Creative Commons Attribution-NonCommercial-NoDerivs 2.0 Generic license.

Walk along a waterfront in the United States and wherever you find boats moored, you won’t be hard pressed to find one that has been neglected or abandoned to the point of rusting, leaking, or even sinking. It’s a sprawling and messy issue, one that is hard to fix. When you consider the thousands of shipwrecks strewn about U.S. waters, the problem grows even larger.

How do these vessels end up like this in the first place? Old ships, barges, and recreational vessels end up along coastal waters for a number of reasons: they were destroyed in wartime, grounded or sunk by accident or storm, or just worn out and left to decay. By many

estimates shipping vessels have a (very approximate) thirty-year lifetime with normal wear and tear. Vessels, both large and small, may be too expensive for the owner to repair, salvage, or even scrap.

So, wrecked, abandoned, and derelict ships can be found, both invisible and in plain sight, in most of our marine environments, from sandy beaches and busy harbors to the deep ocean floor.

As we've discussed before, these vessels can be a serious problem for both the marine environment and economy. While no single comprehensive database exists for all wrecked, abandoned, and derelict vessels (and if it did, it would be very difficult to keep up-to-date), efforts are underway to consolidate existing information in various databases to get a larger view of the problem.

NOAA has created several of these databases and resources, each created for specific needs, which are used to map and track shipwrecks and abandoned vessels. These efforts won't solve the whole issue, but they are an important step along that path.

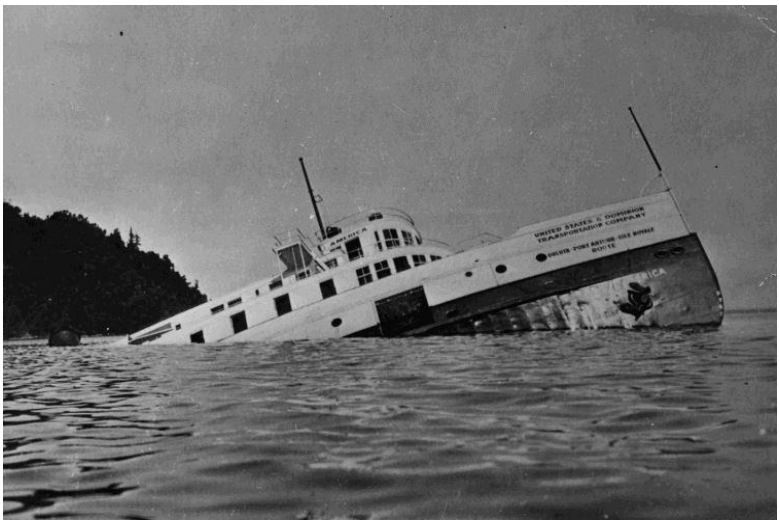


Photo: The S/S America sank after hitting rocks in Lake Superior in 1928, but the wreck was found close to the water surface in 1970. This ship has become the most visited wreck in the Great Lakes, where divers can still see a Model-T Ford on board. (Public domain)

NOAA's Remediation of Underwater Legacy Environmental Threats (RULET) project identifies the location and nature of potential sources of oil pollution from sunken vessels. These include vessels sunk during past wars, many of which are also grave sites and now designated as national historic sites. The focus of RULET sites are wrecks with continued potential to leak pollutants.

Many of these wrecks begin to leak years, even decades, after they have sunk. An example of such a wreck is Barge *Argo*, recently rediscovered and found to be leaking as it lay 40 feet under the surface of Lake Erie. The barge was carrying over 4,500 barrels of crude oil and the chemical benzol when it sank in 1937. It had been listed in the NOAA RULET database since 2013. U.S. Coast Guard crews, with support from NOAA's Office of Response and Restoration, are currently working on a way to safely remove the leaking fuel and cargo.

As in the Barge *Argo* case, the RULET database is especially useful for identifying the sources of "mystery sheens" —slicks of oil or chemicals that are spotted on the surface of the water and don't have a clear origin. NOAA's Office of National Marine Sanctuaries and Office of Response and Restoration jointly manage the RULET database.

Information in RULET is culled from a larger, internal NOAA Sanctuaries database called Resources and Undersea Threats (RUST). RUST lists about 30,000 sites of sunken objects, of which about 20,000 are shipwrecks. Other sites represent munitions dumpsites, navigational obstructions, underwater archaeological sites, and other underwater resources.

Avoiding Future Wrecks

The NOAA Office of Coast Survey's Wrecks and Obstructions Database contains information on submerged wrecks and obstructions identified within U.S. maritime boundaries, with a focus on hazards to navigation. Information for the database is sourced from the NOAA Electronic Navigational Charts (ENC®) and Automated Wrecks and Obstructions Information System (AWOIS).

The database contains information on identified submerged wrecks and obstructions within the U.S. maritime boundaries, including position (latitude and longitude), and, where available, a brief description and attribution.

Head to the Hub

Recently, the NOAA Marine Debris Program developed and launched the Abandoned and Derelict Vessels (ADV) InfoHub to provide a centralized source of information on cast-off vessels that contribute to the national problem of marine debris. Hosted on the NOAA Marine Debris Program website, the ADV InfoHub will allow users to find abandoned and derelict vessel publications, information on funding to remove them, case studies, current projects, related stories, and FAQs.

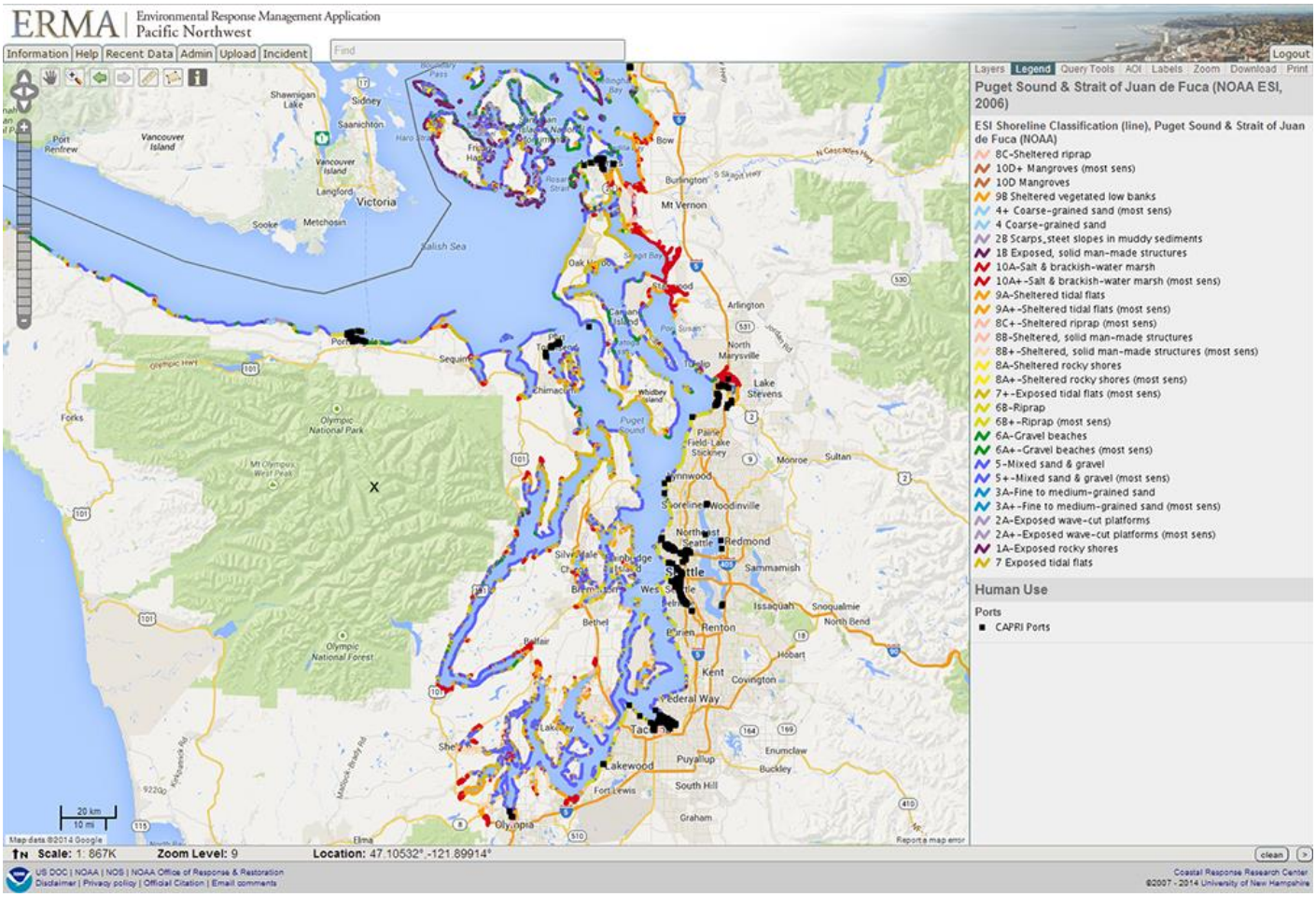
Each coastal state (including states bordering the Great Lakes) will have a dedicated page where users can find information on state-specific abandoned and derelict vessel programs, legislation, and funding as well as links to case studies from that particular state and relevant publications and legal reviews. Each state page will also provide the name of the department within that state government that handles abandoned and derelict vessel issues along with contact information.

Power Display

In select parts of the country, the Office of Response and Restoration is now using its Environmental Response Management Application (ERMA®) to map the locations of and key information for abandoned and derelict vessels. ERMA is our online mapping

Contributed article (continued)

tool that integrates data, such as ship locations, shoreline types, and environmental sensitivity, in a centralized format. Here, we use it to show abandoned and derelict vessels within the context of related environmental information displayed on a Geographic Information System (GIS) map. In Washington's Puget Sound, for example, the U.S. Coast Guard and Washington Department of Natural Resources can use this information in ERMA to help prioritize removing the worst offenders and raise awareness about the issue.



A view of Pacific Northwest ERMA, a NOAA online mapping tool which can bring together a variety of environmental and response data. Here, you can see the black dots where ports are located around Washington's Puget Sound as well as the colors indicating the shoreline's characteristics and vulnerability to oil. (NOAA)

Now part of both Pacific Northwest ERMA and Southwest ERMA (coastal California), our office highlighted ERMA at a May 2015 NOAA Marine Debris Program workshop for data managers. This meeting of representatives from 15 states, four federal agencies, and Canada showcased ERMA as an efficient digital platform for displaying abandoned vessel information in a more comprehensive picture at a regional level.

Once again, removing abandoned vessels or reducing their impacts can be very difficult and costly. But we have been seeing more and more signs of progress in recent years, which requires an increasing amount of collaboration among local, state, and federal agencies and education among the public. By providing more detailed and comprehensive information, NOAA is hoping to help resource managers prioritize and make more informed decisions on how to address the various threats these vessels pose to our coasts.

The Office of Response and Restoration's Doug Helton also contributed to this post.

Photo of derelict vessel used under Creative Commons Attribution-NonCommercial-NoDerivs 2.0 Generic license.

To view the original source document please click on https://usresponserestoration.wordpress.com/2015/11/13/using-noaa-tools-to-help-deal-with-the-sinking-problem-of-wrecked-and-abandoned-ships/

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

AMSA Aboard	News from the Australian Maritime Safety Authority	April 2016
AMSA On Scene	Australia: National Plan for Marine Environmental Emergencies	March 2016
ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	April 2016
Celtic and Biogenie enGlobe Newsletter	Technical Information on Polluted Site Remediation	Spring 2016
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	June 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	June 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 1, 2016
IMO Publlshing News	New and forthcoming IMO publications	May 2016
Intertanko Weekly News	International news for the oil tanker community	No 24, 2016
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst	Int'l Organisation for Industrial Hazard Management	January 2016 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	Quarter 1, 2016 issue
NOWPAP Quarterly	News from the North West Pacific Action Plan	Quarter 1, 2016 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	May 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	June 8, 2016 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
Technology Innovation News Survey	News from US EPA – Contaminated site decontamination	April 16-30, 2016
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	Feb 29, 2016 issue
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	June 1, 2016
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2016 issue
WMU Newsletter	News from the World Maritime University	March 2016 issue

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

Events

UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
ITALY	June 16-17	ECM's First Annual Exercise Training Forum	Rome
LITHUANIA	June 20-22	Exercise Balex Delta 2016	Klaipeda
USA	June 21-23	Clean Pacific Conference & Exhibition	Seattle. WA
SOUTH AFRICA	June 20-23	Workshop to review National Contingency Plan	Cape Town
UK	June 22	3rd Premiam Conference on Post-Spill Monitoring	London
Panama	June 27	EcoCanal 2016, NRT-ACP Drill	Panama
UK	June 29	IMarEST Ship Salvage Conference	London
FRANCE	July 11-12	MARPOCS Project Meeting	Brest
LIBERIA	August 1-4	W'shop on Conting'y Planning & Sensitivity Mapping	Monrovia
NIGERIA	August 2-3	National Workshop on Oil Spill Modelling	Abuja
INDIA	August 11-12	Oil Spill India	Mumbai
INDIA	Sept. 12-14	International Rivers Symposium	New Delhi
SINGAPORE	Sept 12-14	Salvage and Wreck Asia	Singapore
NORWAY	Sept 12-16	International NOSCA Oil Spill Technology Seminar	Bodo
INDIA	Sept. 22-24	India Clean Seas Conference 2016	Goa
FRANCE	October 10-14	Sea Tech Event 2016	Brest
UK	October 12-13	The Contamination Expo Series 2016	London
UAE	October TBA	EI Middle East HSE Technical Forum	Abu Dhabi
UK	October 18	UK Spill – Spill Science Seminar	Southampton
USA	November 1-3	Clean Gulf 2016	Tampa FL
USA	November 1-4	Emergency Preparedness, Hazmat Response Conf.	Pittsburgh
MALTA	November 2-3	JOIFF Fire & Explosion Hazard Mgmt. Conference	St. Julians
	2017		
USA	May 15-18	International Oil Spill Conference	Long Beach CA
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Company news

ISCO MEMBER, BRIGGS WINS ACCREDITATION FOR NEW ONLINE RESPONDER TRAINING COURSE

A new interactive online training course from Briggs Marine & Environmental Services has just been assessed and awarded accreditation by the International Spill Accreditation Association. The course is designed for anyone that might have to tackle a minor oil or chemical spill at their place of work. As suggested by the title –"Onshore Basic First Responder" – it is an introductory learning course and gives training on the correct use of oil/chemical sorbent materials to deal with spills.

The syllabus is focused on -

- Assessing the risk
- Identifying the substance
- Selecting the correct PPE
- Safely responding to spills using own response equipment
- Correct handling and disposal procedures

The interactive programme teaches and simultaneously tests effectiveness of knowledge transfer. The student is required to select the correct answers to randomly presented multi-choice questions in order to progress through the two-hour course. On completion of the course the student is awarded a score and if the student has attained the required level a certificate will be awarded.

This is the first interactive online course of its kind to be awarded ISAA Accreditation. More info on Training Courses from Briggs

TWO ISCO MEMBERS – KOSEQ AND VIKOMA - ANNOUNCE INTERNATIONAL CO-OPERATION

Vikoma announces - "Vikoma is pleased to announce a new working partnership with Dutch based equipment provider Koseq. This new partnership will combine the many years of experience held by both Vikoma and Koseq in equipment supply to the Oil Spill Industry.

The collaboration strengthens the range of solutions that Vikoma offer, and are now pleased to include the ViKoseq rigid sweep arm range.

This joining of forces will better serve the customer base by offering a wider more diverse selection of response equipment whilst upholding the Vikoma values of innovation, quality and reliability.

Both companies have many years of experience and a proven track record of providing high quality oil spill solutions.

Karen Lucas, Managing Director at Vikoma said "We are excited and looking forward to working closely with Koseq and see significant benefits to our customers from having a single source, one-stop-shop solution for their oil spill requirements. The teams at Vikoma and Koseq share common values and are committed to working together to supply quality solutions".

It is with great pleasure that Vikoma International Ltd announce this news, with further details to follow in the near future".

Koseq announces – "We are pleased to announce that Koseq and Vikoma have decided to join forces to improve their efforts to serve the Oilspill industry on a higher level. We will start to join our sales force on an international level to upgrade our presence in the market.

The customers will benefit from a more extensive product range, years of experience in both companies in combatting oil during large & small oilspills. With the experience we jointly have in house we present ourselves as more then only a manufacturer, we have the practical on site experience, knowledge of vessels and their capabilities and a wide experience in conversions and newbuilding of ships in our team.

We trust that this new cooperation between the two companies will strengthen the oil spill industry, uniting Dutch and English innovating power.

We will keep you updated in the next few months about progress".

Vikoma's website http://www.vikoma.com/ Koseq's website http://www.koseq.com/