

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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SOUTH ASIAN COUNTRIES MEET TO FINALIZE REGIONAL OIL AND CHEMICAL SPILL CONTINGENCY PLAN



August 24 - A meeting to update South Asia's regional plan for oil and chemical pollution preparedness and response is underway in Male, Maldives (22-25 August).

Senior officials from Bangladesh, India, Maldives, Pakistan and Sri Lanka are sharing their national experiences and consolidating updates to the plan with a view to finalizing it.

The event includes a regional training workshop on hazardous and noxious substance (HNS) spills preparedness and response. Moving forward, the participants will also identify future training needs and develop a three-year training programme to enhance the region's spill preparedness and response capacity.

The meeting is the final activity of a project financed by the Norwegian Agency for Development Cooperation ([NORAD](#)), implemented by IMO through its regional partner – the South Asia Cooperative Environment Programme ([SACEP](#)).

The project's overall objective is to implement two key IMO treaties covering pollution prevention – the [OPRC Convention](#) and the [OPRC-HNS Protocol](#) – in the South Asia region.

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International news (continued)

The event is hosted by the Maldives Transport Authority, with support from the SACEP Secretariat. The Minister of State for Economic Development of the Maldives, H.E. Mr. Abdul Latheef Mohamed, opened the meeting, and emphasized the importance of addressing oil and chemical spill issues for the region and the need for enhanced regional cooperation. Experts from ITOPF, CEDRE and OSRL are also participating, along with a team from IMO's Marine Environment Division, which includes Jose Matheickal, Yasuhiro Urano and John Alonso. *IMO News*

COMMUNICATION SOLUTION FOR BEYOND 81 DEGREES NORTH

August 20 - Today, maintaining communications coverage north of Svalbard is a great challenge, but a new Norwegian research project promises a groundbreaking solution for far-north Arctic areas.

The Norwegian Coast Guard is operates in the region to maintain presence and sovereignty in Norway's northernmost territories and to ensure readiness for search and rescue operations or acute pollution incidents such as oil spills.

"When we go beyond 81 degrees north, we no longer have stable communications coverage," says Commanding Officer on the Norwegian Cost Guard (NorCG) Svalbard, Endre Barane. "We have no internet, phone or television either for that matter. We are, as they say 'in the dark.'"

However, in May, a small test group from Norwegian Defence Materiel Agency (NDMA) and the Norwegian Armed Forces Cyber Defence performed an experiment that proved that this problem soon might be history. Satellite Engineer Vidar Madsen at NDMA tested his hypothesis that broadband coverage could be achieved in the Arctic - by using inclined satellites. *The Maritime Executive* [Read more](#)

Incident reports from around the world

UK: TRANSOCEAN WINNER UPDATES - DIESEL REMOVED FROM GROUNDED RIG



August 20 - Preparations to refloat the rig, Transocean Winner, continue. The rig is currently aground in Dalmore Bay.

On Sunday, Transocean removed 200 tons of hydrocarbons from the rig, which consisted mainly of diesel oil with small amounts of base oil and brine, and transferred it on to the supply vessel Olympic Orion.

The Maritime Executive [Read more](#)

Incident reports from around the world (continued)

August 21 - Oil rig stranded off Isle of Lewis to be refloated at high tide

Salvage experts have said they will try to refloat at high tide a 17,000-tonne oil rig that has been stranded on the coast of the Isle of Lewis for two weeks.

Hugh Shaw, the secretary of state's representative for maritime salvage and intervention, said: "Good progress is being made in this operation. The plans for the refloat are in place, although this is dependent on the salvage team being able to recover enough buoyancy to enable the rig to refloat safely." *The Guardian* [Read more](#)

August 22 - Tugs Pull Grounded Transocean Drilling Rig from Rocks in Scotland

Two tugboats helped refloat the Transocean Winner drilling rig at high tide on Monday night nearly two weeks after it grounded in Dalmore Bay on the west shore of Scotland's Isle of Lewis.

The UK Maritime and Coastguard Agency said the rig was successfully refloated at approximately 10 p.m. local time on Monday. *gCaptain* [Read more](#)

August 22 - Salvors Refloat Grounded Rig Transocean Winner

The semisubmersible came free on a rising tide just after 2200 hours local time on Monday, pulled by the anchor handling tugs Union Bear and Union Princess. As of 0130, the two vessels were making one knot northwards just off Carloway, accompanied by the salvage tugs Forth Warrior and Forth Drummer. *The Maritime Executive* [Read more](#)

August 23 - Transocean Winner 'Stable' Under Tow After Spending Two Weeks Aground in Scotland

Earlier this morning, the coastguard conducted an overflight of Dalmore Bay to examine the water for any sign of discharge, sheen or pollution from the rig. There was no pollution reported in the area.

A slight sheen was detected following the path of the rig, which the coastguard says is associated with the ongoing pressurization of tanks to maintain the rig's stability. Support boats from marine environmental contractor Briggs Marine is accompanying the tow and are breaking up the light sheen. Additional counter pollution equipment is on board the vessels should it be required. *gCaptain* [Read more](#)

PUERTA RICA: CARIBBEAN FANTASY UPDATE - MOORED, STILL BURNING



Photo: The Caribbean Fantasy is towed to Pier 15 in San Juan Harbor, Puerto Rico, Saturday, Aug. 20, 2016. U.S. Coast Guard Photo

August 20 - The U.S. Coast Guard has established a 100-yard safety zone around the vessel. There have been no reports of sheening or pollution near the vessel which is being closely monitored.

Approximately 2,500 feet of boom has been deployed around the vessel as a precautionary measure.

The Unified Command is developing an assessment and disposal plan for potential hazardous and non-hazardous waste. *The Maritime Executive* [Read more](#)

August 22 - Fire Out Aboard Caribbean Fantasy Ferry in Puerto Rico [Damage Photos]

Fire fighters in Puerto Rico were able to extinguish the fire aboard the passenger ferry Caribbean Fantasy on Saturday at a pier in San Juan Harbor, the U.S. Coast Guard has confirmed.

The Coast Guard said they received reports of minor sheening near the vessel that was contained in the primary containment boom. The vessel is being closely monitored and 2,500 feet of boom has been deployed around the vessel as a precautionary measure against discharge from the vessel. *gCaptain* [Read more](#)

SOUTH AFRICA: PENGUINS TREATED AFTER PORT ELIZABETH OILSPILL

August 20 - Several oil-covered African penguins were rescued on St Croix and Bird Island in Algoa Bay after an oil spill caused a slick of about 5km.

So far 95 penguins have been rescued and taken to rehabilitation facilities in the area since they started washing up on beaches on Tuesday. [News24.com](#) [Read more](#)

August 22 - 91 penguins in danger after oil spill

An oil spill near Port Elizabeth last week affected nearly 100 penguins and chicks. The National Sea Rescue Institute said the spill occurred during a "ship-to-ship oil transfer". The spill is being investigated by the SA Maritime Safety Authority. [Times Live](#) [Read more](#) Other Reports - [Herald Live](#) [Eye Witness News](#)

NICARAGUA AND COSTA RICA: OIL SPILL REPORTS

August 20 – News received from ISCO Member, Carlos Sagrera, MISCO



“Herewith some Spanish links about this oil spill at the Terminal of Puma Energy in Puerto Sandino. There is not a lot of official information and until now the situation is being handled without a lot of concrete news from the Authorities, but the NGOs are beginning to report about environmental damage of the land and the oil spill arrival at the surrounding beaches of Puerto Sandino”.

- <http://www.laprensa.com.ni/2012/04/09/nacionales/97267-derrame-en-mar-de-dudas>
- <http://100noticias.com.ni/evaluaran-la-situacion-ambiental-provocado-por-incendio-en-la-terminal-de-puma-energy-puerto-sandino/>
- <http://www.elnuevodiario.com.ni/nacionales/401864-verifican-primeros-danos-ambientales-incendio-puer/>
- <http://100noticias.com.ni/confirman-derrame-de-petroleo-en-puerto-sandino/>
- <http://100noticias.com.ni/incendio-en-puerto-sandino-estaria-sofocado-hoy/>

August 22 - Oil Spill Spreads to Costa Rica, Threatening Biodiversity

The environmental disaster is now an international catastrophe almost a week after a fire started in a biodiversity-rich mangrove off Nicaragua's Pacific coast.

Multinational oil company Puma Energy may be responsible for a major oil spill over the weekend in the tourist destination Puerto Sandino, on Nicaragua's Pacific coast, contaminating nearly a mile of mangroves and now the coasts of Honduras and Costa Rica.

Costa Rica University oceanographer Omar Lizano reported Monday that the oil had reached the Gulf of Fonseca, shared by the three Central American countries, and was now affecting the beaches and mangroves' exceptional biodiversity. The spill followed an explosion involving two of the company's four tanks that stored oil-derived products, the local environment group Humboldt Center said at a press conference over the weekend. The center demanded immediate measures to at least slow down what it described as ongoing environmental damage. [TeleSurTV](#) [Read more](#)

Ubicación del incendio en Puerto Sandino

Cinco días después del incendio en la planta de almacenamiento de derivados del petróleo de Puma Energy en Nicaragua, el Centro de Estudios Humboldt comprobó una fuerte afectación al ambiente. Reparar los daños llevará años.



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

August 24 – More news from ISCO Member, Carlos Sagrera, MISCO

“We are monitoring the situation from Honduras. Herewith more Spanish links with the latest news concerning Puerto Sandino Oil Spill”

<http://www.laprensa.com.ni/2016/08/23/nacionales/2087988-puma-energy-debe-restaurar-ecosistema-en-puerto-sandino>
<http://www.elsalvador.com/articulo/internacional/costas-nicaragua-honduras-salvador-seran-afectadas-por-derrame-petroleo-122742>
<http://www.laprensa.hn/honduras/993041-410/honduras-monitorea-derrame-de-petr%C3%B3leo-en-aguas-nicarag%C3%BCenses>
<http://www.laprensa.com.ni/2016/08/22/nacionales/2087446-a-remediar-calamidad-ambiental-en-puerto-sandino>
<http://www.miambiente.gob.hn/?q=node/1302>
<http://www.elheraldo.hn/pais/993017-466/cean-equipo-de-monitoreo-para-golfo-de-fonseca-ante-derrame-de-petr%C3%B3leo>
<http://www.elnuevodiario.com.ni/nacionales/247250-derrame-petroleo-playa-azul-obliga-cierre-balneari/>

JORDAN AND ISRAEL: CRUDE OIL LEAK IN GULF OF AQABA THREATENS EILAT'S BEACHES, MARINE WILDLIFE

August 23 - Two-hundred tons of crude oil leaked into the Gulf of Aqaba from Jordan's Aqaba port on Tuesday, raising fears in Israel of possible contamination on Eilat's beaches and harm to its coral reef.

Initial reports suggested that the oil spill was drifting southward toward the beaches of Jordan and Saudi Arabia, but due to the proximity of the spill, at least some of the oil is expected to reach Israeli beaches.

Israel's Ministry of Environmental Protection began preparations to aid in cleanup and containment, but has yet to receive a request for assistance from Jordan where officials said they were responding to the incident themselves. *Haaretz* [Read more](#)

August 24 - 200 tons of crude oil from Jordanian pipeline leaked into sea near Eilat

200 tons of crude oil from a Jordanian pipeline spilled into the Gulf of Aqaba. The Eilat Ashkelon Pipeline Company (EAPC) contacted the Jordanian authorities and offered to help them contain the leak.

“The State of Israel was informed about the spill and is in contact with the Jordanian officials while preparing for the crisis with equipment and manpower,” stated a spokesperson for the Israeli Foreign Affairs Ministry. “The Jordanians are dealing with the crisis.” It appears that the leak originated in a pipeline that begins at Jordan's Port of Aqaba. *JerusalemOnline.com* [Read more](#)

USA: CONNECTICUT - OFFICIALS WORK TO CLEAN UP CHEMICAL SPILL IN SOUTHTON, URGE CAUTION TO PUBLIC

August 25 - A chemical spill in Southington has mobilized cleanup crews and resulted in a warning for nearby residents to avoid a section of the Quinnipiac River.

About 300 gallons of hexavalent chromium spilled on Wednesday at Light Metals Coloring, a manufacturing plant. Hexavalent chromium is an industrial material that's known to cause cancer.

The Department of Energy and Environmental Protection said Clean Harbors has been contracted to do remediation work on the site as a result of the spill. Soils are being removed, along with portions of the roadway and parking areas on the site. Tests at the site are ongoing. *Wnpr.org* [Read more](#)

News reports from around the world (countries are in alphabetical order)

NIGERIA: CEASEFIRE LOOKS DISTANT FOR NIGER DELTA UNREST

August 22 - Oil companies and even Nigerian officials are losing faith in a deal anytime soon with militants who have slashed the nation's oil output, casting doubt on a production recovery in what is typically Africa's largest oil exporter.

In the six months since the first major attack on Nigeria's oil – a sophisticated bombing of the subsea Forcados pipeline – dozens of attacks have pushed outages to more than 700,000 barrels per day (bpd), the highest in seven years. Talk in the country has shifted from ceasefire optimism, and oil companies' assurances that repairs were underway, to hedged comments from the government and radio silence from oil majors. *Reuters* [Read more](#)

News reports from around the world (continued)

RUSSIA: GOVERNMENT EASES LICENSING RULES FOR SEA, INLAND SHIPPING

August 24 - Amendments to safety requirements intended to simplify considerably the licensing procedure of transportation of passengers, dangerous goods, of towing and cargo operations with dangerous goods by sea-going and inland waterway transport in Russia come into force as from 24 August 2016, the Ministry of Transport said in a press release.

Regulations on the licensing require that each inland waterways vessel is to have a ship plan for oil pollution prevention, provided for in Article 39 of Inland Waterways Transport Code. However, by the order of the Ministry of Transport of Russia (18/03/2014, No 72) the requirement of an emergency spill response plan has been canceled for small vessels. Therefore operators of small boats to obtain a license are not required to provide a license are not required to provide the emergency spill response plan. *Port News* [Read more](#)

ISCO News

ISCO WELCOMES NEW MEMBERS

Fatima B. Shaik has joined as an Individual Member. Fatima, who recently became the Member of ISCO Council representing South Africa, is Head of Health, Safety, Security and Environment for the South African Petroleum Industry Association (SAPIA)

Elcharions Systems Technologies Ltd., based in Port Harcourt, Nigeria, has joined as an Industry Partner. The company provides a wide range of services for the upstream petroleum and gas industry in Nigeria.

Castalia Consorzio Stabile SCpA, is based in Rome, Italy and has joined as a Corporate Member. Castalia opera da 30 anni in Italia e all'estero nel campo delle attività marittime e salvaguardia del mare: antinquinamento, bonifiche ambientali di acque, fondali e litorali, recupero di rifiuti tossici e nocivi dal fondo marino, indagini sottomarine e monitoraggio ambientale, educazione e sensibilizzazione ambientale, tutela della flora e fauna marina, ricerca e sviluppo nuove tecnologie e sistemi antinquinamento.

Contributed article

THE CASE FOR LLOYDS OPEN FORM SALVAGE CONTRACT

A short article by **Mark Hoddinott, General Manager, ISU**



Mark Hoddinott is General Manager of the International Salvage Union (ISU), the sole representative body for the international marine salvage industry. Based in London, He provides the day-to-day link between the marine salvage industry and the marine insurance and shipping markets. The ISU works closely with other shipping industry organisations, for example, the International Chamber of Shipping, the International Group of P&I Clubs and the International Union of Marine Insurers. ISU also has consultative status at the International Maritime Organisation. Mark's experience is founded on shipping and marine salvage and he is a Master Mariner with command experience.

International shipping is vital to world trade. And while there have been great improvements in ship and operational safety, casualties continue to occur and can never be completely eradicated. That is why there is a continuing and vital role for commercial marine salvors who are often the only ones standing between a casualty and an environmental catastrophe.

Salvage is governed by the 1989 Salvage Convention and is conducted under many kinds of contract. Traditionally the Lloyd's Open Form (LOF) salvage contract – which has been in existence for more than 100 years – has been the most commonly used emergency response contract. A key principle is that the salvor undertakes to use his “best endeavours” to save the ship and cargo and to prevent pollution. The job is done at the salvor's risk and he will only be paid if the job is successful.

However, it is of concern to the International Salvage Union (ISU), and others, that LOF is not used as much today as in the past. ISU believes that LOF has great benefits: it is clear and simple, enabling rapid intervention largely because there is no need to negotiate terms “upfront.” And in an evolving casualty situation speed of intervention is often critical. It can mean the difference between success and failure with the associated loss of property and an increased risk of pollution.

The integrity of LOF is assured by Lloyd's, a world scale insurance market with considerable resources. And there is a clear dispute resolution process using Lloyd's Arbitrators. ISU firmly believes it is a fair contract allowing a salvage

Contributed article

award based on well-established criteria including the value of the property saved, taking account of the circumstances. The great majority of cases are settled amicably. And using other commercial terms can, in some cases, be more costly for owners and insurers than LOF.

There are various ideas in the shipping market as to why the use of LOF has reduced. ISU thinks it is, in part, due to a lack of knowledge about the contract and its benefits. It also suffers from a number of myths that have come to be accepted, such as it being a contract which favours the salvor. If that were the case why would so many cases be settled without dispute?

ISU, and Lloyd's, want to communicate better the benefits of LOF. We want to help shipowners and insurers - particularly property underwriters - understand LOF and recognise its key place in the conduct of marine salvage. We know there are other commercial ways of doing salvage where speed of response is not an important factor and of course we accept that. But, for emergency response, LOF is still the best way to encourage commercial salvors to save life, protect the environment and save valuable property and ISU commends its continued use and wants to see a resurgence in its use when the circumstances are right.

Special feature

DEEPWATER HORIZON INCIDENT: WHAT HAPPENED TO THE OIL?

An article in five parts by Alun Lewis, Independent Consultant



Alun Lewis has specialised in oil spill response work since 1979. His specialities are oil spill dispersants, the behaviour of spilled oil at sea and the aerial surveillance of oil at sea. During his career he worked for 25 years at the BP Research Centre, and subsequently on projects for the Warren Spring Laboratory, SINTEF in Norway, AEA Technology and the UK Maritime and Coastguard Agency. He has participated in numerous research programmes, large scale sea trials and development of laboratory procedures. Since 1998 he has worked internationally as an independent consultant with many clients, commercial and governmental. He has participated in many national exercises, training courses and workshops throughout the world. A more detailed bio was published in Issue 546 of the ISCO Newsletter

PART FOUR

3. Estimating the effectiveness of oil spill response methods

One of the apparently most simple questions that can be asked about the largest oil spill response effort ever, conducted at the *Deepwater Horizon* incident (at a cost of \$14.3 billion), is also the most difficult to answer. That question is:

How much good did the oil spill response methods undertaken at the *Deepwater Horizon* incident actually do?

The difficulties involved in answering this question apply to any oil spill response.

a. Effectiveness of response as the reduction in amount of damage that would have been caused

The aim of any oil spill response method is to minimise that damage that could be caused by the spilled oil. At an incident where oil spill response had been undertaken, such as the *Deepwater Horizon* incident, assessing how effective any oil spill response actions had been on this basis would therefore require:

- i. Estimating how much damage would have occurred if the response had not been undertaken and
- ii. Comparing that with what damage had actually occurred when response was undertaken.

This produces the obvious problem of trying to compare the consequences of events that had not occurred (no response) with those that had occurred (response).

The NRDA (Natural Resource Damage Assessment) process conducted in the US under OPA 90 concluded that the damage caused to the natural resources by the *Deepwater Horizon* incident required \$8.8 billion to restore. In the NRDA context, the *Deepwater Horizon* incident includes everything that occurred and that includes the largest-ever oil spill response operation ever mounted anywhere in the world. The NRDA process required very extensive and expensive studies to arrive at this conclusion and even then, some doubt about the accuracy of this assessment remains. Establishing the scale of damage that would have been caused in the hypothetical case of no response being undertaken would apparently require equally extensive and costly studies. It is therefore not possible that the 'baseline case' of no response will ever be established for what could have happened at the *Deepwater Horizon* incident.

b. Effectiveness of response as the percentage of oil removed from the sea surface

Past experience has shown that the most severe and long-lasting damage caused by spilled oil has been to sensitive coastal resources, such as saltmarshes, mangroves and mudflats, that are impacted by spilled oil drifting ashore. The underlying assumption of all oil spill response techniques conducted at sea is that the aim should be to remove as much of the spilled oil from the sea surface before the oil can drift ashore. Protective booming close to the sensitive resources can act as a ‘last line of defence’.

The oil on the sea surface can be removed by being:

- Recovered from the sea surface by the use of booms and skimmers for subsequent disposal.
- Burned at sea with ISB (In-Situ Burning).
- Dispersed into the water column by the use of dispersants. In the case of the *Deepwater Horizon* incident, dispersants were also used subsea at the source of the release to prevent oil from reaching the sea surface by dispersing it into the water column before it could reach the sea surface.

The assumption that removing oil from the sea surface prevents the oil from drifting ashore is valid, but without sophisticated modelling and accurate long-range weather forecasting it is not possible to know where the oil removed from the sea surface by response actions would have drifted ashore. The severity of ecological damage done by spilled oil depends on the sensitivity of the shoreline resource impacted. If a particularly sensitive resources, such as salt marshes or mangroves, are impacted the ecological damage will be more severe and long-lasting than if less sensitive resources, such as tourist beaches, are impacted - although the socio-economic cost may still be high.

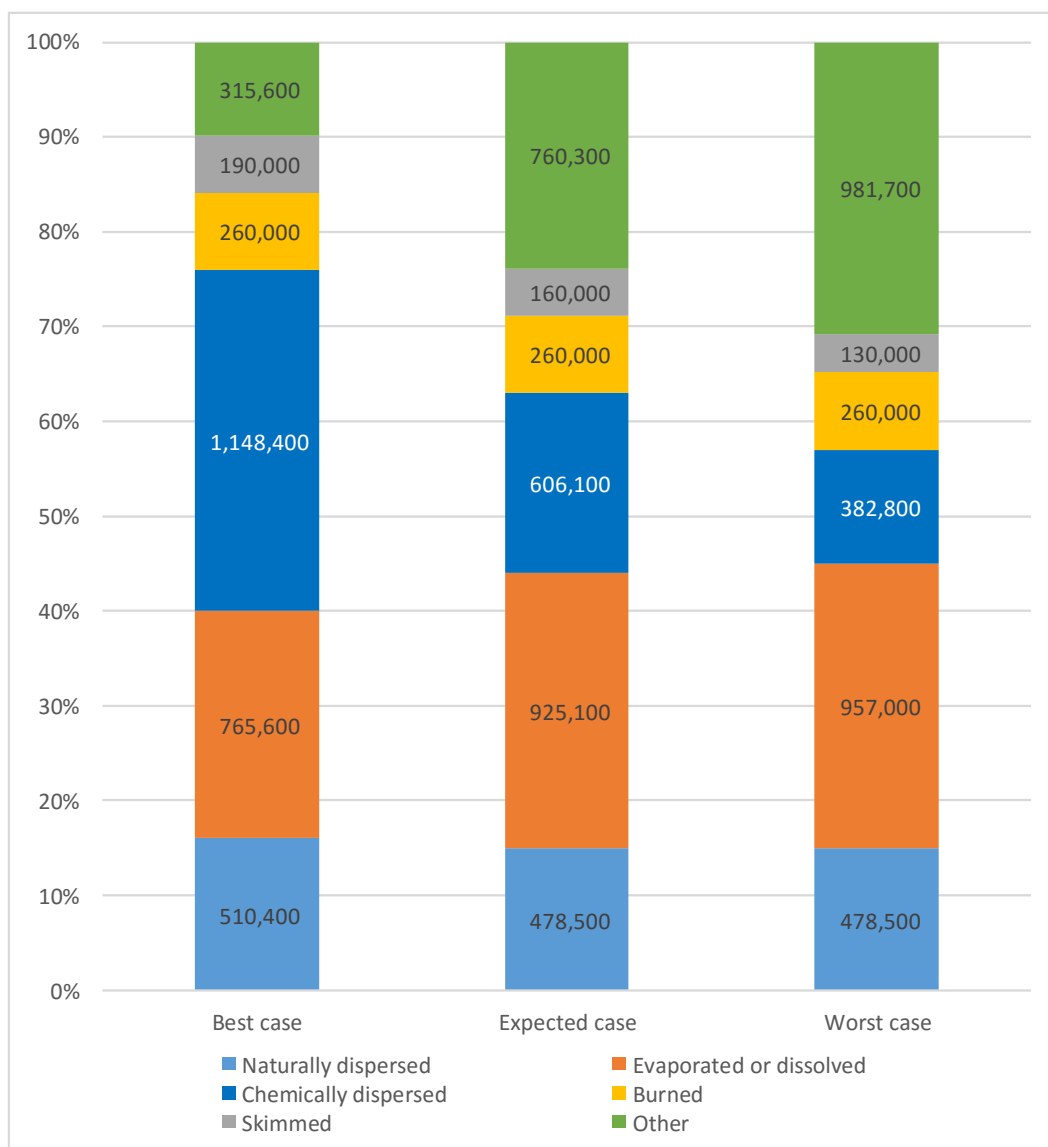


Figure 3. Oil Budget Calculator estimates as percentages of the legally agreed amount of oil that was estimated to have entered the waters of the GoM

Despite this limitation and in the absence of any other agreed method of assessing response effectiveness, the proportion or percentage of oil removed from the sea surface by response actions has been used to indicate response effectiveness.

The estimates made by using the Oil Budget Calculator for the fate of the oil that entered the waters of the GoM, previously presented in Figure 1 are presented again in Figure 3, but with the amounts included and adjusted to reflect the legally-agreed amount of 3.19 million barrels of oil that entered the waters of the GoM.

Using the numbers in this Figure, it might initially seem that any response method is of only limited effectiveness. Burning removed 260,000 barrels, about 8% of the total amount of oil and skimming removed 130,000 to 190,000 barrels, equivalent to 3% to 5%. The percentage of the oil dispersed by dispersant use, with an expected value of 19% (606,100 barrels) and a range of 12% (382,000 barrels) to 36% (1,148,400 barrels), is relatively high.

However, natural dispersion (including mechanical dispersion at the release source and natural dispersion of oil caused by wave action on the sea surface without dispersant addition) plus evaporation / dissolution had already removed 40% to 45% of the total amount of oil released from the sea surface, or prevented it from reaching the sea surface. That amount of oil would never have been available for response on the sea surface. Only 60% to 55% of the total amount of oil that entered the water was available for response.

In terms of the amount of oil that was available for response, the percentage effectiveness of the different response methods could be expressed as is shown in Figure 4. The 'percentage effectiveness' numbers for all response methods are proportionally higher, but the basic numbers from which they are calculated are the same.

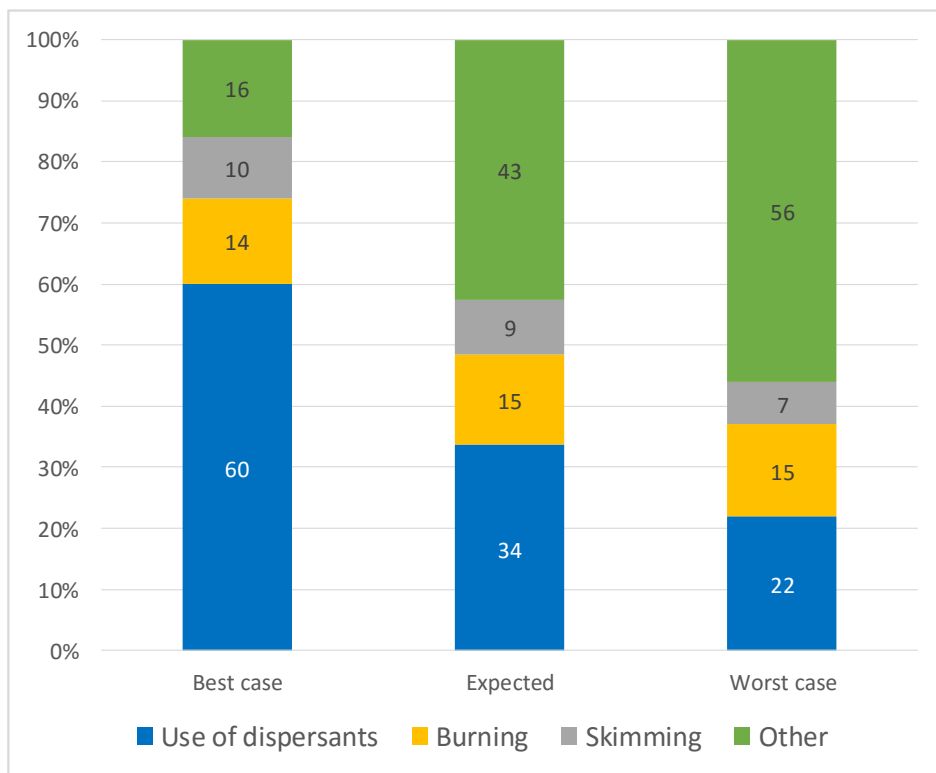


Figure 4. Response 'effectiveness' as percentage of oil available for response

As noted earlier, the amount of oil that came ashore at the *Deepwater Horizon* incident has been estimated by computer simulations to be 10,000 tonnes (70,000 barrels) for the 'best case', 22,000 tonnes (154,000 barrels) for the 'expected case' and 33,000 tonnes (231,000 barrels) for the 'worst case'. These values represent only 2.2%, 4.8% and 7.2% of the total amount of oil released into the sea. This is only a small fraction of the total amount of oil, but the oil contaminated up to 2,000 km of shoreline and the NRDA settlement allocated over \$4.3 billion (plus a 10% contingency), over half of the total \$8.8 billion, for shoreline restoration

The final part of this article will be in the next ISCO newsletter

Training

TRAINING WORKSHOPS AT CLEAN GULF 2016

In addition to its six conference tracks and wide variety of exhibitors, [CLEAN GULF](#) offers multiple training workshops for attendees looking to receive additional education. Six [workshops](#) will take place on Tuesday, November 1st, before the conference officially kicks off that afternoon! Be sure to register for CLEAN GULF today and take advantage of all educational opportunities available to you!

[ICS-210S: Initial Incident Commander](#)

Incident Commander Training is for those persons who may be assigned duties as Type-3/4/5 Incident Commander or who direct initial response activities during an incident. This workshop reviews the critical items you need to do in the first thirty minutes to two hours that will set the tone for the response. Lessons learned and best practices for recent events highlight emerging issues for the participants. Participants are encouraged to bring their Position Task Books to obtain signatures for qualifications they are pursuing.

[The Roles, Responsibilities, and Duties of a Spill Management Team's Planning Section Chief \(PSC\)](#)

Workshop attendees will participate in instructor-led discussions to review the duties of a Planning Section Chief as a member of the General Staff of a Spill Management Team during an inland or coastal oil/hazardous materials spill. The workshop will focus on the Planning Section Chief's duties during the Pre-Deployment, Reactive, and Managed Phases of an incident response with special emphasis on the Planning Process. In addition to the Planning Process, the workshop will address the Planning Section Chief's duties during the management of on-going operations and suggestions for managing all those working in the Planning Section.

[Oil Spill Response 101 and Exploring the Role of Environmental Research during Response](#)

Oil spill response incorporates Incident Command System (ICS), which is a long-standing emergency management process that is scalable and flexible based on the emergency needs, with a well-defined structure and detailed understanding of responder roles and responsibilities. Overall oil spill response strategies are also well defined: monitor, mechanical, in situ burn and dispersants. Net Environmental Benefit Analysis (NEBA) is the process by which response technologies are evaluated and used throughout a response. The Gulf of Mexico Research Initiative (GoMRI) is a 10-year independent research program established to study the effect of hydrocarbon releases on the environment and public health. The concept for this workshop is taken from the existing oil spill response training courses provided to government and industry responders - a 'mini course'. A further goal of the workshop is to share the ICS and NEBA processes used during an oil spill response with academic researchers to discuss the potential role of research in a response. Presentations will be provided by government and industry responders, as well as GoMRI-sponsored researchers.

[Marine Salvage Response](#)

The American Salvage Association (ASA) is offering this workshop on coordinating proactive marine casualty response operations that save lives and protect the marine environment. ASA instructors include senior salvage industry executives and salvage masters who volunteer their years of experience and technical expertise in a cooperative effort to educate others about the salvage industry and to foster positive relationships between the salvage industry, regulatory officials, and maritime industry leaders.

[Emerging Homeland Security Challenges](#)

This workshop will present and discuss clear and present homeland threats and security issues, including risk management practices, enhancing interagency interdependencies, vulnerabilities for Chemical, Biological, Nuclear, Radiological, and/or Explosive (CBRNE) incident, cybersecurity vulnerabilities, border security challenges, and consequence of failure

[OSHA 8-Hour Annual Hazardous Waste Operations and Emergency Response \(HAZWOPER\) Refresher for Oil Spill Responders](#)

Presented by the National Spill Control School, Texas A&M University Corpus Christi. The course includes a refresher of basic HAZWOPER topics as well as recent safety and environmental regulatory developments and new scientific research related to oil spill response. Discussions on response safety will include an analysis of various shoreline types, response strategies and tactics, sources of spills, various types of petroleum products, and weathering.

To view complete workshop descriptions and possible prerequisites, visit www.cleangulf.org/workshops

The Clean Gulf Conference and Exhibition takes place on November 1-3, 2016 in Tampa, Florida, USA. The Event is supported by ISCO. Participation in this very worthwhile event is recommended for ISCO Members and readers of the ISCO Newsletter.

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

AMSA Aboard	News from the Australian Maritime Safety Authority	June 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	June 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	August 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	August 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 2, 2016
IMO Publishing News	New and forthcoming IMO publications	July 2016
Intertanko Weekly News	International news for the oil tanker community	August 26, 2016
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	July 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
Ocean Orbit	Newsletter from the International Tanker Owners Pollution Federation	May 2016
OCIMF Newsletter	News from the Oil Companies International Marine Forum	July 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	August 24, 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	July 1-15, 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	August 1, 2016
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2016 issue
WMU Newsletter	News from the World Maritime University	July 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			
UK	September 7-8	7th Maritime Salvage & Casualty Response	London
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
SINGAPORE	Sept. 13-15	Salvage & Wreck Asia Conference	Singapore
INDIA	Sept. 22-24	India Clean Seas Conference 2016	Goa
NAMIBIA	Sept. 26-29	GIWACAF Workshop on IMS and NEBA	Walvis Bay
FRANCE	October 10-14	Sea Tech Event 2016	Brest
KOREA	October 11-13	World Ocean Forum 2016	Busan
UK	October 12-13	The Contamination Expo Series 2016	London
FRANCE	October 13	Info Day - Remote detection and maritime pollution	Brest
UAE	October 17-19	EI Middle East HSE Technical Forum	Abu Dhabi
UK	October 17-20	October 2016 IOPC Funds meetings	London
UK	October 18	UK Spill – Spill Science Seminar	Southampton
NIGERIA	October 26-26	GIWACAF Workshop on Oil Spill Modelling	Abuja
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
UAE	November 7-10	Abu Dhabi Int'l Petroleum Exhibition & Conference	Abu Dhabi
CHINA	November 8-9	5th Oil Spill Response Workshop Conf. & Exhibition	Beijing
COTE D'IVOIRE	Nov. 21-24	GIWACF W'shop on Cont'y Planning & Compensat'n	Abidjan
SENEGAL	December 5-7	GIWACAF Workshop on Dispersants and NEBA	Dakar
2017			
USA	March 28-30	2017 SCAA Annual Meeting & Conference	Washington DC
USA	May 15-18	International Oil Spill Conference	Long Beach CA
2018			
UK	March 13-15	2018 INTERSPILL Conference and Exhibition	London
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Contracts and tenders

CONSULTANCY SERVICES TO SUPPORT THE PREPARATION OF SUB-REGIONAL CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

News pertaining to the Call for Proposals for the Provision of Consultancy Services to Support the Preparation of Sub-Regional Contingency Plan between Cyprus, Greece and Israel, has been published on REMPEC's website in English at this link: <http://www.rempec.org/rempecnews.asp?NewsID=395>

USA: OPPORTUNITIES FOR PROVISION OF ENVIRONMENTAL SERVICES

There are several upcoming opportunities for provision of environmental services listed in the current issue of Technology Innovation News Survey at <https://clu-in.org/products/tins/>

Job vacancies

USA: NOAA - SCIENTIFIC SUPPORT COORDINATOR (SSC) POSITION

The NOAA Office of Response and Restoration's Emergency Response Division will shortly be announcing a Scientific Support Coordinator (SSC) position open through USAJobs. Please keep an eye on the website for the hiring notice, as at this time we do not have a specific date that it will be advertised. The position is located in New Orleans, LA (relocation expenses are not authorized) and is being advertised as an Environmental Scientist (GS-0401-12/13).

The primary responsibilities of the position include, but are not limited to - Serve as the NOAA Scientific Support Coordinator (SSC) for Louisiana. Able to respond to and travel as necessary for spill response (is on-call 24 hours a day, 7 days a week) within the region and to other parts of the country or U.S. Territories. + Serve as a principal advisor to the U.S. Coast Guard (USCG) Federal on-scene coordinator (FOSC) during oil spills or hazardous materials responses in the ocean, coastal zone, and/or inland lakes and rivers for scientific and technical information. + Communicate, both in writing and orally, technical positions and/or results for analyses of ecological effects of oil or hazardous material spills and various response techniques + Serve as liaison and maintain relationships with the regional scientific and response communities to determine the availability and capability to respond to USCG requests + Conduct training + Participate on teams to develop new plans, technology and/or techniques for hazardous material spill preparedness and response. *USA Jobs Announcements:* <https://www.usajobs.gov/>

Company news

NRC ANNOUNCES THE LAUNCH OF A NEW EMSA EQUIPMENT ASSISTANCE SERVICE FOR THE NORTH SEA

NRC is pleased to announce the launch of a new oil spill response equipment assistance service for the European Maritime Safety Agency (EMSA) in Oldmeldrum, near Aberdeen, Scotland. Under this contract, awarded to NRC subsidiary Sureclean Ltd, NRC will be responsible for maintaining and storing EMSA's equipment and ensuring its readiness for mobilisation 24/7 should an emergency occur. The equipment is dedicated primarily to offshore oil spill response operations within the North Sea and includes fire boom, Current Buster, Scan Trawl and Speed Sweep systems.

NRC will manage the operations from its international oil spill hub in Oldmeldrum. This 4.9-acre facility provides technical and emergency response support to the company's clients and operations around the world and is now also available to support the needs of operators in the North Sea.

We look forward to supporting EMSA and are excited to develop what we believe will be a long standing relationship, committed to environmental stewardship" said Neil Challis, Senior Vice President of NRC. <http://nrcc.com/>

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