



# 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.

## 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 Paul Einarsson** (Faroe Islands), **Prof. Harilaous Psarftis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mrs Fatima B. Shaik** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

For more info on Executive Committee and Council Members go to [www.spillcontrol.org](http://www.spillcontrol.org)

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## International news

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## 2016 WORLD MARITIME DAY

[Official video message by Kitack Lim, IMO Secretary-General, for World Maritime Day 2016](#)



Billions of people all over the world rely on shipping for the essentials and the luxuries in life, shipping is indispensable, yet very few people realise it. Is shipping's relative anonymity a problem and, if so, why? The World Maritime Day theme provides an opportunity for the shipping community to tell its story: the story of an industry that, in terms of efficiency, safety, environmental impact and its contribution to global trade is unmatched by any other transport sector; the story of shipping – which is, truly, indispensable to the world.

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## International news (continued)

### OPEC SOURCE ANNOUNCES OIL OUTPUT AGREEMENT

September 28 - Oil prices jumped as much as 6 percent on Wednesday after OPEC sources said the group has reached a deal to limit crude output at its policy meeting in November, a source for the producer group said.

Brent crude was up \$2.76, or 6 percent, at \$48.73 a barrel by 2:28 p.m. EDT (1820 GMT), after reaching a more than two-week high of \$48.96. U.S. West Texas Intermediate (WTI) crude rose by \$2.35, or 5.4 percent, to \$47.02, peaking at \$47.45, its highest since Sept 8.

The Organization of the Petroleum Exporting Countries has agreed to limit production to 32.5 million barrels per day, OPEC sources said after talks held by the group on the sidelines of the Sept. 26-28 International Energy Forum in Algiers. The latest production figure for the group is 33.24 million bpd.

After reaching that target, OPEC will seek support from non-member oil producers to further ease the global glut, the sources said. *The Maritime Executive* [Read more](#)

### September 30 - Oil deficit will hit in 2017 – ex-Saudi Aramco VP

OPEC has reached a tentative agreement to modestly curb crude production levels - causing a stir for the oil markets. Yet to be implemented, the details of the deal are to be finalized in November. With some players possibly unsatisfied – how stable is the agreement? Can OPEC get other crude producers on board? And how much influence does the oil cartel really hold over the market? We ask former vice president of Saudi Aramco, founder and president of Hussein Energy, Dr. Sadad I. Al-Husseini is on Sophie&Co today.

[Read the full text and view video of this interview in RT.com](#)

## EUROPE: NEW FROM EMSA – CENTRAL HAZMAT DATA BASE USER MANUAL AND POLLUTION RESPONSE SERVICES INFORMATION BROCHURE

Link for downloading the Central Hazmat Data Base User manual - CHD - [User Manual v.1.0.pdf](#)

Link for downloading the new Pollution Response Services Information Brochure - [Pollution response services](#)

## REMPEC: CELEBRATING 40 YEARS OF COOPERATION IN THE MEDITERRANEAN TO PREVENT AND COMBAT MARINE POLLUTION FROM SHIPS

As the year 2016 marks the fortieth anniversary of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), the Centre is organising a High Level Meeting and the Launch of its Anniversary Celebrations in Malta on 4 October 2016 at the Grand Hotel Excelsior, Floriana.

This commemorative event, with the theme "Cooperation in the Mediterranean to prevent and combat marine pollution from Ships", is being organised within the framework of the Malta Maritime Summit 2016, and is primarily intended to bring together all nations bordering the Mediterranean Sea under one forum and with one clear objective, to collaborate in protecting the Mediterranean Sea. This activity is an initiative put forward and sponsored by the Ministry for Foreign Affairs, the Ministry for Transport and Infrastructure, and the Ministry for Sustainable Development, the Environment and Climate change.

Participating in this High Level Meeting are high level representatives and maritime executives from the Mediterranean coastal States, Ministers, the United Nations Environment Programme (UNEP), the International Maritime Organization (IMO) and REMPEC official Focal Points, Partners and former Directors/Head of Office.

## International news (continued)

The fortieth Anniversary of REMPEC comes at a key moment for the future of the Mediterranean region, which saw the adoption by the 19th Meeting of the Contracting Parties to Barcelona Convention” and its Protocols of the Mediterranean of strategic documents framing the path to "a healthy Mediterranean with marine and coastal ecosystems that are productive and biologically diverse contributing to sustainable development for the benefit of present and future generations", including the Mediterranean Strategy for Sustainable Development (MSSD 2016-2025), which preparation was driven by the Government of Malta, the Mediterranean Action Plan of the United Nations Environment Programme (UNEP/MAP)'s Mid-Term Strategy 2016-2021, the Regional Strategy for Prevention of and Response to Marine Pollution from Ships 2016-2021, and the Mediterranean Offshore Action Plan in the framework of the Protocol for the Protection of the Mediterranean Sea against Pollution resulting from Exploration and Exploitation of the Continental Shelf and the Seabed and its Subsoil ("the Offshore Protocol"). [REMPEC](#)

## Incident reports from around the world

### CANADA: NEWFOUNDLAND & LABRADOR - OIL SPILL FROM HYDRO DAM ON PARADISE RIVER

September 24 - There has been an oil spill from the Newfoundland and Labrador Hydro plant on Paradise River near the Burin Peninsula, but the company does not yet know how much has escaped. Hydro says some would have been caught by the sump pump. Environment officials were contacted as soon as a sheen on the river was reported. [VOCM.com](#) [Read more](#)

### MEXICO: MASSIVE FIRE ENGULFS PEMEX OIL TANKER IN GULF OF MEXICO – PHOTOS



*Photo - Firefighters extinguish a fire on an oil tanker of Mexican state oil company Pemex named "Burgos" off the coast of Boca del Rio in Veracruz state, Mexico September 24, 2016. REUTERS/Victor Yanez*

September 25 - A fire broke out on an oil tanker of Mexican state oil company Pemex in the Gulf of Mexico on Saturday, forcing all the crew to be evacuated in the latest accident to plague the struggling firm.

The blaze on the tanker "Burgos" occurred off the coast of Boca del Rio in Veracruz state and all the crew were safe, Pemex said in a tweet.

Mexico's Navy said there were 31 crew members and that all had returned to port. [gCaptain](#) [Read more](#)

Reports received from ISCO Member, Carlos Sagrera. MISCO

September 24 "It's the very beginning of the incident... so the official news of PEMEX are no spills... because it's a double hull tanker... but the Mexican press news begins now with the confirmation of the spill... fire over the water, etc..."

<https://www.theguardian.com/world/2016/sep/25/fire-breaks-out-on-mexican-state-tanker-in-gulf-of-mexico>

[http://www.milenio.com/estados/incendio-buque-pemex-derrame-gasolina-boca-del-rio-veracruz-milenio-noticias\\_0\\_817118522.html](http://www.milenio.com/estados/incendio-buque-pemex-derrame-gasolina-boca-del-rio-veracruz-milenio-noticias_0_817118522.html)

<https://twitter.com/pemex?lang=es>

<http://www.vanguardia.com.mx/articulo/sofocan-incendio-en-el-buque-burgos-de-pemex-cargaba-160-mil-barriles-de-combustible>

<http://www.aztecanoticias.com.mx/notas/estados/261115/pemex-asegura-que-no-hay-riesgo-de-derrame-del-buque-en-veracruz>

<https://twitter.com/hashtag/BuqueBurgos?src=hash>

September 26 According the Mexican news the situation is under control near the port of Veracruz with minimum spills after an in situ burning with the fire"

<http://www.excelsior.com.mx/nacional/2016/09/26/1119009><http://formato7.com/2016/09/25/reitera-pemex-no-derrame-combustible-del-burgos>

<http://www.jornada.unam.mx/ultimas/2016/09/25/pide-cndh-medidas-cautelares-a-pemex-sct-y-asea-por-buque-burgos>

<http://www.eluniversal.com.mx/articulo/estados/2016/09/27/alistan-demanda-contr-pemex-por-incendio-de-buque-burgos>

[http://www.eluniversal.com.mx/articulo/estados/2016/09/27/alertan-por-dano-ambiental-tras-incendio-en-buque#.V-rjuTj\\_2HY.facebook](http://www.eluniversal.com.mx/articulo/estados/2016/09/27/alertan-por-dano-ambiental-tras-incendio-en-buque#.V-rjuTj_2HY.facebook)

September 29 "Here is the link with the official site of PEMEX and their reports, and the latest Mexican news with the confirmation of the spill, some environmental impacts and comments of Mexican experts".

## Incident reports from around the world (continued)

<http://www.eluniversal.com.mx/articulo/estados/2016/09/27/alistan-demanda-contr-pemex-por-incendio-de-buque-burgos>  
[http://www.eluniversal.com.mx/articulo/estados/2016/09/27/alertan-por-dano-ambiental-tras-incendio-en-buque#.V-rjuTj\\_2HY.facebook](http://www.eluniversal.com.mx/articulo/estados/2016/09/27/alertan-por-dano-ambiental-tras-incendio-en-buque#.V-rjuTj_2HY.facebook)  
<http://www.xeu.com.mx/nota.cfm?id=857286>  
[http://www.pemex.com/saladeprensa/boletines\\_nacionales/Paginas/2016-semarpemex-nacional.aspx](http://www.pemex.com/saladeprensa/boletines_nacionales/Paginas/2016-semarpemex-nacional.aspx)

### Other Reports

#### September 25 - No Risk of Oil Spill From Pemex Tanker on Fire in Mexican Gulf

According to Pemex, a state-run oil company, its tanker "Burgos" was specifically designed to carry oil and the way it was constructed eliminated any spill danger. *Sputnik News* [Read more](#)

#### September 26 - Oil Tanker Fire Extinguished in Gulf of Mexico

The fire on board a Pemex oil tanker loaded with 167,000 barrels of assorted fuels in the Gulf of Mexico was extinguished on Sunday, officials with the state-run oil company said, ruling out any risk of a fuel spill.

Nevertheless, members of several Mexican departments and agencies are continuing with their special operation seven nautical miles off the coast of the city of Veracruz, where the Burgos exploded and caught fire on Saturday morning. *Latin American Herald Tribune* [Read more](#)

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## NIGERIA: AVENGERS FORCE SHELL TO SHUT DOWN NIGERIA'S MAJOR CRUDE OIL EXPORT LINE

September 26 - Nigeria's crude oil production suffered fresh set back Monday as Trans Niger Pipeline, (TNP), which exports about 180, 000 barrels of crude oil per day was shut down as a precautionary measure after a fire was seen on the "right of way" at Gio community in Ogoni land, one of the two pipelines that export Bonny Light crude oil. *Vanguard* [Read more](#)

#### September 27 - Shell: Fire forces closure of key oil pipeline in Nigeria

The Trans Niger Pipeline was shut down Monday to investigate the fire's cause and impact, Shell Nigeria spokesman Precious Okolobo said. The fire was "raging" until Tuesday morning, environmental activist Celestine Akpobari said. *Townhall.com* [Read more](#) [Thanks to JOIFF and Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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## SOUTH AFRICA: TWO OIL SPILLS REPORTED



*Photo: A team assigned to clean the stream leading to the Moreleta Spruit. Photo: Gopolang Chawane*

#### September 26 – Near Pretoria – Moreleta Spruit oil spill being cleaned up

Work is underway to clean-up oil that has leaked into a stream linking up with Moreleta spruit. A mechanical failure in a generator led to the oil ending up in the a stream near Menlyn Shopping Centre, said African Horizon Technologies, which is responsible for cleaning up the spill. *Pretoria East Rekord* [Read more](#)

#### September 28 – Natal - Die-out of wildlife after Dorpspruit oil spill

A major oil spill in the Dorp-spruit is said to cause a "massive die-out" of wildlife living in and around the river. The thick tar-like substance, suspected to be furnace oil, had blanketed much of the Dorpspruit running from Grey's Hospital to the Royal Showgrounds on Tuesday. *News 24* [Read more](#)

#### September 29 - Oil spill a threat to wildlife and humans

Concerns over humans and wildlife being affected have been raised following the major oil spill in the Dorpspruit on Tuesday. On Tuesday, the Duzi-uMngeni Conservation Trust (Duct) received reports of a thick, tar-like oil blanketing parts of the Dorpspruit, flowing through the Royal Showgrounds. *News 24* [Read more](#)

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## SPAIN: CLEAN-UP OPERATION IN ALGECIRAS AFTER REFINERY OIL SPILL

September 29 - A clean-up operation was set in motion in Algeciras yesterday after an oil spill from the Cepsa refinery monobuoy last night.

Cepsa said a mix of crude oil and water was discharged into the sea at around 8.45pm on Tuesday evening. By morning, over half a kilometre of beach in El Rinconcillo had been tarred black. *Gibraltar Chronicle* [Read more](#)

## CANADA: TUGS WILL ENSURE TANKER SAFETY IN VANCOUVER HARBOUR, NEB TOLD

September 19 - During the National Energy Board hearings into the proposed expansion of the Trans Mountain pipeline, fears were raised about the risks of oil-tanker accidents.

The City of Vancouver warned that a major oil spill would cause up to \$3-billion in damages by crippling tourism and destroying its brand as a green paradise. The difficulty of cleaning up a bitumen spill, which could take years if the heavy oil sinks only to wash ashore later, and the damage to fish, birds and marine mammals were also concerns.

But Trans Mountain won the support of the NEB panel, which granted conditional approval last May, by promising a safety plan “well above globally accepted shipping standards.” A federal panel is now reviewing the \$6.8-billion proposal and Ottawa is expected to make a final decision in December. *The Globe & Mail* [Read more](#)

## CANADA: HYDROGEOLOGIST QUESTIONS HUSKY'S OIL SPILL DATA

September 22 - Husky Energy Inc.'s claim that it has recovered 88 per cent of the crude oil released when one of its pipelines failed two months ago in Saskatchewan is “surprising” given the circumstances, according to a hydrogeologist familiar with the spill.

“I think a lot more oil escaped than they're letting on, and I think a lot of it is going to end up at the bottom, in the sediments, and that's going to be a long-term problem,” said Ricardo Segovia of the Santa Fe, New Mexico non-profit E-Tech International.

Segovia said his conclusion is based on his experience, as well as Husky's refusal to say exactly how big the spill was and a 14-hour delay between when a pipeline problem was detected and the leak isolated — a timeline Husky disputes.

That delay allowed some oil to travel far downstream and sink into the river bed, suggesting that a “rather high” recovery rate of 88 per cent is unlikely, Segovia said, adding that in most cases a recovery rate of 50 per cent is a success. *The Star Phoenix* [Read more](#)

## CANADA: FEELING NEGLECTED BY HUSKY, FIRST NATION CROWDFUNDS TO CLEAN UP AFTER OIL SPILL



*Photo: Saskatchewan First Nations Natural Resource Centre of Excellence president Sheldon Wuttunee surveys oil damage in the North Saskatchewan River inside James Smith Cree Nation territory on Tues. Aug. 23, 2016. Photo supplied by the James Smith Cree Nation.*

A First Nation in Saskatchewan whose waters were contaminated after a major Husky Energy oil spill in July has started a crowdfunding campaign to clean up oil damage to its territory.

Since the Calgary-based energy company's 19-year-old pipeline leaked more than 200,000 litres (roughly 1,570 barrels) of oil and other chemicals into the North Saskatchewan River on July 21, members of the James Smith Cree Nation have watched in horror as foam, oil sheen, dead crayfish, and tar have washed up along their portion of the river bank. They say birds, frogs, butterflies, and other wildlife that used to be seen around the river have disappeared from its banks since July 25, and are attributing the damage directly to Husky.

Husky Energy has been aware of their plight since early August. But according to Chief Wally Burns, the company has not offered any financial or boots-on-the-ground assistance to

tackle cleanup in his community. The James Smith Cree Nation Council has already spent more than \$140,000 on booms, independent water quality testing, and other measures to mitigate the damage — money that was intended for flooding safeguards and other community operations in the months to come.

The Indiegogo campaign, which aims to raise \$50,000 to cleanup and restore the territory, is a last-ditch effort to recoup the funds that they poured into cleanup, and fund the restoration of the territory, said Chief Burns. *National Observer* [Read more](#)

## JAPAN: IN FUKUSHIMA, A BITTER LEGACY OF RADIATION, TRAUMA AND FEAR



Photo: Christopher Furlong/Getty Images A radiation monitoring station alongside a road in Namie, Japan.

September 19 - Five years after the nuclear power plant meltdown, a journey through the Fukushima evacuation zone reveals some high levels of radiation and an overriding sense of fear. For many, the psychological damage is far more profound than the health effects.

Japan's Highway 114 may not be the most famous road in the world. It doesn't have the cachet of Route 66 or the Pan-American Highway. But it does have one claim to fame. It passes through what for the past five years has been one of the most radioactive landscapes on the planet – heading southeast from the Japanese city of Fukushima to the stricken nuclear power plant, Fukushima Daiichi, through the forested mountains where much of the fallout from the meltdown at the plant in March 2011 fell to earth. *Environment 360* [Continue reading ...](#) An interesting article by Fred Pearce

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## NIGERIA: NIMASA DG CANVASES PREPAREDNESS AGAINST OIL SPILL

September 28 - The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has said described preparedness and core training as the panacea for handling oil spills in the maritime environment. canvases

The Director General said this while addressing participants at the eight day training programme on “Oil Spill Response and Preparedness Training on the Job” being organised by the European Union (EU) in Lagos.

The DG who decried the negative impact of oil spills on the marine environment and its effects on the livelihood of people living in coastal communities noted that it is only adequate preparation that can help mitigate the effect of oil spills. *Nta.ng* [Read more](#)

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## NORWAY: NEWS ITEMS RECEIVED FROM ITOPF

### September 27 - ITOPF seminar at GARD, Arendal, September 2016

ITOPF was invited by GARD P&I Club to deliver a seminar at the company headquarters in Arendal, Norway. GARD employees from various offices around the world, and with a broad range of experience in casualty and environmental claims participated. The two-day event was organised in collaboration with maritime law consultant Colin de la Rue, who began the seminar with an introduction to legal aspects of marine casualties, which was followed by a presentation on ITOPF's role in spill response by Richard Johnson.

The focus of the remainder of the seminar was a desktop exercise, where participants were split into teams and tasked with acting as case handlers in a dynamic hypothetical spill scenario. The scenario took the participants through various potential stages of an incident, from the initial incident notification through to final claim settlement, and presented various legal and technical challenges for consideration along the way relating to shoreline response, cargo dumping, fisheries, tourism, environmental impacts and wreck removal. Discussions were informed by a presentation on fisheries and environmental impacts by Nicky Cariglia, as well as a screening of one of the ITOPF films (No.4 Shoreline clean-up). The seminar concluded with each of the teams presenting their decisions, providing a useful opportunity to reflect on everything that had been covered over the two days. [Source document](#)

### September 28 - NOSCA Seminar in Norway

Iain Harrison attended the Norwegian Oil Spill Control Association (NOSCA) Seminar in Bodø, Norway from 12-16 September. The seminar gathered together industry, oil companies and public institutions to improve the overall knowledge base of oil spill preparedness and response as well as to promote Norwegian oil spill technology and products. The seminar was attended by over 30 international delegates as well as individuals from NOSCA member organisations.

The overriding theme of the event was the discussion of response strategies allowing for a more cost effective response operation. The seminar involved a number of keynote presentations as well as equipment demonstrations and talks. A successful on-water and shoreline deployment exercise was conducted by NOFO (Norwegian Clean Seas Association for Operating Companies) on the final day. [Source document](#)

## SEYCHELLES: AGENCIES TESTED FOR OIL SPILL RESPONSE THROUGH EU-FUNDED PROJECT



*Photo: File Photo showing a grounded vessel off the northern coast of Mahe, Seychelles' main island with a boom deployed around the boat to contain a minor oil spill. Various stakeholders joined in a table top exercise as part of an EU funded project to test their preparedness should Seychelles have to face a major oil spill. (Patrick Joubert, Seychelles News Agency)*

September 29 - Seychelles has a comprehensive oil spill plan but it needs to be tested regularly, a European Union (EU) official said on Thursday.

Olivier Bézier was among a five-member team that conducted a two-day oil spill exercise in the island nation this week. The exercise falls under the EU's Critical Maritime Routes in the Indian Ocean project (EU CRIMARIO).

"One main weakness, fortunately for you, is that you were never hit. The plan and all the fundamentals exist but those that would be involved during an oil spill need more training to prepare them for any eventualities," said Bézier.

The exercise was an opportunity for relevant agencies to test their preparedness and inter-agency collaboration in the event of an oil spill in the waters of the Seychelles, a 115-island archipelago in the western Indian Ocean. *Seychelles News Agency* [Read more](#)

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## TRINIDAD & TOBAGO: MINISTER WANTS FASTER RESPONSE TO OIL SPILLS

September 28 - Energy Minister Nicole Olivierre said yesterday that she is concerned about the state of T&T's oil infrastructure in T&T and has mandated state-owned Petrotrin to improve its pipeline inspection regime so oil spills can be more quickly detected.

The minister was commenting on the latest deep sea oil leak to be reported in just the past two days. It sprung up in the Soldado Fields on Monday, about four miles from shore. The six inch line near Platform 1 and 3 was isolated and clamped but it is not yet known how much oil had spilled into the sea. *Guardian.co.tt* [Read more](#)

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## USA: DEEPWATER HORIZON OIL SPILL CAUSED WIDESPREAD MARSH EROSION, STUDY SHOWS

September 27 - The Deepwater Horizon oil spill six years ago caused widespread marsh erosion that may be permanent in some places, according to a new analysis of 270 miles of the Louisiana, Mississippi and Alabama coasts. At the hardest-hit of 103 Natural Resource Damage Assessment (NRDA) sites, where oil covered more than 90 percent of plants' stems, widespread die-off of grasses at the marsh edge occurred, followed by up to two years of accelerated erosion as dying plant roots lost their grip on marsh soil. *Science Daily* [Read more](#)

Related article in the [Washington Post](#)

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## USA: 20TH ANNIVERSARY OF THE WORST OIL SPILL IN MAINE HISTORY

September 27 - September 27, 1996, is the day the "Julie N." tanker crashed into the bridge connecting Portland and South Portland...spilling 170-thousand gallons of oil into the harbor. *WCSH6.com* [Read more and watch video](#)

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## USA: "THERE IS NO 'US' AND 'THEM' IN OIL SPILL AFTERMATH"

September 27 – Comment from Elizabet Cline on meeting on presentation of the "Independent Primary Assessment of Husky Energy Oil Spill into North Saskatchewan River".

"I attended, and was one of the organizers of, the Sept. 19 meeting held at the North Battleford Public Library at which Ricardo Segovia of E-Tech International and Resurgence Environmental presented his report "Independent Primary Assessment of Husky Energy Oil Spill into North Saskatchewan River." After reading John Cairns' report of that meeting, "Independent assessment of spill paints grim picture." I thought I must have been at a different meeting than he was. So I have decided to give my account of that meeting". *Battlefords News-Optimist* [Continue reading](#)

## ISCO SECRETARY WILL ATTEND AND GIVE A PRESENTATION AT CONTAMINATION EXPO IN LONDON

ISCO Secretary will be at Contamination Expo being held on 12-13 October at ExCel in London. During the show he will give a short presentation about ISCO and its activities in the Spill Response Theatre at 2.45 pm on Tuesday 12<sup>th</sup> October.

Other speakers include Andy Nicoll (Tiered Preparedness & Response); Lyn Dario (Legal Hot Topics); Neil Stothert (The Reality of Spill Response in the UK); Dr Jon Burton (Environmental Claims Workshop); Paul Sheehan (Defining Achievable Remediation Objectives to Drive Pragmatic Solutions); Nicholas Addison (Minimising Contamination in Construction); Jon Swain (Bioremediation provides a contemporary and compelling solution to industrial contamination); Emma Cunningham (Working together to turn the tide on Marine Litter); and Dr Laurence Couldrick (Taking a catchment scale approach to dealing fresh water contamination) [More details and times of presentations](#)

A full listing of speakers and speaker bios can be viewed at <http://www.spillresponseexpo.com/speakers/>

The ISCO stand – No, C830 – is adjacent to the Spill Response Theatre in Hall 2. Please make a point of making a visit.

To register and order your free ticket visit, <http://www.eventdata.co.uk/Forms/Default.aspx?FormRef=CESA6Visitor>

For a list of exhibitors, visit <http://www.spillresponseexpo.com/exhibitors/>

## Contributed article

### SPILL RESPONSE & ALTERNATIVE RESPONSE TECHNOLOGIES BY JOHN BRINKMAN



John Brinkman is the President and CEO of Imbibitive Technologies Corporation (IMBTEC), a Delaware, USA Corporation since 1994.

IMBTEC and Imbiber Beads® have been honoured by The White House “Closing the Circle Award” and by the Technology Museum of Innovation in San Jose, California.

John Brinkman is a graduate of the University of Western Ontario, located in London, Ontario, Canada.

*Note from Editor: The editorial policy of the ISCO Newsletter does not normally allow the use of trade names in contributed articles and such articles should be free of product promotional content. However, in this case, an exception has been made. Because the product described is a single-source one-of-a-kind it was not practical to avoid use of the brand name*

The article is a follow-up to the discussion on defining sorbents and adsorbents arising from Mark Francis’ article on Shoreline Clean-up in issue 538 of the ISCO Newsletter and the ensuing correspondence in issues 539 and 540.

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## Part 4 – Alternative Response Technologies & OSROs

Taking into account the objection perceived by Merv Fingas that recovering imbibed oil would be problematic to the response operation IMBTEC has determined that each Imbiber Beads® “blanket” will capture and contain 2-gallons of crude oil. At an average cost of \$40 – 50 per blanket this translates into a cost per gallon of only \$20 – 25, and since the absorption is absolute (meaning there is no longer oil available for re-release to the environment) there is no need for skimmer equipment; the blankets can be recovered from the water using something as simple as boat hooks or fishing nets.

ITOPF’s paper of 2003 makes reference that certain variables must be taken into account in order to determine the most effective means of dealing with an oil spill. The type of oil; the location of the spill, weather conditions, sea state are but a few of the items that require consideration.

The spill response industry has identified all of these conditions over the past fifty years and has failed to come up with any appreciable measures to counteract them, and as a result the status quo remains at 10 – 15% recovery statistics, which implies that this is “good enough”?

Dr. Fingas’s comment that no one should consider using Imbiber Beads® on a catastrophic oil spill because it would be difficult to retrieve them is in my opinion indicative of an entire industry that has been allowed to sustain itself with



mediocrity and continues to be “enabled” by government agencies unwilling to hold the oil industry/response industry to a higher level of accountability.

Case in point, in spite of approaching all of the major OSROs around the world over the past twenty-years of my involvement with Imbibitive Technologies, not one of them has stepped up to offer to run trials that would demonstrate and ultimately prove (or disprove) Dr. Hall’s proposal.

The reason why none of them has stepped forward in my opinion is really quite simple. They do not have to improve their performance because there is no “**measurable performance criteria**” in any of the regulations for actually having to remove oil from the environment. OSROs and their response contractors are compensated regardless of their performance and it does not matter if they remove 10% of the oil from the environment or only 3% of the oil; they are still entitled to reimbursement and compensation.

The very considerations listed above are used as excuses for their poor performance, instead of looking for solutions.

Accordingly, IMBTEC has addressed these issues and developed a multi-component, state-of-the-art, fast-attack spill response system we refer to as **HEROS® Treat & Skim™ System**. HEROS® Treat & Skim™ System addresses the items referenced as holding back progress in improving oil spill recovery statistics.

Is it the answer to every spill scenario; absolutely not, such a system does not exist, but at least it provides a mechanism for recovering significant volumes of spilled oil instead of simply disposing of it through the use of dispersants or in-situ burning or allowing it to soil miles and miles of shoreline.

Some of the other myths propagated by the response industry are that “certification” of an OSRO guarantees a level of excellence.

In an article written for the July 2014 edition of **Maritime Reporter & Engineering News** by Dennis Bryant, former USCG Chief of Regulatory Development he admits that the OSRO guidelines proposed by the USCG committee he sat on were completely voluntary on the part of the OSRO, were outside the USCG’s legal jurisdiction and have nothing to do with the Oil Pollution Act of 1990.

Mr Bryant further intimates that he and his colleagues were more or less “flying by the seat of their pants” in trying to draft meaningful regulations for oil spill response companies that the USCG had no jurisdiction over.

The guidelines further note that while classification provides a good indication of an OSRO’s response capability, simply being a Coast Guard-classified OSRO does not guarantee performance during an actual spill. In this regard it should be remembered that the response plan regulations also include the following caveat: “**The specific criteria for response resources and their arrival times are not performance standards. They are planning criteria based on a set of assumptions that may not exist during an actual oil spill incident.**”

Taken from “**Guidelines for the U.S. Coast Guard Oil Spill Removal Organization Classification Program**” (24 April 2013 as CG-MER Policy Letter 03-13):

An OSRO is subject to periodic examination to maintain its classification status. In addition to periodic examinations to maintain classification status, verifications may also occur. The basis for verifications might include:

- a. Unsatisfactory verification visit.
- b. COTP request.
- c. OSRO’s poor performance during spill or exercises.
- d. OSRO request.
- e. Change in ownership.

So what measurable performance criteria are being used to evaluate a OSROs performance during an oil spill? During meetings with US EPA last year, it was disclosed that while the intention is to recover 100% of any spill; 25% would be considered a job well done. So what is the penalty if the OSRO fails to recover 25%?

My impression from reading some of the background concerning the development of OPA '90 and the early guidelines for OSROs was that everyone had only the best intentions and the goal was to provide state-of-the-art spill response equipment and tactics in order to minimize the sort of damage witnessed during the Valdez. Accordingly, the emphasis should be on oil spill “removal” organizations, not simply on organizations that can only “respond”, yet at least on the surface this is exactly what has happened?

April 2013 - The Revised OSRO Guidelines: “OSRO classification is not intended to represent a certification, but to

## Contributed article (continued)

reflect an approximation of capability. This capability requires validation from industry plan holders and the government to ensure that OSRO capabilities are able to meet specific response needs. OSRO Guidelines and the OSRO Classification Program represent a starting point for evaluation of an OSRO”.

All of the language has transitioned from an OSRO being an oil spill “**removal**” organization to being an oil spill “**response**” organization; picking up the telephone is tantamount to a “response”.

Similarly, to continue to refer to an OSRO’s “capability” as opposed to its’ “ability” to remove oil is in my opinion part of the problem.

For the record, we are aware that OSROs have their own set of challenges when it comes to spill mitigation and running a business. This is not an anti-OSRO letter; it is a letter against the status quo that has remained in place over the past twenty-six years or more.

The oil & gas industry is experiencing a significant amount of “push-back” from environmental and special interest groups because the perception within the public domain is that the global spill response industry is not very good at cleaning up oil spills. Based upon recovery statistics over the past twenty-six years their concerns are well-founded.

In my opinion the global spill response industry needs to “up its’ game” and look for ways to improve its performance.

Yours truly,  
John S. Brinkman, President  
Imbibitive Technologies

**This concludes the Contributed Article by John Brinkman**

## Correspondence

**WHAT IS OUR POLICY? - A RESPONSE TO THE RECENT ARTICLE BY ALUN LEWIS FROM SJON HUISMAN, SENIOR ADVISOR RESPONSE ORGANISATION, RIJKSWATERSTAAT, THE NETHERLANDS.**

*The referenced Article “Deepwater Horizon – What happened to the oil?” was published in a serialized form in issues 546 to 550 of the ISCO Newsletter*

“First of all I like to thank Alun for a very interesting article on the many aspects in relation to the unfortunate incident in the Gulf of Mexico. A tragedy for many families. Interesting because of the way it was handled in the USA.

**Generic Policy** - The Netherlands offshore area doesn’t know any deep sea oil production fields as the area is only maximum 90 meters in depth and also because oil sources are without pressure. In other words “one has to put something in to get something out”.

Though we never experienced a deep water blow out, arguments arise in any oil spill and obviously the larger the incident the more pronounced the questions will grow from the general public and environmentalists followed by the politicians.

A strange thing in that respect is that parliament immediately respond to social media (twitter) and “old” media e.g. newspapers, even without consulting the responders.

In The Netherlands (NL), like most EU countries, mechanical recovery of an oil slick is the first option besides leaving mother nature to disperse the oil. This depends on volume, type of oil and sea conditions.

**Operational Procedure** - On receipt of an alert that an accident has occurred e.g. a collision at sea of two vessels and the reports states that a large volume of an oil product is lost overboard, the NL Coastguard sends the Remote Sensing Aircraft to the incident area.

This aircraft will assess the situation at sea with regard to any oil floating in the area, assess the area covered and by using the Bonn Agreement Oil Appearance Code (well known by Alun) assess the volume. With the captain contact is maintained to learn the extent of the damage and the estimated volume lost overboard.

All responders know and recognize that neither of the calculations is 100% accurate, it is our best guess and in BONN it is agreed that using the method of calculation we get a minimum and maximum volume that is acceptable for our organisations.

Meanwhile the computer model is run to predict behaviour of the oil and the more precise the type of oil is known the better the output of the model. Also the weather forecast is studied, consulting the maritime meteorologist. If the weather is bad in relation to response options, the oil is left to natural process e.g. evaporation and dispersion. In the case of the (possible) presence of large number of (migrating) birds, mechanical dispersion could speed up the process.

Also, if predicted weather or sea conditions are poor, the effectiveness of response options should be considered. Application of chemical dispersants by aerial spraying is only successful if the droplets reach the oil slick and will mix with the oil and water. They should not be blown off by the wind, nor should they go directly through the oil layer. Many publications are available to obtain the required information in order to take a justifiable decision.

We take into account the sensitive areas. Some think that we are capable to protect these areas by means of booms but personally I hesitate to consider this. Water inlets for power plants or steel plant can be protected.

Tourist beaches can be sacrificed if recovery at the coastline, the NL has sandy beaches, and this is the best viable option. However one best not say that in the summer season, even it is the best approach.

All this is part of a NEBA approach, and we do make a NEEBA (Net Environmental and Economic Benefit Analysis).

In NL we take these steps in a process named: "Technical Compatible and Operational Compatible"

**Politics and Media** - It is anticipated that in an accidental oil spill that attracts media attention (more than that if it is a large volume or oil washes ashore), just giving an explanation to the media on what response options there are and their effectiveness may not be acceptable. Responders simply have to be seen to be doing something!

So, we may send out response vessels knowing the response action is not effective nor efficient, hardly any oil is recovered.

It is generally accepted that up to wind waves of 1.80 m mechanical response is possible whereas in ocean swell without wind waves operations can continue.

**Level of preparedness** - In the NL, based on a risk analysis, Rijkswaterstaat (Operational Agency under the Ministry for Infrastructure and the Environment) has made a national Contingency Plan.

We have selected to go for Mechanical Recovery and the organisation is there for this strategy.

We do not believe in In-Situ-Burning in our EEZ, for the reason that vessels are needed to go the scene, deploy a fire boom, create sufficient oil layer thickness and try to get combustion process started. This will create pollution to the air and to the sea bed as 100% combustion does not exist.

We do have the application of chemical dispersants as an option, but recognize that the window of opportunity is limited and that the number of oil types that can be dispersed is also limited. NL has not invested in this response option.

Due to the way NL has organized its response organisation, response assets are send to the scene within an hour 24/7. Not only the governmentally owned vessel ARCA, but also contracted dredgers equipped with skimmers and supported by vessels with oil booms provide sufficient response capacity to take as much oil from the sea surface as possible.

In the PRESTIGE it was proven that this approach is effective and efficient, provided – I reiterate – that sea conditions are favourable and the mobilisation time is short. TIME IS OF THE ESSENCE.

**Deep Water Horizon and mechanical response** - The Netherlands delivered six sweeping arms with power packs and personnel to the USA, through T&T. First remark received was that the decanted water could not be pumped over board. Within a few hours, after providing information and sharing views, this regulations was set aside.

A major problem or challenge was that the USA Coast Guard and some other responders, are not familiar with mechanical recovery. Dispersant spraying and in-situ-burning is more to their liking.

We would have recommended to leave the oil coming afloat and respond at sea surface, recovering as many cubic meters as possible. An important reason for that advice in my view is that nobody could forecast what the effect of deep water injection of dispersant would be or what the consequences would result.

It was noted that oil/dispersant mixture came to the sea surface and affected the means of surface recovery.

**Figures and facts** - In many incidents we learned that in the aftermath the discussion starts addressing the uncertainty about the volume of oil lost; the efficiency of mechanical recovery; the success rate in rehabilitating oiled wildlife; the effectiveness of dispersant spraying and so on.

All discussions are very well appreciated if they lead to improving the organisation for the response to accidents. If it is just to antagonize the responders and make their efforts look ridiculous than we can do without.

Sometimes this behaviour is noted when experts for the polluter arrive at the scene, but the reasoning is only to lower the claim.

**Conclusions on Alun Lewis' article** - Alun's article is, I guess, the first of its kind, analysing in great detail what possibly happened with the oil that was released in the Deep Water Horizon or Macondo Spill.

Interesting that in court it was decided what the actual figures of the spilt volume were.

I stay with the first three conclusions that it is a compromise, that research was highly academic not in actual conditions. There must be accurate figures about the volume of dispersants that were sprayed, but reliable evidence often fails to show that dispersants were used effectively.

The question for the international response community, including authorities, is how many conclusions from various studies will affect the response strategies at national level". J. Huisman, Senior Advisor, Rijkswaterstaat.

## Publications

### IOPC FUNDS - NEW PUBLICATION - GUIDANCE FOR MEMBER STATES

September 22 - Management of fisheries restrictions and closures following an oil spill

A new publication 'Guidance for Member States - Management of fisheries restrictions and closures following an oil spill' is now available to download from the publications page.

It is written specifically to assist governments and their agencies with responsibilities for the management of fisheries resources and safeguarding public health. It sets out the issues that Member States may wish to consider when planning or implementing fisheries closures or restrictions as a result of an oil spill. The text was adopted in April 2016 by the 1992 Fund Administrative Council and the Supplementary Fund Assembly.

Hard copies of the Guidance document are available on request via the [publications page](#).

### U.S. CHEMICAL SAFETY AND HAZARD INVESTIGATION BOARD - INVESTIGATION REPORT CHEMICAL SPILL CONTAMINATES PUBLIC WATER SUPPLY IN CHARLESTON, WEST VIRGINIA

September 28 - CSB Releases Final Report into 2014 Freedom Industries Mass Contamination of Charleston, West Virginia Drinking Water; Final Report notes Shortcomings in Communicating Risks to Public, and Lack of Chemical Tank Maintenance Requirements

Report Includes Lessons Learned and Safety Recommendations to Prevent a Similar Incident from Occurring. [Download the report](#)

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

<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	June 2016
<a href="#">AMSA On Scene</a>	Australia: National Plan for Marine Environmental Emergencies	March 2016
<a href="#">ASME EED EHS Newsletter</a>	News and commentary on HSE issues from George Holliday	Most recent issue
<a href="#">Bow Wave</a>	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	July 2016
<a href="#">Celtic and Biogenie enGlobe Newsletter</a>	Technical Information on Polluted Site Remediation	Spring 2016
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	Current issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	September 2016 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	September 2016 issue
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 3, 2016
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	September 2016
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	September 30, 2016
<a href="#">IPIECA eNews</a>	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	July 2016 issue
<a href="#">MOIG Newsletter</a>	News from the Mediterranean Oil Industry Group	July 2016 issue
<a href="#">NOWPAP Quarterly</a>	News from the North West Pacific Action Plan	Quarter 1, 2016 issue
<a href="#">Ocean Orbit</a>	Newsletter from the International Tanker Owners Pollution Federation	May 2016
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	September 2016 issue
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	September 28 2016
<a href="#">Sea Alarm Foundation Newsletter</a>	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
<a href="#">Technology Innovation News Survey</a>	News from US EPA – Contaminated site decontamination	August 1-15, 2016
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	Feb 29, 2016 issue
<a href="#">Transport Canada Newsletter</a>	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	October 1, 2016
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	Spring 2016 issue
<a href="#">WMU Newsletter</a>	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

### UKSPILL16 - SPILL SCIENCE SEMINAR 18 OCTOBER 2016

An Oil Spill Science Seminar at OSRL, Southampton on 18 October 2016. Sponsored by Oil Spill Response Ltd.

What does Spill Science offer today's world of pollution prevention, response and restoration?

On October 18, UKSpill is holding its first Spill Science Seminar, with free entry to registered delegates.

Featuring speakers from National Oceanography Centre, Exeter University, Plymouth University and leaders of EU Projects KillSpill, and Netmar. The Seminar is chaired by the Project Director of Premium, a UK government spill monitoring project led by CEFAS.

The seminar will take place at, and be hosted by OSRL, Lower William Street, Southampton.

A dinner will be held for speakers and delegates the previous evening.

The seminar, hosted by OSRL, is free to registered delegates, subject to space, the seminar dinner is £40 per person, excluding wine. [View the seminar programme](#) BOOK NOW at email UKSpill at [info@ukspill.org](mailto:info@ukspill.org)

**UPCOMING EVENTS SUMMARY**

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
FRANCE	October 10-14	<a href="#">Sea Tech Event 2016</a>	Brest
KOREA	October 11-13	<a href="#">World Ocean Forum 2016</a>	Busan
UK	October 12-13	<a href="#">The Contamination Expo Series 2016</a>	London
FRANCE	October 13	<a href="#">Info Day - Remote detection and maritime pollution</a>	Brest
UAE	October 17-19	<a href="#">EI Middle East HSE Technical Forum</a>	Abu Dhabi
UK	October 17-20	<a href="#">October 2016 IOPC Funds meetings</a>	London
UK	October 18	<a href="#">UK Spill – Spill Science Seminar</a>	Southampton
MOROCCO	October 24-25	<a href="#">6<sup>th</sup> Envirocities Conference</a>	Rabat
UK	October 24-28	<a href="#">IMO Marine Environment Protection Committee Mtg.</a>	London
NIGERIA	October 26-26	<a href="#">GIWACAF Workshop on Oil Spill Modelling</a>	Abuja
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
UAE	November 7-10	<a href="#">Abu Dhabi Int'l Petroleum Exhibition &amp; Conference</a>	Abu Dhabi
CHINA	November 8-9	<a href="#">5<sup>th</sup> Oil Spill Response Workshop Conf. &amp; Exhibition</a>	Beijing
AZERBAIJAN	Nov. 21-22	<a href="#">4<sup>th</sup> Conf. &amp; Exhib'n Offshore and Onshore Oil Spills</a>	Baku
COTE D'IVOIRE	Nov. 21-24	<a href="#">GIWACF W'shop on Cont'y Planning &amp; Compensat'n</a>	Abidjan
KENYA	December 4	<a href="#">3rd Session of UN Environment Assembly (UNEA-3)</a>	Nairobi
SENEGAL	December 5-7	<a href="#">GIWACAF Workshop on Dispersants and NEBA</a>	Dakar
UK	December 7-8	<a href="#">19<sup>th</sup> Annual Salvage &amp; Wreck Removal Conference</a>	London
<b>2017</b>			
USA	January 4-6	<a href="#">27th Annual, No-Spills Conference</a>	Acme, Michigan
KUWAIT	January 10-12	<a href="#">Kuwait 2nd Oil Spill Conference</a>	Kuwait
USA	March 28-30	<a href="#">2017 SCAA Annual Meeting &amp; Conference</a>	Washington DC
SINGAPORE	April 25-28	<a href="#">10th Intl Chemical and Oil Pollution (ICOPCE)</a>	Singapore
USA	May 15-18	<a href="#">International Oil Spill Conference</a>	Long Beach CA
<b>2018</b>			
UK	March 13-15	<a href="#">2018 INTERSPILL Conference and Exhibition</a>	London
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

**Deepwater Horizon Movie – Official Trailer**



View the official trailer for the movie

<https://www.youtube.com/watch?v=S-UPJyEHmM0>

Deepwater Horizon, the movie about the BP oil spill in the Gulf of Mexico, is out and the reviews are in. Deepwater Horizon stars such actors as Mark Wahlberg, Jeffrey Skoll, and Jonathan King, and was directed by Peter Berg, the director of Lone Survivor. The film dramatizes the events of the Deepwater Horizon oil rig disaster on April 20, 2010. *Inquisitr.com* [Read more](#)

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