

## 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).

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The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Osman Tarzumanov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psaraffis** (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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## OPEC AGREES OIL OUTPUT CUT

Editor – With fewer spills and a continuing very low oil price the spill response community continues to be concerned that the maintenance of high levels of spill response preparedness may be compromised by budgetary cut-backs. Let us hope that any such tendencies may soon be reversed.



September 29 - OPEC has finally agreed to a preliminary deal to cut oil production for the first time in eight years, that has sent oil prices soaring.

The announcement late last night came as a surprise as comments leading

up to the informal meeting on the sidelines of the IEF forum in Algeria had dampened any hope of an agreement.

In late trading crude prices rose by almost 6 per cent to nearly US\$49 a barrel after the news broke.

"OPEC made an exceptional decision today. We have decided to decrease production by around 700,000 bpd," Iran's oil minister, Bijan Zanganeh was quoted by Reuters as saying.

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## International news (continued)

The only fly in the ointment is that the deal will not be finalised until the next official meeting of OPEC on 30 November in Vienna. At that meeting OPEC will agree to production levels for each member country and after reaching its group target, it will seek support from non-member oil producers. *Pipeline Oil & Gas Magazine* [Read more](#)

### INTERNATIONAL SALVAGE UNION RE-STATES ITS SUPPORT FOR LLOYD'S OPEN FORM

September 29 - The Executive Committee and members of the International Salvage Union (ISU) have re-stated their commitment to using and promoting the Lloyd's Open Form salvage (LOF) contract. It comes at a time when use of the contract is at historic low levels. The issue was discussed today at the 62nd General Meeting of the International Salvage Union in Livorno, Italy.

Lloyd's Open Form has been in use for more than 100 years in various editions, the current version is LOF 2011. The contract contains simple, pro forma clauses enabling it to be quickly agreed in a casualty situation. Speaking at the ISU AGM, ISU President, John Witte said: "LOF has stood the test of time simply because it is the best contract to use in many emergency response situations. But the number of LOFs being agreed has come down in recent years and it is a concern. LOF has great benefits. It is simple, easy to understand and requires no negotiation of fees when resources are better spent on trying to save life and property and in protecting the marine environment from the consequences of a casualty.

"The great majority of LOF cases are settled amicably which we think is a clear demonstration of its fairness. And the salvor is only paid if the job is a success – in short, the salvor carries the financial risk of the job."

"We would like the shipping community and the marine insurers to be in no doubt that LOF has the full support of the ISU. *ISU* [Read more](#)

## Incident reports from around the world

### USA: TEXAS - OFFICIALS BUILD DIRT DAM TO CONTAIN SOLVENT SPILL

September 23 - The Jefferson County Office of Emergency Management, City of Beaumont Office of Emergency Management, Beaumont Fire Department and Jefferson County Sheriff's Office were on the scene of a solvent spill that led to a shelter in place order for about 100 households west of Beaumont. The solvent product was identified as a "premium solvent mixture with a heavy aromatic." *Beaumont Enterprise* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### UK: COSELEY CHEMICAL SPILL: FIVE PEOPLE TAKEN TO HOSPITAL AFTER 1,000 LITRES OF ACID POUR FROM LORRY

September 26 - Around 70 firefighters from West Midlands Fire Service are working alongside Environment Agency staff to contain the spill in Anchor Lane, Deepfields. *Express & Star* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### GERMANY: TANKER BARGE ANKA SPILLED FUEL AT ELBE-SIDE-CANAL



September 29 - The self propelled tank barge Anka spilled fuel at Elbe-Side-Canal between Luder and Gannerwinkel in Germany. The barge was coming from Scharnebeck, but suffered leak in a fuel tank and caused environment pollution. The crew reacted immediately and pumped out the remaining fuel from the captured tank to a undamaged one and prevented additional leaks. The local authorities and water police were informed about the accident and at the scene of the fuel leak was dispatched hazmat team. *Maritime Herald* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## Incident reports from around the world (continued)

### USA: NEW YORK – CLEAN-UP CONTINUES AT INDIAN POINT NUCLEAR PLANT AFTER OIL SPILL

October 1 - Clean-up is continuing at the Indian Point Nuclear Power Plant in where an undetermined amount of oil spilled into a drainage canal leading to the Hudson River. Jerry Nappi, a spokesman for Indian Point owner Entergy, said the oil is not radioactive and none was observed in the river. *CBS New York* [Read more and watch video](#)

### UK: NORTH SEA RIG SHUT DOWN AFTER OIL SPILL OFF SHETLAND



October 3 - An oil spill from a North Sea platform is heading away from land, according to BP.

Its Clair platform was shut down on Sunday following the leak.

BP has not yet revealed how much fuel has escaped from the structure, which is 46 miles west of Shetland. It has, however, confirmed oil is visible on the surface of the water and appears to be moving north.

The firm currently believes that allowing the oil to disperse naturally at sea is the best way to deal with the spill, although other options have not been ruled out.

In a statement, BP said: 'The release was stopped within an hour once the issue had been identified and Clair production was taken offline. *Metro* [Read more](#) [Thanks to Walter Putman, Marine Pollution Control] Here are links for other news reports – [Scotsman](#) [Wall Street Journal](#) [The Maritime Executive](#)

### USA: CHEMICAL SPILL TURNS MISSOURI CREEK 'MILK WHITE'

October 5 - The contamination resulted from an accident involving a truck that was transporting the product on McDonnell Boulevard on Friday, Sept. 30. Pavement Solutions contacted the department's Environmental Emergency Response Spill Line following the Sept. 30th release but indicated the spill had been properly cleaned and disposed.

According to an abatement order issued by the department, the spill released "approximately 2,000 gallons of a liquid concrete additive" called Modifier A/NA. Despite the smell, officials said the chemical has "a low toxicity level for human and aquatic life." *Snopes.com* [Read more](#)

### UK: CARMARTHENSHIRE AM RESPONDS TO 'MAJOR INCIDENT' AFTER NANTYCAWS OIL SPILL

October 6 - CARMARTHEN East and Dinefwr AM Adam Price has called for urgent action in the wake of the oil spill at Nantycaws where up to 100,000 litres of aviation fuel has leaked into nearby streams and rivers, killing fish and polluting the environment.

A clean-up operation began yesterday after the pipeline leak spilled thousands of litres of kerosene into Nant Pibwr on Tuesday. *South Wales Guardian* [Read more](#) Related report in [South Wales Evening Post](#)

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

### NIGERIA: GBARAMATU OIL SPILL - COMMUNITIES BATTLE POLLUTER, REGULATORS OVER THREAT TO LIVES

October 4 – The insecurity associated with renewed militancy in the Niger Delta has provided tacit cover for industry regulators to abdicate, with impunity, the obligation to respond promptly to the attendant pollution from the violent blowup of oil pipelines and sundry assets without attracting criticism from impacted communities. However, when on August 17, ten Gbaramatu communities in Warri South West council areas of Delta state noticed fresh crude oil spreading dangerously around them in atmosphere of the prevailing calm occasioned by weeks of ceasefire by the Niger Delta Avengers and other militant groups in the area, they did not hesitate to raise alarm. *Vanguard* [Read more](#)

### PERU: "A PHOTOGRAPHER'S JOURNEY INTO A PERUVIAN OIL SPILL"

October 3 – "The aftermath of a dual oil spill deep in the forests of the Peruvian Amazon have left local communities reeling". - Interesting story with lots of photos from Ann Wang *Mongabay* [Read more](#)



## RUSSIA: THE MOSCOW TIMES: RUSSIAN JOURNALISTS DETAINED FOR FILMING OIL SPILL WITH DRONE

October 3 - Two journalists have been arrested after filming an oil spill in Russia's far northern Komi Republic, 7x7 news website reported. Maxim Polyakov and Vladimir Prokushhev were detained for two hours while entering the town of Usinsk on Saturday after filming the oil spill with a drone. *Kyivpost* [Read more](#)

## SOUTH AFRICA: CLEANING GREY'S OIL SPILL WILL TAKE WEEKS



*Photo: Drizit Environmental hazmat (hazardous materials) technician Quentin Labuschagne looks over the oil-soaked plants in the Dorpspruit near the Royal Showgrounds on Tuesday morning. (Chelsea Pieterse)*

October 5 - Efforts to clean the massive oil spill in the Dorpspruit are underway after the source of the spill was confirmed to be Grey's Hospital. The spill, which was reported to the Duzi-uMngeni Conservation Trust (Duct) last Tuesday, covered large parts of the Dorpspruit and one of its tributaries with several birds, including a duckling and gosling, saved from the slick.

Drizit Environmental, a hazardous waste clean-up company, was contracted to clean the river and rehabilitate the soil that had been affected by the spill on Friday afternoon. *News 24*

[Read more](#)

## SPAIN: ENVIRONMENTAL SAFETY GROUP CONCERNED ABOUT BAY OIL SPILL

October 1 - The cause has been reported as a fault in the mono-buoy during the disconnection of submerged pipelines.

The ESG has called for an independent review to be made of all critical infrastructure and systems at CEPESA to ensure such spills are avoided in future.

It believes that control of equipment, systems and prevention measures need to be monitored from outside the industry and that penalties for any spill have to be of such magnitude as to cause a new and increased level of care and prevention within industry. *Gibraltar Chronicle* [Read more](#)

## USA: HUSKY ENERGY REIMBURSES JAMES SMITH CREE NATION FOR OIL SPILL CLEANUP

*Photo: Alvin Moostoos, a band councillor on the James Smith Cree Nation, says the Saskatchewan River is the life source for the community. He feels it's been compromised in the wake of the Husky Energy oil spill. (Devin Heroux/CBC)*

October 2 - Follow-up to report in last week's ISCO Newsletter. - The James Smith Cree Nation is now being reimbursed \$140,000 by Husky Energy after a pipeline leaked upwards of 225,000 litres of oil into the North Saskatchewan River, according to band officials.

The James Smith Cree Nation is located about 60 kilometres east of Prince Albert, Sask., and is downstream from where the North and South Saskatchewan Rivers meet. After the Husky Energy oil spill on July 21, the reserve's chief, Wally Burns, said oil has flowed into the Saskatchewan River and reached the shores of his community.

Last week, the oil company said it would be reimbursing the First Nation for the money it had spent so far. Moostoos said Chief and Council are meeting next week to discuss next steps, including being compensated for the environmental impacts.



CBC

[Read more](#)

## USA: SAFETY ALERT ISSUED AFTER KULLUK GROUNDING



Photo: Kulluk under tow by Aiviq

October 4 - The U.S. Coast Guard has issued a safety alert regarding the towing of large drilling rigs and the importance of planning.

The alert refers to the 2012 Kulluk incident and the 2016 Transocean Winner incident in the U.K.

In late 2012, the conical drilling rig Kulluk, owned by Shell Offshore and operated by Noble Drilling, was under tow from Dutch Harbor,

Alaska to Seattle, Washington, in heavy weather, when a series of circumstances resulted in the failure of critical towing gear. The primary towing vessel, the Aiviq, also suffered a loss of propulsion due to contaminated fuel shortly after the initial towing gear failure. As a result, the Kulluk drifted for four days despite many unsuccessful efforts to regain control of the rig. Ultimately the rig grounded off Sitkalidak Island, on December 31, 2012. *The Maritime Executive* [Read more](#)

## ISCO News

### CONTAMINATION EXPO IN LONDON - A REMINDER AND A CORRECTION

**Reminder** – Contamination Expo being held on 12-13 October at ExCel in London. 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/>

**Correction** – ISCO Secretary John McMurtrie will give a short presentation about ISCO and its activities in the Spill Response Theatre 10 (Oil Spill Response) at **2.45 pm on Thursday 13 October**. In last week's Newsletter the wrong date was given.

## Obituary

### STUART HODGE



October 7 - Sad news just received from Andy Crawford of Lamor

"It's my sad duty to inform that Stuart Hodge peacefully passed away on Tuesday 4th October at Southampton General Hospital with his wife Leslie and daughter Sally at his side. Stuart was a professional engineer and worked for Alcan in the UK and USA before joining Vikoma in the early 1990s and then Lamor UK in 2007 where he worked until his retirement in April 2009. His technical knowledge and understanding of the Oil Spill business was second to none as was his quick wit and dry Yorkshire sense of humour. Stuart could always be relied on to come up with a technical solution to any problem and was indeed still submitting ideas to us long after he retired in 2009 which he would usually like to discuss over a John Smiths or 2 in the pub. He was an avid fan of cricket and a telephone call from Stuart on any subject would always reveal the latest England Cricket performance which over the summer was quite a buoyant conversation. Stuart was just aged 71 last July and far too young to be lbw and sent back to the clubhouse".



### PATRICK MCGROGGAN JOINS OCIMF



Patrick joins the OCIMF Secretariat on a three-year secondment from ConocoPhillips. He takes over as Compliance Manager from Shaikh Rahim, who is returning to ExxonMobil.

Patrick had more than 20 years sailing on oil tankers, breakbulk, bulkers, Roll on Roll Off (RORO) and survey vessels, before joining ConocoPhillips ashore. He began his onshore career in the ConocoPhillips Marine Risk Management team providing suitability guidance on tank vessels, barges and terminals while also acting as a SIRE inspector and quality assurance auditor. In his most recent role as Logistics and Operations Lead within a joint industry project to enhance industry subsea well response capabilities, Patrick established eight shore-based locations for emergency response equipment in six countries. He has written and contributed to a range of industry subsea well containment guidelines covering emergency mobilisation logistics, mutual aid, SIMOPS and response vessel selection. [OCIMF Newsletter](#)

## Special feature

### EVALUATION

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



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

#### Part 1



Photo by Mark Francis over the Thousand Islands chain, Jakarta, Indonesia, 1993

Major oil spills in marine environments can have serious biological consequences and economic impacts.

The general public, the media, etc. will have great interest in this type of issue, to know the extent of the problem, the volume spilled, to estimate the impact that could possibly occur is fundamental for an efficient response and to describe the incident to the public.

## Special feature (continued)

The development of monitoring technologies and remote sensing has made better observation possible, frequently in real time, of the actions for combating oil spills, in many situations being able to determine what measures should be taken in order to minimise the impact of the incident on the environment and society.

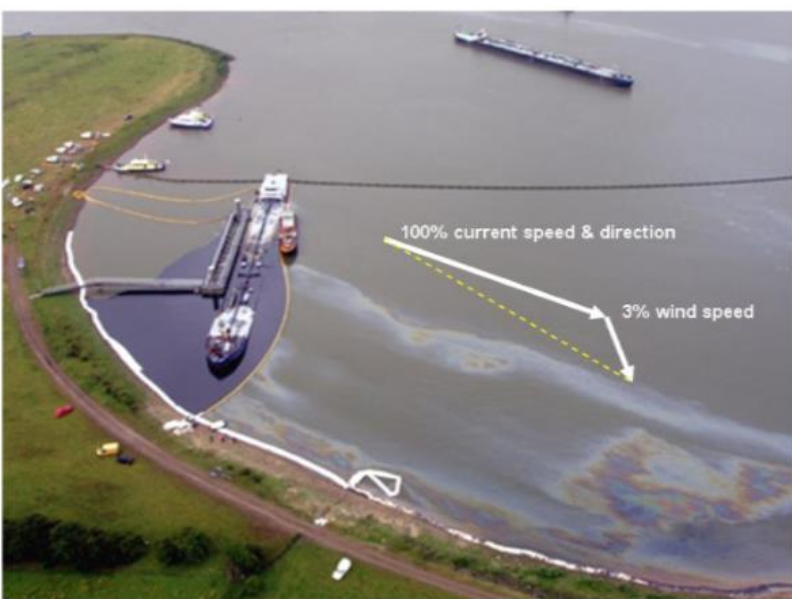
A good record by video and by still cameras is still an efficient tool for aiding decision-making. With the development of digital technologies the Response Command can now access to information in real time.

### Evaluating spills

Aerial reconnaissance is an essential element for effective response to oil spills at sea.

It is used to evaluate the location and the extent of the contamination of oil and to make predictions, verifying the movement of the oil on the sea.

Aerial observation provides information that facilitates the development and control of operations at sea, the timely protection of locations along the threatened shorelines as well as the preparation of resources for the clean-up of the coast.



Observation may be done visually or by means of remote sensing systems.

Following the oil from day to day depends on the strength of currents and wind.

The rule of thumb for this, is that floating oil will move 100% of the direction and speed of the current and deviate 3% of the wind speed in whatever direction it is blowing.

Note for non-seafarers:

A northerly current moves towards the north where as a northerly wind blows to the south.

Knowing this means that the following morning the observation aircraft should be able to find where the oil has moved to during the hours of darkness, this will reduce the time and cost involved in this operation.

To be continued

## Contributed article

### AN EXERCISE REPORT FROM NORWAY

#### Largest-ever oil clean-up exercise in Svalbard tests new equipment, eyes increasing likelihood of spills -

October 4 – An article originally published by **Ice People** and forwarded to ISCO by Marianne Henriksen of the Norwegian Coastal Administration.

It was a great day for a massive oil spill in Svalbard.

“If that statement seems at odds with reality, then so was the largest-ever exercise deployed here to clean up the simulated spill from a cruise ship last week – in some aspects, at least. The weather was unseasonably warm and calm, and a few ships equipped to handle spills just happened to be in the area.

But in this instance, participants said, doing it right was far more important than doing it real.





Norwegian Coastal Administration officers monitor the area of a simulated sea oil spill Wednesday aboard the *Barentshav* in Isfjorden. Photo by Mark Sabbatini / Icepeople

"It's nice to have an exercise in these conditions, but in real life when (something) happens it's probably not in this weather," said Alf Arne Borgund, an operations manager for the Norwegian Coastal Administration who co-led the simulated cleanup at sea aboard the NCA's *Barentshav* during the main part of the exercise. "If you do enough exercises you are ready and prepared when conditions are bad."

Not everything was put to the test under emergency conditions – the *Barentshav*, for example, deployed to the scene at half its maximum speed to avoid taxing the engines. But there were plenty of perilous moments with key pieces of equipment – some of it being used in such an exercise for the first time – the crew might have to deal with in much worse circumstances. There was difficulty starting the engine of a beach cleanup device and an ATV carrying the heavy device nearly tipped over in rocky waters while trying to get from one beach to another.

"We learned there are a few minor defects with our equipment," said Raymond Isehaug, an NCA executive officer aboard the *Barentshav*. "That's a part of the reason for these exercises."

An oil spill exercise participant sprays specially treated bark chips designed to soak up oil over a shoreline in Isfjorden as equipment is unloaded from the *Bøkford*, a new hybrid ship designed with Arctic cleanup operations in mind. Photo by Mark Sabbatini / Icepeople.

The scenario involving a large container ship running aground and leaking heavy oil (simulated with foam for portions of the exercise) into the sea was based on what officials see as an increasingly likely possibility as commercial ship traffic in Svalbard is expected to rise sharply as the sea ice continues to shrink.





## Contributed article (continued)

One of the most significant parts of the exercise involved the deployment of the NCA's new *Bøkfjord* hybrid vessel, which is powered largely by rechargeable batteries is designed to allow the unloading of equipment in shallow water where no port facilities exist. The 44-meter ship – the NCA's first hybrid vessel – features the largest battery bank of any such vessel in Norway and has the ability to recover 170 cubic meters of oil.

"Now we can go in with one ship instead of two," said Kjersti Dale, a senior advisor for the Norwegian Coastal Administration. "In Svalbard, where there is limited equipment, that's very important."

Participants in the exercise – including local and regional government agencies, as well as private entities – also learned to cope with the lack of internet and mobile communications generally available during emergencies elsewhere in Norway.

"We had to take special safety considerations there, as well as other communication channels had to be used," said Rune Bergstrom, a former leader of The Governor of Svalbard's environmental department who coordinated efforts with local officials during the exercise, in a statement issued subsequently. "We had the great advantage of the governor's own digital communications network."



Workers bring an ATV ashore using one of the Norwegian Coastal Administration's auxiliary boats. *Photo by Mark Sabbatini / Icepeople.*

The first day of the live containment exercise focused on containment at sea using only the governor's resources, with the *Polarsysse* and auxiliary vessels deploying booms to contain a supposed 60 cubic meters of oil along a stretch of a few kilometers, Isehaug said. The NCA took lead command on second day when the focus was on removing a smaller – but often much harder to access amount – from both the sea and shore using people from multiple agencies.

The governor's *Polarsysse* vessel was used as the command center for the shore cleanup on the second day, which involved the transport of workers using smaller boats from several agencies. There was also the real-life need to watch for polar bears – another factor that might have been a seriously limiting factor in less favorable weather.

"In dense fog, for example, we would have had to wait to work from the beaches, Bergstrom said.

A crew uses a skimmer to suck foam representing spilled oil from the water near shore. *Photo by Mark Sabbatini / Icepeople.*

"Today we know where the oil has hit the shore," he said. "We also know that the ship that grounded yesterday is empty so there will be no more oil from there. Now it's about saving the beaches."

Plus, with luck, improving some actions from previous exercises.

"It's been a while since we put out our oil booms, so maybe today we can do it a few minutes faster," Isehaug said.



A plane conducted an aerial survey shortly after the ships reached the "spill" site, but much of the overhead observation was done using a large helium balloon fitted with a specialized camera – yet another piece of equipment especially useful in Svalbard.

At right, a helium balloon fitted with a specialized video camera is launched from the deck of the *Barentshav*. *Photo by Mark Sabbatini / Icepeople.*

"This we can have up for ten hours," said Morten Bøe, an Ocean-Eye operator for the Norwegian Clear Seas Organization, which is jointly owned by all oil companies drilling in Norway. "When you have a long operation it's a lot cheaper than if you have an aircraft."

The balloon, deployed about 120 meters high during the exercise, can also be relaunched after a 30-minute period to recharge the batteries of the camera, which has capabilities such as time-lapse and infrared imagery.

## Contributed article (continued)

"If there's a man overboard we can lock the camera on that position," Bøe said.

On shore, a couple of workers poured specially treated foam into a blower, with another person spraying it until the rocks on shore were covered. A large rotating brush was then used to scrub the bark into the rocks, which in real life would soak the oil from them.

"It's like a raincoat" in terms of preventing the oil from contaminating the sea if the bark is drifting in, Dale said.

The final day of the exercise was used to assess the cleanup effort. Johan Marius Ly NCA's emergency preparedness director, said in a prepared statement afterward the initial indicators are positive.

"We conclude that we reached the goals we had set for ourselves for the exercise, and now we will go through the learning points and what we should practice more," he said. "This will make our emergency preparedness stronger before any major events affect the particularly vulnerable natural areas on Svalbard."

## Publications

### EXPERT PANEL REPORT ON THE BEHAVIOUR AND ENVIRONMENTAL IMPACTS OF CRUDE OIL RELEASED INTO AQUEOUS ENVIRONMENTS

Lee, K., M. Boufadel, B. Chen, J. Foght, P. Hodson, S. Swanson, and A. Venosa.  
The Royal Society of Canada, Ottawa, ON. ISBN: 978-1-928140-02-3, 489 pp, 2015

For this report, a panel of experts on oil chemistry, behavior, and toxicity reviewed the current science relevant to potential oil spills into Canadian marine waters, lakes, waterways, and wetlands. The reviewers examined spill impacts and oil spill responses for the full spectrum of crude oil types, including bitumen, diluted bitumen, and other unconventional oils. The survey of scientific literature, key reports, and selected oil spill case studies encompassed tanker spills, an ocean rig blowout, pipeline spills, and train derailments. The panel also consulted industry, government, and environmental stakeholders across the country. Dozens of crude oil types transported in Canada exist along a chemical continuum, from light oils to bitumen and heavy fuels. The unique properties of each of these oil types determine how readily spilled oil spreads, sinks, disperses, and affects aquatic organisms and wildlife, and what proportion ultimately degrades in the environment. Despite the importance of oil type, the reviewers concluded that the overall impact of an oil spill, including the effectiveness of a spill response, depends mainly on the environment and conditions (weather, etc.) where the spill takes place and time lost before remedial operations begin. The report contains many case studies. [http://www.rsc.ca/sites/default/files/pdf/OIW%20Report\\_1.pdf](http://www.rsc.ca/sites/default/files/pdf/OIW%20Report_1.pdf)

Technology Innovation News Survey <https://clu-in.org/products/tins/>

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

<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	August 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	October 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	October 7, 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 16-31, 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.



## Training

### CONTINUING PROFESSIONAL DEVELOPMENT – SHORT COURSES AT NEWCASTLE UNIVERSITY

The programme is varied, with GNSS courses being delivered in October and scheduled GPS and GIS courses in February as well as a full programme of short courses linked to Masters programmes also kicking off in October. [Full programme of short courses linked to Masters programmes](#)

## Events

### 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="#">27<sup>th</sup> 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
UAE	April 10-12	<a href="#">RECISO EnviroSpill 2017</a>	Abu Dhabi
SINGAPORE	April 25-28	<a href="#">10<sup>th</sup> 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			

## Company news

### ISCO MEMBER, ELASTEC HOSTS "IT ALL FLOWS DOWNSTREAM" OIL SPILL WORKSHOP

October 5 - Elastec's fourth annual oil spill workshop is being held in Carmi, Illinois this week and on Wednesday, they took to the Wabash River for oil spill recovery exercises. About 40 people from all over the world took to the Wabash River today to do oil spill recovery exercises in an effort to prepare for if an actual oil spill were to occur.

"The primary goal out here is to work with booms and skimmers and other support equipment and systems that could help you in an actual spill event to be able to find the oil, contain it and recover it," specialist Alan Allen said. "The theme of this year's Elastec work shop is it all flows down stream because whether it's an oil spill, marine trash and debris, sediment even active pharmaceuticals ingredients. It all flows into our water ways and Elastec is all about keeping our water ways and our world clean," Marketing Director Linda Henning said. Wave3News [Read more](#)

## **VAN HECK AND CMA CGM SIGN EMERGENCY RESPONSE AGREEMENT**

October 3 - Van Heck has recently signed a multiple year emergency response contract with CMA CGM. The agreement encompasses Van Heck's Fast Oil Recovery pump, the Sea Trophy. By signing this agreement leading shipping company CMA CGM sets a step forward in their Environmental Responsibility Programme, making them one of the first companies being prepared for oil spill prevention.

This agreement guarantees the immediate availability of a Sea Trophy emergency response kit for CMA CGM. The kit consists of a complete set of tools and accessories, including the Sea Trophy hydraulically driven pump, capable of pumping oil with a flow of 70 m<sup>3</sup>/h. The pump is suitable for the FOR (Fast Oil Recovery, licensed by JLMD Ecologic Group) systems installed on board of CMA CGM vessels.

CMA CGM is convinced of the Sea Trophy's significance in defusing a potential oil spill situation or to remove off-spec bunkering quickly and efficiently, saving time and money. Mr. Jeroen van Heck, Managing Director of Van Heck added: "We are proud to be able to cooperate with a leading shipping company such as CMA CGM to contribute to cleaner seas. Especially since CMA CGM is focussed on safety and owns the highest number of ships equipped with a FOR system".

For more information about the Sea Trophy and Van Heck's contact details, please visit [www.vanheckgroup.com](http://www.vanheckgroup.com)

## **ATLANTIC OFFSHORE TO CONVERT MULTIPURPOSE STANDBY VESSEL 'OCEAN RESPONSE'**



October 6 - Norwegian shipowner Atlantic Offshore has decided to convert its AHTS Ocean Response to a dedicated oil recovery and oil spill response vessel.

With the conversion Ocean Response will be compliant with NOFO 2009 regulations for oil recovery vessels on the Norwegian Continental Shelf.

The Ocean Response was built in 2013 by Bergen Group as a "next generation" multi-purpose standby vessel designed by Wärtsilä Ship Design. Upon delivery it immediately commenced a 10-year charter with Statoil working in the North Sea. Atlantic Offshore said the decision was made together with Statoil, and the conversion will offer more flexibility to serve as an emergency and response vessel.

The modification will be done at the Hellesøy Verft located on Norway's Hardanger Fjord. The 120-ton bollard pull Ocean Response measures 75 meters long was originally built for fire emergency (Fi-Fi I and II), first responder oil spill response, and platform evacuation space for up to 370 people. *gCaptain* [Read more](#)

## **ARDENT - CCNI ARAUCO: EXTINGUISHED, SAFELY DISCHARGED**

Ardent vacates contaminated water and cargo from vessel in Hamburg - The container vessel CCNI Arauco caught fire in the aft container hold on Sept. 1. After four intense weeks, Ardent safely returned the vessel to the owners.

Ardent emergency response crews worked with local firefighters to successfully extinguish the fire. Other experts from Ardent contained the situation with local authorities and worked with all parties with follow-on operations. A salvage contract was signed to speed the response and clean-up operations, drastically shortening the possible long negotiation time.

Ardent discharged the damaged containers out of the vessels cargo hold. These containers were declared as dangerous waste and required special treatment. "Minimizing an environmental impact has always been a priority for any operation for Ardent. We worked closely with Germany authorities to safely dispose the contaminated firefighting water and cargo out of the vessel," said Lars Tesmar, one of the Ardent Salvage Masters who dealt with the operation *Ardent Global* [Read more](#)

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