



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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ISCO & THE ISCO NEWSLETTER

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

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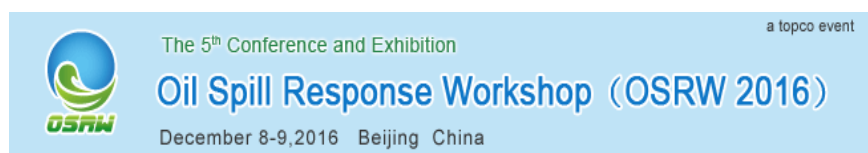
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International news

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



ARCTIC COUNCIL CONTINUES ENVIRONMENTAL STUDIES



October 6 - The Arctic Council concluded their latest meeting in Portland, Maine, on October 6, hearing updates from a range of working groups involved with environmental protection of the region.

The three currently active task forces of the Arctic Council presented updates on their work to advance cooperation on Arctic marine issues, enhance cross-border scientific cooperation and survey the current state of telecommunications infrastructure in the Arctic.

The Arctic Council's six working groups also reported progress on specific elements of their work, including:

- A suite of projects addressing short-lived climate pollutants, highlighting the importance of practical measures to reduce black carbon emissions and introduce options for renewable energy investments in the Russian Arctic
- An assessment of new chemicals (some used as replacements for banned substances) that are now being found in Arctic environments and biota, raising new concerns
- A report summarizing the status and trends in key biotic elements of the Arctic marine environment

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International news (continued)

- A recently-held exercise, led by the U.S. Coast Guard, supporting the 2011 Agreement on Cooperation on Marine Oil Pollution and Response in the Arctic, which provided an important opportunity to improve international cooperation and preparedness
 - A project to develop an interactive, user-friendly tool to capture Arctic conditions and shipping-related activities, allowing for trend and risk analysis for the Arctic marine environment
 - A project providing an updated overview of the Arctic economy (including subsistence activities), socio-economic conditions, and environmental issues that aims to improve the knowledge base for policy-making to support sustainable development
- The Council approved an updated strategic plan for its Arctic Contaminants Action Program and a new communications strategy for the Arctic Council. It also agreed in principle to undertake the development of a long-term strategic plan for the Council.

The Maritime Executive [Read more](#)

SRI LANKA, INDIA HOLD JOINT EXERCISE ON OIL SPILL PREVENTION

October 13 - Sri Lanka and India on Thursday held a joint oil spill prevention exercise onboard the Indian Coast Guard Ship "Samudra Paheredar", which is on a two-day official visit to the island country.

The navy, in a statement, said that prior to the training exercise, the ship's crew of "Samudra Paheredar", personnel from Sri Lanka Coast Guard, Marine Environmental Protection Authority and Sri Lanka Navy participated in a two-day workshop which included a wide range of activities related to oil spill prevention and response, Xinhua news agency reported.

The navy said oil spills from vessels that occur as a result of sudden collisions with oil platforms and various other related reasons, had posed a significant threat on the marine environment to date. *Business Standard* [Read more](#)

Incident reports from around the world

UK: FISH KILLED IN KEROSENE OIL SPILL IN CARMARTHEN RIVER

October 5 - Kerosene has leaked from a pipeline under the A48 near Carmarthen - which is shut for maintenance work - into nearby Nant Pibwr. The pipeline carries aviation fuel and diesel from Pembroke's Valero refinery.

A Natural Resources Wales (NRW) spokesman said: "We are doing all we can to stop the pollution and reduce its impact on fish and other wildlife."

A statement from Valero said the pipeline was "immediately shut down" and isolated following the breach. It said: "A pollution control team remains on site and is investigating the leak and its potential impact on the local environment, and remedial action is being taken. *BBC News* [Read more](#)

October 7 - Investigation launched into of the leak of up to 100,000 litres of oil into a river

Natural Resources Wales are working with oil company Valero, who are responsible for the pipe, to clear the oil and find out the cause and full extent of the spillage. *WalesOnLine* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

MEXICO: FIRE-DAMAGED PRODUCT TANKER TOWED TO PORT

October 10 - The damaged product tanker Burgos, which suffered an explosion and fire off of Veracruz September 24, has been towed to the Pajaritos Maritime Terminal at Coatzacoalcos for offloading, according to operator Pemex

In a statement, the state oil firm said that three tugs and one supply boat accompanied the Burgos on the tow trip to the terminal, where she will be thoroughly emptied and cleaned to ensure safety during subsequent work.

Incident reports from around the world (continued)



Photo: The firefighting effort (image courtesy Pemex)

The cleaning and degassing process is expected to take about 10 days, after which a formal investigation into the cause of the accident can proceed, said Veracruz port authority director Juan Ignacio Fernandez Carvajal.

At the time of the explosion, the Burgos was carrying about 170,000 barrels of diesel and gasoline. The ship burned for 30 hours before firefighting vessels managed to extinguish the blaze. Much of the product in the affected holds was incinerated, but local fishermen reported a slick of several nautical miles in length

two days after the incident, according to Mexico News Daily.

The Maritime Executive

[Read more](#)

USA: DIESEL SPILL ON TEXAS' INTRACOASTAL WATERWAY AFTER TOWING VESSEL HITS DOCK

October 12 - The U.S. Coast Guard was responding Wednesday to an oil spill on the Intracoastal Waterway near South Padre Island, Texas after a towing vessel struck a dock at a Subsea7 facility late Tuesday night.

Watchstanders at Sector Corpus Christi received a report that the uninspected towing vessel Capt. Jim Green allided with a dock at the Subsea7 facility near Port Isabel at 11:24 p.m., Tuesday. The Coast Guard originally said the incident resulted in the release of approximately 20,000 gallons of low sulfur diesel fuel into the waterway, but later downgraded the spill estimate to 5,000 gallons. *gCaptain* [Read more](#)

October 13 – Oil Spill at Port Isabel

Cleanup continues after an oil spill that occurred this week in port Isabel. Late Tuesday night a barge transporting diesel fuel collided with a dock at Subsea 7. Officials narrowed down the amount spilled to 5,000 gallons. The Texas General Land Office tells us that over 4,000 gallons have been successfully removed. *Rgvproud.com*

[Read more and watch video](#)

CANADA: ALBERTA OIL SPILL COVERS SIZE OF 5 FOOTBALL FIELDS IN MARSHLAND NEAR FOX CREEK

October 12 - Trilogy Energy says the pipeline leak it discovered late last week in north central Alberta has covered an area about three hectares in size with oil emulsion. That's about the size of five CFL football fields.

In an update posted to its website late Tuesday, the Calgary-based oil and gas producer says it still doesn't know the volume of the spill into marshland about 15 kilometres from Fox Creek.

It says the pipeline has been shut down and purged. Staff on site include environmental and wildlife specialists working with representatives of the Alberta Energy Regulator. The AER said last week that the oil emulsion that leaked is about 50 per cent water and 50 per cent oil. *GlobalNews.ca* [Read more](#)

CANADA: TUG GOES AGROUND, SPILLS FUEL OFF BRITISH COLUMBIA

October 13 - The ATB tug Nathan E. Stewart and her tow, the barge DBL 55, went aground near the remote town of Bella Bella, British Columbia on Thursday morning.

Her crew were rescued and no injuries have been reported. The barge was empty at the time of the grounding, but the tug is said to be carrying approximately 60,000 gallons of diesel.

Kirby Offshore Marine, the vessel's operator, said in a statement that it regrets the Stewart incident and is working to respond. "Western Canada Marine Response Corporation was activated and have deployed vessels and crew from their response base in Prince Rupert. A mobile skimming vessel, boom skiff, workboat, and tug, along with a total of 2,500 feet of boom, have been deployed to the scene. Resolve Marine Group, worldwide salvage and coastal recovery specialists, have been contacted and are deploying assets to the area," the firm added.

Kelly Brown, director of the Heiltsuk's resource management department, alleged that the initial spill response in the remote location was inadequate.

Incident reports from around the world (continued)

"The first responding vessels were not equipped to deal with a spill, and had to return to town to gather more gear," she said in a statement to an activists' group. "The Heiltsuk are providing our own equipment because what responders have been able to provide so far is insufficient." *The Maritime Executive* [Read more](#)

October 13 - Kirby Tug Leaking Fuel After Running Aground in British Columbia [Incident Photos]

An American tugboat pushing an empty petroleum barge has run aground and is leaking fuel near Bella Bella located on B.C.'s remote central coast.

The tug, Nathan E. Stewart, belonging to Houston-based Kirby Corporation, ran aground just after 1 a.m. Thursday on a reef at the entrance to Sea Forth Channel on Athlone Island. The tug later sank at about 9:50 a.m.

Heiltsuk Tribal Council says the spill threatens to devastate a sensitive harvesting area for manila clam beds.

The Canadian Coast Guard has vessels on scene along with other first responders. Additional personnel and equipment were en route from Western Canada Marine Response Corporation (WCMRC).

"WCMRC was activated and deployed vessels and crew from their response base in Prince Rupert," a statement from WCMRC said. "A mobile skimming vessel, two boom skiffs, a workboat and tug and barge with three response trailers were deployed to the scene. Local WCMRC response contractors from Shearwater arrived on scene and boomed the casualty. Vessels and crew from WCMRC's Vancouver base are on stand-by." *gCaptain* [Read more](#)

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

AUSTRALIA: BP BACKS OUT OF GREAT AUSTRALIAN BIGHT

October 10 - BP has announced that it will not proceed with its planned exploration drilling in the Great Australian Bight.

BP had been awaiting environmental approval to begin exploration drilling for two wells off South Australia's west coast about 400 kilometers south-west of Ceduna. Its previous environment plan for the region had been rejected twice by Australia's National Offshore Petroleum Safety and Environment Management Authority (NOPSEMA).

The decision to halt the project follows the review and refresh of BP's upstream strategy earlier this year, which included focusing exploration on opportunities likely to create value in the near to medium term. BP has determined that the project will not be able to compete for capital investment with other upstream opportunities in the foreseeable future. *The Maritime Executive* [Read more](#)

October 11 - BP Scraps Plans to Drill Off Southern Australia Coast, Says 'Ocean Greatwhite' Contract Not Impacted

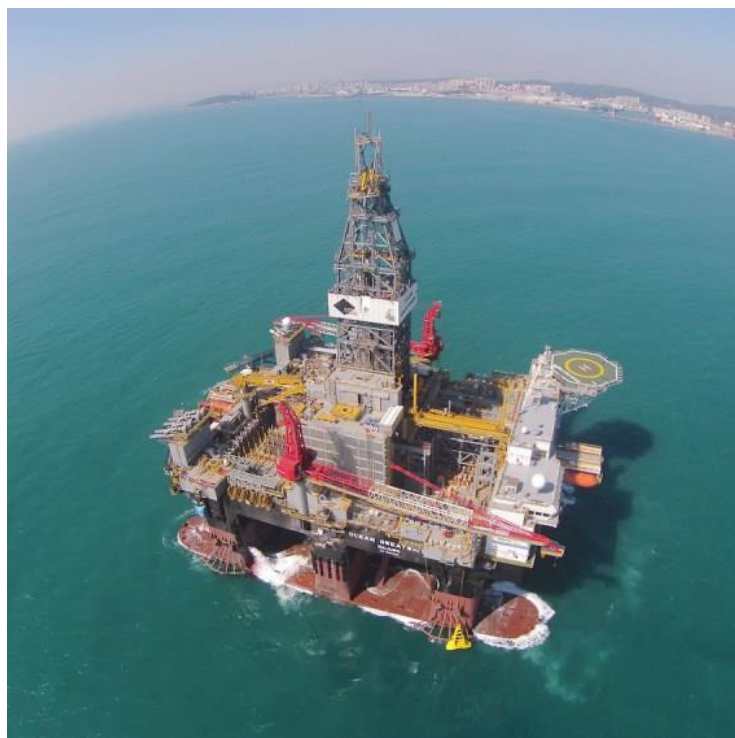


Photo: Diamond Offshore's harsh environment, ultra-deepwater drilling rig, Ocean Greatwhite. Photo: DNV GL

BP Plc has abandoned oil exploration in the offshore Great Australian Bight, five years after it began searching for resources in one of the world's last frontier regions and before it could drill a single well.

The decision to step away from the project off the country's southern coast follows a review of the company's upstream strategy and wasn't influenced by regulatory delays, the London-based energy producer said in a statement Tuesday. The project won't be able to compete "in the foreseeable future" for capital investment against other upstream opportunities, according to the statement.

BP is now looking for alternative locations for the Ocean GreatWhite semi-submersible drilling rig. Built for deep water and harsh environments, it was contracted from Diamond Offshore Drilling Inc. in 2013. The decision to quit the Great Australian Bight project doesn't impact the rig contract, BP said in its statement. *gCaptain* [Read more](#)

News reports from around the world (continued)

BELGIUM: CHINESE TO TRAIN IN ANTWERP PORT

October 1 - APEC-Antwerp/Flanders Port Training Center has signed a MoU with Profession Qualification Authority of the Ministry of Transport of China. The MoU aims at the establishment and further improvement of the management system for dangerous goods in the ports and along the waterways in China. This MoU will eventually generate a number of tailor-made training at APEC-Antwerp/Flanders Port Training Center in Antwerp. *Maritime Professional*
[Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CHINA: NEW NATIONAL AND SHANGHAI RULES ON DANGEROUS CHEMICALS

October 10 - On September 5, 2016 with immediate effect, the Chinese Ministry of Transport issued with immediate effect a Notice on Work Guidelines on the Safety Supervision and Inspection of Dangerous Port Goods ("Port DG Work Guidelines"). On the same day, Shanghai People's Government released the revised Administrative Measures on Dangerous Chemicals ("Shanghai DC Measures") which will become effective from January 1, 2017. *Lexology.com*
[Read more](#)

IRELAND: ARCOPLATFORM AWARDED AT THE ATLANTIC STAKEHOLDER CONFERENCE

October 7 - The aim of the ARCOPLatform, completed in 2015, was to improve maritime safety and reinforce the protection of coastal regions from maritime pollution in the Atlantic area, by drawing upon the results obtained through the previous European projects ARCOPL and ARCOPLplus. On 27th September, this initiative was awarded in the "Atlantic marine and coastal environment" category at the third Atlantic Stakeholder Conference held in Dublin. Cedre took part in these three projects as a technical adviser for the French regions involved and for other partners with which it built solid links and has been actively cooperating since. *CEDRE* [Read more](#)

LEBANON: GOVERNMENT ANNOUNCES NATIONAL OIL SPILL CONTINGENCY PLAN

October 11 - The world has had its share of major oil spills, and Lebanon is no exception. So as talks about potential offshore oil exploration intensify, the government announced Monday a contingency plan to prevent and contain major petrochemical spills. *Daily Star* [Read more](#)

MOROCCO: MARPOCS PROJECT MEETING IN MOROCCO

October 7 - On 17th and 18th September, within the framework of the European Interreg project MARPOCS, Cedre's Director and Scientific and Technical Coordinator accompanied the Instituto Superior Técnico (IST), the Portuguese project leader, on a trip to Casablanca. The meeting they were to attend was organised by the Moroccan national institute of fisheries research (INRH) and also brought together representatives of the Royal Moroccan Navy and the Moroccan Ministry of the Environment. The MARPOCS project (Multinational Response and Preparedness to Oil and Chemical Spills), which focuses on the sub-region of Morocco, Madeira and the Canary Islands, addresses the modelling of the fate of spilt products, with experimentation validation of the equations defined. It also aims to develop spill response training courses. IST and Cedre presented the current and future actions scheduled to be carried out by the different partners. For Morocco, discussions focused on the transmission of oceanographic data by INRH. *CEDRE*
[Read more](#)

NAMIBIA: ITOPF DELIVERS TRAINING AT GI WACAF SUB-REGIONAL WORKSHOP

October 14 - Nicky Cariglia was one of the trainers at GI WACAF's workshop on the Use of Incident Management System (IMS) and Net Environmental Benefit Analysis (NEBA) in Oil Spill Preparedness and Response held in Walvis Bay, Namibia from 26 -30 September. Nicky delivered seven presentations covering various key topics, illustrated with case histories and supported by the ITOPF film series. There was a high level of engagement throughout the workshop from the 35 delegates from 11 participating states. *ITOPF* [Source document](#)

SINGAPORE: MPA TESTS JOINT OIL SPILL RESPONSE PROCEDURE



October 7 - The Maritime and Port Authority of Singapore (MPA) Friday announced that it has participated in a multi-agency joint oil and chemical spill exercise in order to test new spill procedures - specifically, the use of a new system known as NeatSweep for spill containment. The spill exercise, code-named JOSE 2016, is noted to have been organised by MPA as part of the closing programme for SIBCON 2016, and saw the participation of over 250 personnel from 28 agencies, with close to 80 delegates from the conference present to observe *Ship & Bunker*
[Read more](#)

THAILAND: WORKSHOP ON THE INTERNATIONAL LIABILITY AND COMPENSATION REGIME

October 11 - The IOPC Funds will participate in an interactive workshop on the international liability and compensation regime for the benefit of Thailand. Organised by the International Maritime Organization and hosted by Thailand's Marine Department, the workshop will take place in Bangkok on 8th November 2016. *IOPC Funds*
<http://www.iopcfunds.org/>

TOGO RATIFIES HIGH SEAS INTERVENTION TREATY



October 10 - Togo has become the 89th State to ratify IMO's International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties of 1969.

The Convention affirms the right of a coastal State to take necessary measures on the high seas to prevent, mitigate or eliminate danger to its coastline or related interests from pollution by oil following a maritime casualty. The States that have ratified the treaty now represent 75.08% of world tonnage.

Togo also ratified the related 1973 Protocol to the Convention – which includes provisions for instances relating to substances other than oil. Ms. Abra Dackey, Chargée d'Affaires a.i. of the Embassy of Togo in the United Kingdom, met IMO Secretary-General Kitack Lim to deposit the instruments of accession (10 October). *IMO* [Read more](#)

UK: TRANSOCEAN WINNER LOADED ON HEAVY LIFT VESSEL

Image courtesy UK Maritime and Coastguard Agency

October 10 - The damaged drilling rig Transocean Winner has been successfully loaded onto a heavy lift vessel for transport and scrapping, UK authorities said Friday.

Efforts to load out the salvaged rig have been frustrated by heavy weather for weeks, but a window of calm conditions allowed crews to move the semisubmersible from its anchorage in Broad Bay, Isle of Lewis, and float it over the deck of the heavy lift ship Hawk.

A small quantity of hydraulic or gear oil spilled into the water during the loading; MCA said that appropriate pollution control measures were deployed, and no further signs of a spill have been spotted. Counter-pollution vessels will remain on scene as a precautionary measure. *The Maritime Executive* [Read more](#) Related report in [gCaptain](#)



USA: SPILL RESPONDERS ADJUST TO SHIFTING OIL TRADE

October 6 - Changing petroleum transport routes in the Northeast have spill response planners rethinking priorities, as new routes open for oil from the western U.S. and Canada.

On New York's Hudson River, more Bakken crude oil from North Dakota is coming down to East Coast refineries. With river traffic growing, the Coast Guard is considering the industry's request for new federal anchorages.

In Maine, business is down at the Portland Pipe Line terminal in South Portland. Once a destination for tankers carrying crude for Canadian refineries, the terminal operators are now embroiled in a legal fight with city officials and environmental activists who are trying to stop Canadian tar sand oil from coming in the opposite direction.

The decline in tanker traffic led the Marine Spill Response Corp., Herndon, Va., to deactivate the 210'x44' Maine Responder, one of the group's U.S. fleet of 15 Responder-class oil spill response vessels, that was based at Portland for more than 20 years. *Work Boat* [Read more](#)

News reports from around the world (continued)

USA: OIL SPILL RESPONSE PLANNING IN THE PACIFIC NORTHWEST

October 11 - Chapter 173-186 of the State of Washington Administrative Code (WAC) establishes oil spill contingency plan, drill and equipment verification requirements, and provisions for inspection of records for owners and operators of railroads required to submit oil spill contingency plans under chapter 90.56 Revised Code of Washington (RCW), and for the response contractors that support the implementation of the railroad plans.

The adoption of this rule requires railroads to develop and maintain contingency plans approved by the Department of Ecology (Ecology). Ecology adopted Chapter 173-186 WAC, Oil Spill Contingency Plan – Railroad on August 31, 2016. The rule went into effect on October 1, 2016. Within 90 days from that date, plans must be submitted. *JustMeans.com* [Read more](#)

USA: BOLT CUTTERS EXPOSE VULNERABILITY OF NORTH AMERICA'S OIL PIPELINE GRID

October 12 - All it took was a pair of bolt cutters and the elbow grease of a few climate activists to carry out an audacious act of sabotage on North America's massive oil and gas pipeline system.

For an industry increasingly reliant on gadgets such as digital sensors, infrared cameras and drones to monitor security and check for leaks, the sabotage illustrated how vulnerable pipelines are to low-tech attacks.

On Tuesday, climate activists broke through fences and cut locks and chains simultaneously in several states and simply turned the pipelines off.

All they had to do was twist shut giant valves on five cross-border pipelines that together can send 2.8 million barrels a day of crude to the United States from Canada - equal to about 15 percent of daily U.S. consumption. The activists did no damage to the pipelines, which operating companies shut down as a precaution for checks before restarting. *Yahoo News* [Read more](#)

ISCO News

ISCO AT CONTAMINATION EXPO IN LONDON

ISCO Secretary, John McMurtrie represented the organization at Contamination Expo last week. Many visitors from UK and overseas called at the ISCO stand. Members attending included Vikoma, UK Spill, Castalia (Italy), Braemar Howells, Sea How International (Netherlands), Edge Group, and ASCC Group (Netherlands). A short presentation introduced ISCO, its activities and the services provided to its members.

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 2

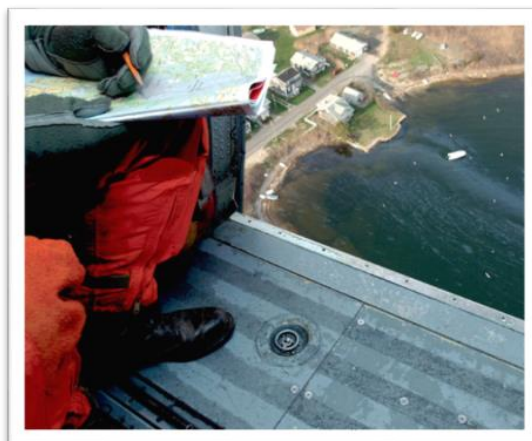
Visual observation

Visual observation from the air of floating oil is the simplest method of determining the location of an oil spill.

However, obtaining satisfactory results requires detailed preparation before starting to do careful interpretation of the information obtained.

Monitoring of the oil spill may be done by helicopter. This resource makes possible close approximation to the oil slicks, ideal for coastal waters.

Offshore, there is less need for changes in velocity, direction and altitude and the velocity of the aircraft is more advantageous for flights over long distances.



Special feature (continued)

However, whatever aircraft is used there has to have good visibility and satisfactory navigational instrumentation.

Approximate predictions of the movement of oil slicks may be made on paper or (nautical charts) with information about the direction and speed of the surface current and the direction and velocity of the wind.

The trajectory of an oil slick may be predicted.

Close to land, the speed and direction of currents should be taken into account when predicting the movement of the oil as they tend to be affected by the shape of the shoreline. In the open sea the contribution of other oceanic currents predominate over the cyclical nature of movement in relation to the tides.

Computer modeling may delineate the trajectories of oil slicks, but the accuracy of any method depends on the quality of the data used and the confidence in the forecasts of velocity of the wind and its direction.

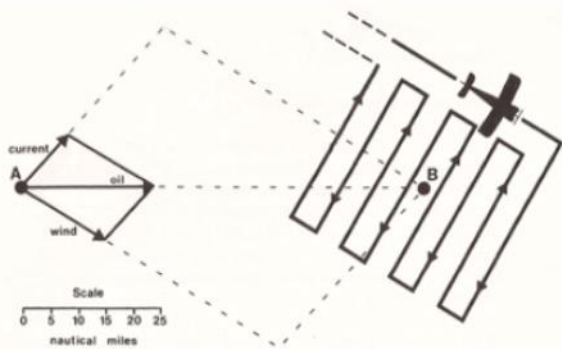
Models made specifically for an area tend to be most useful.

A model made for the open sea will be of little use close to the shore.

Usually it is necessary to plan a systematic aerial search in order to verify the presence or absence of oil in a given area.

The diagram (left) was produced by ITOFF

A ladder search is frequently the most economic and effective procedure for the observation of an area.



Upon planning a search, one should pay proper attention to visibility, altitude, probable duration of flight and the availability of fuel.

Floating oil has a tendency to be elongated and aligned parallel to the direction of the wind.

A ladder search across the wind will increase the chances of observing the oil.

Methods for observations and recording

Precise observation will be done using available nautical charts and maps of the region.

It is also necessary to have basic information, such as the location of the spill, the local coastal characteristics and the type of oil spilled, in order to know the rate of spreading.

During the flight, careful annotation should be made of all of the locations where impact could possibly occur.



Coastal characteristics should be noted in order to prepare an informative flight report.

Remember that in particular, the response efforts will need to be concentrated on the most significant areas of the spill. It is therefore important to record the denser concentrations of oil.

The GPS equipment of the aircraft also permits the definition of the location of oil slicks.

Photography, especially digital, is also a useful tool for recording information and allows others to see the situation at the location of the accident.



Special feature (continued)

Dedicated remote sensing aircraft frequently have built-in photographic equipment linked to a GPS in order to accurately determine geographic coordinates.

A systematic aerial search could be necessary in order to obtain a careful record of the extent and quantity of oil on the water.

The aircraft needs to fly over the principal oil slicks so that the peripheral slicks apart from the principal spill may be recorded or disregarded.

It is advisable to use polarized sun glasses to reduce the shine and aid in the detection of oil.

All peripheral visibility is essential so that the effects of the sun and the impact of the wind on the ocean waves are minimized.

A good nautical chart or map at a reasonably large scale is essential to mark the contours of the slicks and to make notations about thicknesses, etc.

From a safety point of view any overflight should take account potential hazards.

The lighter components of oils which evaporate may form a toxic or explosive gas cloud and observations should be done from a safe distance upwind of the slick.

Common errors of evaluation

From an aerial point of view it is very difficult to distinguish between oil and a variety of other phenomena. It is necessary to verify as closely as possible a suspected oil spill. Flying at a low altitude allows for a better identification of an oil slick.

It has been found that high contrast in visible imagery can be achieved by setting the camera at the "Brewster angle" (53 degrees from vertical) and using a horizontally aligned polarizing filter which passes only that light reflected from the water surface.

To be continued

Science and technology

NANOTECHNOLOGY PROVIDING THE TOOLS TO CLEAN UP OIL SPILLS (W/VIDEOS)

October 11 - Oceanic oil spills are tough to clean up. They dye feathers a syrupy sepia and tan fish eggs a toxic tint. The more turbulent the waters, the farther the slick spreads, with inky droplets descending into the briny deep.

Now technology may be able to succeed where hard-working volunteers have failed in the past. Researchers at the A*STAR Institute of Bioengineering and Nanotechnology (IBN) are using nanotechnology to turn an oil spill into a floating mass of brown jelly that can be scooped up before it can make its way into the food chain.

"Nanoscience makes it possible to tailor the essential structures of materials at the nanometer scale to achieve specific properties," says chemist Yugen Zhang at IBN, who is developing some of the technologies. "Structures and materials in the nanometer size range often take on distinctive properties that are not seen in other size ranges," adds Huaqiang Zeng, another chemist at IBN.

Nanowerk News Read more: [Nanotechnology providing the tools to clean up oil spills \(w/videos\)](#)

BIRDS CAN RECOVER FROM OIL SPILL – STUDY

October 12 - Rehabilitated birds are able to return to normal behaviours after an oil spill, according to a Massey University study in the wake of the Rena disaster. The researchers say the findings justify the costs of oiled wildlife response worldwide.

Five years ago this month, the cargo ship Rena ran aground off the Bay of Plenty coast, spilling more than 300 tonnes of heavy fuel oil. As part of the response, 383 Little Blue penguins were captured, cared for and released back into a cleaned environment.

Previous research had shown these rehabilitated penguins to have similar survival rates to unaffected birds in the area. In a study published in the Marine Pollution Bulletin, scientists from Massey's Wildbase Oil Response Team evaluated the foraging behaviour of eight rehabilitated birds. [NewsHub.co.nz](#) [Read more](#)

Publications

“OIL SPILL MONITORING HANDBOOK” - HOOK, S. ET AL (2016)

October 11 - A new contribution to a surprisingly sparse literature, the new CSIRO Oil Spill Monitoring Handbook focuses primarily on response phase monitoring (Type 1) for maritime spills, taking into account the latest scientific advances in physical, chemical and biological monitoring. In doing so, it complements the PREMIAM guidance on recovery phase monitoring (Type II).

Response-phase monitoring tries to address the questions – what? where? when? how? how much? – that assist responders to find, track, predict, clean up and assess their efforts. Effective response requires robust information provided by monitoring, observation, sampling and science.

Chapters include the chemical properties of oil, the toxicological impacts of oil exposure, and the impacts of oil exposure on different marine habitats with relevance to Australia and beyond. It provide insight into how monitoring integrates with oil spill response, the response organisation, response technologies, and decision-support tools (i.e. NEBA). Examples and lessons learned come from a wide range of experience of oil spill incidents, worldwide.

Design and delivery for both response-phase and post-response-phase monitoring are presented, supported by appendices with detailed standard operating procedures for practical observation, sample and data collection.

ISBN: 9781486306343 <http://www.publish.csiro.au/book/7585/> Orders from publishing.sales@csiro.au

THE SIMPLE TRUTH: BP'S MACONDO BLOWOUT — A NONFICTION NOVEL BY J.A. TURLEY

October 13 - THE SIMPLE TRUTH dramatizes the drilling of BP's actual 3-1/2-mile-deep Macondo exploration well, albeit at the hands of fictional characters—surrogates for survivors and the eleven perfect witnesses who died that terrible night.

Join the crew on the rig and share their lives—drilling ever deeper into harder rocks and increased pressures both natural and corporate, and toward a clock-driven zero hour nobody sees coming.

Though the joy of a discovery is tarnished by broken budgets and little things going big wrong, all personnel depend on a shared rule: zero tolerance for failure, because offshore there's nowhere to run.

Perhaps THE SIMPLE TRUTH will help those who perished pass the rule to future generations.

More info: <http://www.johnturleywriter.com/>

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

AMSA Aboard	News from the Australian Maritime Safety Authority	August 2016
AMSA On Scene	Australia: National Plan for Marine Environmental Emergencies	March 2016
ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	July 2016
Celtic and Biogenie enGlobe Newsletter	Technical Information on Polluted Site Remediation	Spring 2016
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	October 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	October 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 3, 2016
IMO Publishing News	New and forthcoming IMO publications	September 2016
Intertanko Weekly News	International news for the oil tanker community	October 14, 2016
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 2016 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	July 2016 issue
NOWPAP Quarterly	News from the North West Pacific Action Plan	Quarter 1, 2016 issue
Ocean Orbit	Newsletter from the International Tanker Owners Pollution Federation	May 2016
OCIMF Newsletter	News from the Oil Companies International Marine Forum	September 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	October 12 2016
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
Technology Innovation News Survey	News from US EPA – Contaminated site decontamination	August 16-31, 2016
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	Feb 29, 2016 issue
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	October 1, 2016
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2016 issue
WMU Newsletter	News from the World Maritime University	July 2016 issue

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

Training

NEW TRAINING COURSE FROM CEDRE

October 7 - Success for the new training course offered by Cedre From 26th to 30th September, SOBEGI and Cedre shared their experience and skills as part of a new course intended for industry players.

The participants appreciated the level of training on offer for the various spill response strategies and techniques with a balance between theory lectures in the morning and practical sessions in the afternoon. The trainees appreciated the relevance and escalation of the different simulations, with response actions determined according to the behaviour of the substance spilt, ranging from a small spill at an industrial site up to boom deployment in a river. They also emphasised the quality of the technical facilities at the SOBEGI safety training centre.

Following the success of this first session, a second session has already been scheduled as part of Cedre's 2017 training programme. http://wwz.cedre.fr/en/content/download/8674/138051/file/249_E.pdf

CERTIFICATE IN MARINE POLLUTION PREVENTION & MANAGEMENT

October 7 - Commences: 26 January 2017 - With the shipping and offshore sector facing an ever-expanding list of issues on the marine pollution agenda, as authorities worldwide take an increasingly tough line on individuals and companies, it's become more important to be aware of current or upcoming issues. Toughening legal responsibilities backed by heavy penalties means this is a demanding and developing subject that cannot be ignored.

The Certificate delivers crucial professional development on marine pollution issues, the regulatory framework, compliance requirements, related management strategies and contingency planning to minimise the environmental impact of shipping and offshore activities – carefully structured into six focused study modules.

[Course Content](#) [Apply Now](#) [Fees](#)

Events

UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UAE	October 17-19	EI Middle East HSE Technical Forum	Abu Dhabi
UK	October 17-20	October 2016 IOPC Funds meetings	London
UK	October 18	UK Spill – Spill Science Seminar	Southampton
MOROCCO	October 24-25	6th Envirocities Conference	Rabat
UK	October 24-28	IMO Marine Environment Protection Committee Mtg.	London
NIGERIA	October 26-26	GIWACAF Workshop on Oil Spill Modelling	Abuja
USA	November 1-3	Clean Gulf 2016	Tampa FL
USA	November 1-4	Emergency Preparedness, Hazmat Response Conf.	Pittsburgh
MALTA	November 2-3	JOIFF Fire & Explosion Hazard Mgmt. Conference	St. Julians
UAE	November 7-10	Abu Dhabi Int'l Petroleum Exhibition & Conference	Abu Dhabi
THAILAND	November 8	W'shop on Int'l Liability & Compensation Regime	Bangkok
CHINA	November 8-9	5th Oil Spill Response Workshop Conf. & Exhibition	Beijing
AZERBAIJAN	Nov. 21-22	4th Conf. & Exhib'n Offshore and Onshore Oil Spills	Baku
COTE D'IVOIRE	Nov. 21-24	GIWACF W'shop on Cont'y Planning & Compensat'n	Abidjan
KENYA	December 4	3rd Session of UN Environment Assembly (UNEA-3)	Nairobi
SENEGAL	December 5-7	GIWACAF Workshop on Dispersants and NEBA	Dakar
UK	December 7-8	19th Annual Salvage & Wreck Removal Conference	London
2017			
USA	January 4-6	27th Annual, No-Spills Conference	Acme, Michigan
KUWAIT	January 10-12	Kuwait 2nd Oil Spill Conference	Kuwait
USA	March 28-30	2017 SCAA Annual Meeting & Conference	Washington DC
UAE	April 10-12	RECSO EnviroSpill 2017	Abu Dhabi
SINGAPORE	April 25-28	10th Intl Chemical and Oil Pollution (ICOPCE)	Singapore
USA	May 15-18	International Oil Spill Conference	Long Beach CA
2018			
UK	March 13-15	2018 INTERSPILL Conference and Exhibition	London

To request posting of an event of interest to the Spill Response Community please send details to the Editor

Events (continued)

IOSC 2017: SCHOLARSHIPS PROGRAM - MAY 15-18 2017, LONG BEACH, CALIFORNIA, USA

IOSC 2017 scholarships support individuals who enhance oil spill preparedness, response and restoration, and who add to the body of knowledge that the International Oil Spill Conference promotes. **The application deadline is approaching (October 31)**, so if this sounds like you, [apply TODAY!](#)

Scholarships are need-based and awarded to applicants only after review and approval by the IOSC 2017 Scholarship Committee.

Scholarship Deadline Dates:

- Application site closes **October 31, 2016**
- Scholarship Recipient Selection **December 14, 2016**
- Official Notification **mid-December 2016 thru January 2017**

For more details visit the [Scholarship page](#) on the IOSC website.

Ready to submit your application? [Click here](#) to apply today!

Don't Forget...

- Interested in exhibit or sponsorship opportunities at IOSC? [Click here](#) to view our exhibitor and sponsor prospectus!
- Stay Tuned! Registration for IOSC 2017 will be available this fall at: www.iosc2017.org

Company news

RESOLVE MARINE GROUP COMPLETES MANOLIS L ASSESSMENT



October 13 - Resolve Marine Group has completed the month long technical assessment of the sunken vessel, Manolis L, for the Government of Canada in cooperation with the Canadian Coast Guard.

Resolve's findings will be published in a formal report and submitted to the Government of Canada. The report will include an estimated location and the volume of petroleum products within the vessel. The Government of Canada may ultimately use this assessment for further planning and response operations.

Once Resolve was awarded the technical assessment contract in July 2016, Resolve assembled a diverse team of experts to utilize surface-supplied divers and Remotely Operated Vehicles (ROV) to physically assess and sample petroleum products from the wreck. MV Manolis L ran aground in January 1985, on Blowhard Rocks and sank in Notre Dame Bay, Newfoundland with up to 500 tons of fuel in the hull. *The Maritime Executive* [Read more](#)

AQUA-GUARD: DEEPWATER HORIZON - REFLECTIONS FROM 6 YEARS AGO

October 13 - This fall a major motion picture was released called "Deepwater Horizon – Hero", with a focus on the 11 men and women that lost their lives and the 17 others that were injured - all heroes.

While this story was unfolding Aqua-Guard Spill Response, with most of our global counterparts and competitors, rallied to put the largest oil response effort in history together.

For months, Aqua-Guard's team of design engineers, fabricators and strike team worked around the clock to manufacture and move large quantities of equipment from our bases in Vancouver, Canada to staging areas around the Gulf of Mexico.

The tide of oil in the Gulf quickly spread to form a slick extending over thousands of square kilometers with up to 10 million gallons (38 million liters) of crude oil being spilt over the period of the spill. [Continue reading this article](#)

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