



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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<http://www.spillcontrol.org>



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

For more info on Executive Committee and Council Members go to www.spillcontrol.org

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International news

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

The 5th Conference and Exhibition
Oil Spill Response Workshop (OSRW 2016)
December 8-9, 2016 Beijing China
a topco event

IOSC 2017
International Oil Spill Conference

NEW HELCOM PROJECT ON EVALUATING RISKS FOR OIL SPILLS WILL START 2017

- OPENRISK project on risk assessment methods for spill prevention, preparedness and response purposes covers the Baltic Sea area
- Revised procedures for on shore spill response endorsed by HELCOM Response group meeting this week
- Russia to host 2017 HELCOM operational spill response exercise in Kaliningrad

November 11 - Thoroughly revised regional procedures on response to pollution incidents on the shore were approved by the 22nd meeting of the HELCOM Response Working Group closing yesterday. The revised Manual will be submitted to the 2017 Annual Meeting of HELCOM for final adoption. HELCOM response manual incorporate regional best practice and operational procedures on spill preparedness and response and was first adopted in 1980s.

The Meeting welcomed also the new HELCOM-led OPENRISK project on risk assessment methods for spill prevention, preparedness and response purposes. The new initiative will last for two years starting January 2017. OPENRISK will involve national institutions but also regional intergovernmental organisations from the wider European area.

In addition, Russia welcomed the Baltic Sea coastal countries and EU to the 2017 HELCOM Ballex Delta operational spill response exercise that Russia will arrange in the beginning of August 2017 in the Kaliningrad area.

The 22st Meeting of the HELCOM Response Working Group was held on 8-10 November 2016 in Riga, Latvia and chaired by Ms. Heli Haapasaari, Chair of the Response Working Group. All documents are available at the Meeting site. *Helcom Meeting Report* [Source document](#)

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International news (continued)

INDUSTRY TECHNICAL ADVISORY COMMITTEE MEETING

November 15 – Report from CEDRE - From 24th to 26th October, an engineer from Cedre attended the annual ITAC meeting held at Woods Hole Oceanographic Institution (WHOI) in Massachusetts.

This meeting was the opportunity to review the projects and actions launched by the oil industry following the Gulf of Mexico spill in 2010. Dispersants were a strong focus at the meeting, in particular subsea injection and its consequences.

The issue of in situ burning was also raised, notably relating to the guides recently published by API.

OSRL explained the change in terminology from NEBA to SIMA (Spill Impact Mitigation Assessment) and mentioned the work of OGP-IPIECA and API towards developing a guide on implementing such an assessment.

Various discussions were held on deep-sea response using blowout control equipment as well as the detection and monitoring of oil in the water mass by autonomous vehicles.

Among the research topics addressed, that of the sedimentation of a share of the Deepwater Horizon oil spill gave rise to considerable debate.

One session focused on assessing oil toxicity towards coral and ecosystems such as mangroves. Cedre was given the chance to present several of its studies into hydrocarbon degradation in temperate and tropical low-oxygen substrates. The meeting was also the opportunity for ECRC and ITOFF to present the cases in which they had been involved since late 2015. *Cedre Newsletter* [Read more](#)

International news (continued)

POSOW II PROJECT REACHING COMPLETION

November 15 - The POSOW II project (See Articles in CEDRE Newsletters 231, 233, 238, 242 and 245), funded by the European Union civil protection mechanism and coordinated by Cedre, is currently coming to completion. All the training materials have been finalised, adding to the series launched during POSOW I to form a collection of 6 train-the-trainer manual, 6 field manuals, 16 posters and 17 slideshows, all available in English, Arabic and Turkish and available for free download at posow.org. 32 future trainers from the project's 7 target countries (Algeria, Egypt, Lebanon, Libya, Morocco, Tunisia and Turkey) were trained at Cedre in the use of these training materials. As planned, these trainers have been organising courses in their own countries since September. Courses have already been held in Lebanon (21st-23rd September), Tunisia (11-13th October), Turkey (11-13th October), while those scheduled to be run by the end of the year in Algeria, Egypt, Libya and Morocco are currently being organised. *Cedre Newsletter* [Read more](#)

IPIECA LAUNCHES NEW WEBSITE

November 8 – Received from IPIECA - IPIECA is pleased to announce the launch of its new external website. The new website is part of our ongoing efforts to enhance the quality and availability of information to our members, stakeholders and the wider industry. It offers easy access to essential information on IPIECA's role and activities within the oil and gas industry and enables companies to benefit from increased awareness and uptake of solutions and good practices. *IPIECA* [Read more](#)

Incident reports from around the world

COSTA RICA: NEIGHBORS COME TOGETHER TO CLEAN UP BRASILITO BEACH AFTER FUEL SPILL



November 7 - When residents in Brasilito awoke on Monday, Oct. 31, they discovered a beach covered in debris and fuel. A fishing boat had struck a coral reef, according to the boat's captain, and was completely destroyed, spilling 5,000 gallons of diesel fuel into the ocean.

On Wednesday morning, neighbors came together and decided to clean up the beach after two days of breathing diesel fumes from the fuel spilled into the ocean.

La Voz de Guanacaste [Read more](#)
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: BRITISH COLOMBIA - WATER INTAKE SHUT OFF AFTER FUEL SPILL IN SHUSWAP RIVER

November 9 - A diesel spill in the Shuswap River forced a shut-off of the Grindrod water utility last week. The spill was reported Thursday, Nov. 3 upstream of the Grindrod water utility intake on the Shuswap River, according to a media release issued today, Nov. 9, by the North Okanagan Regional District. The intake was turned off to prevent contaminated water from entering the system. *InfoTel.ca* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: BRITISH COLOMBIA - US TUGBOAT DECLINED ASSISTANCE FROM CANADIAN COAST GUARD BEFORE SINKING AND SPILL

November 10 - The US tugboat that ran aground and sank off the British Columbia coast last month, causing an estimated 100,000-litre diesel spill, initially declined assistance from the Canadian Coast Guard (CCG), according to the *Globe and Mail*.

The Nathan E Stewart, which was pushing an empty petroleum barge at the time, missed a course change and had become grounded on a reef near Bella Bella at the entrance to the Seaforth Channel on Athlone Island. An unidentified officer on the Stewart declined the offer of help, preferring to wait for the tide to lift the vessel free while running the risk of damage on the rocks. But eventually the tugboat had to call for CCG help, reporting breaches of the hull and of a fuel tank. The crew of seven had to abandon ship and it sank. *Splash24/7* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: EVACUATION OVER AFTER TRAIN DERAILED IN SOUTHERN MINNESOTA TOWN

November 11 - A small southern Minnesota town was evacuated for several hours after a train derailed Friday morning, spilling hazardous materials, authorities said. The Union Pacific train traveling from South St. Paul to North Platte, Neb., jumped off the tracks near the town of Ellendale around 5:45 a.m. Several cars overturned, one of which was carrying highly flammable liquid propane, a railroad spokeswoman said.

Authorities said the 146-car train derailed 22 cars about a half-mile from town and forced a mandatory evacuation, sending officers door-to-door informing hundreds of residents that they should relocate to Ellendale United Methodist Church. They received the all-clear to return to their homes by 1 p.m. *Star Tribune* [Read more](#) (Thanks to ADR Training)

NIGERIA: PIPELINE BOMBINGS CAUSES OIL SPILLS IN NIGER DELTA COMMUNITIES

November 15 – Bombing of pipelines by militants has led to massive oil spill – Communities and creeks have been affected by the latest bombing of pipeline – Shell deployed a technical team to stop the spread of the oil.

The bombing of the Forcados Crude Export line by Niger Delta militants has led to the massive crude oil spill into the

News reports from around the world (continued)



sea and communities. The Punch reports that the pipeline which is operated by Shell Petroleum Development Company in Burutu local government area of Delta state was blown-up on Wednesday, November 9.

Communities around Ogulagha Kingdom have reportedly suffered the effect of the oil spill.

A military source who spoke on the condition of anonymity said the technical team from Shell battled the oil spill for two days trying to curtail the spread of crude oil. Militant group, the Niger Delta Avengers claimed responsibility for the attack in a statement.

The spokesman for Avengers, Mudoch Agbinibo, in a series of tweets via his twitter handle, @agbiniboND, on Wednesday, November 9, said the attack was to warn oil companies in the Niger Delta region from carrying out repair works on any damaged line. Meanwhile, Militants terrorising River state have accepted amnesty and surrendered their weapons. The militants who accepted amnesty gave up their guns to the state government on Tuesday, November 15.

Governor Nyesom Wike who extended amnesty to the militants said those that refused have now been declared enemies of and called on security operatives to go after them. *Naij.com* [Read more and watch video](#)

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

CANADA: QUEBEC SHIPYARD PITCHES LIBERALS ON OIL-SPILL VESSEL AFTER TRUDEAU ANNOUNCES \$1.5B TO PROTECT COASTLINES

November 11 - A Quebec shipyard is offering the federal government a new vessel that is almost ready to be launched, hoping to capitalize on the Liberals' plan to boost Canada's ability to respond to maritime oil spills. Lévis, Que.-based Davie Shipbuilding has pitched Ottawa before on similar proposals, but is hoping Prime Minister Justin Trudeau's recent commitment to provide a rapid response to oil spills in Canadian waters might mean renewed interest.

This week, Trudeau said his government would spend \$1.5 billion on a marine safety system to protect the coastlines from fuel spills from tankers and other sources. That plan would include regulatory changes, charting key areas of the coastline and providing the Canadian Coast Guard with new equipment. *National Post* [Read more](#)

CANADA: TUG THAT SPILLED 110K LITRES OF FUEL LIFTED FROM SEA FLOOR NEAR BELLA BELLA

November 14 - The sunken tug that contaminated the waters of British Columbia's Central Coast with more than 100,000 litres of fuel was raised from the sea floor Monday. The Nathan E. Stewart ran aground and sank 32 days ago west of Bella Bella, highlighting concerns about oil spill response capacity at a time when hotly-debated proposed pipelines may increase tanker traffic on the West Coast. *CBC News* [Read more](#)

News reports from around the world (continued)

CANADA: FINAL REPORT REVEALS CAUSE OF SASK. HUSKY OIL SPILL

November 17 - Husky Energy has released its final report into the cause of this summer's massive oil spill that saw more than 225,000 litres of oil and solvent slip into the North Saskatchewan River.

The company's report concludes the pipe broke as a result of movement in the ground, describing what happened as a sudden, one-time event. *650 CKOM* [Read more](#)

CANADA: TSB FINDS 'ABSENCE OF THERMAL PROTECTION' IN FLAMMABLE LIQUID TANK CAR CONTRIBUTED TO FIRE AFTER SASKATCHEWAN FREIGHT TRAIN DERAILMENT

November 18 - Transportation Safety Board of Canada is warning of a "continued risk" of flammable liquid spills, when tank cars derail, if new standards recommended in 2014 are not "fully implemented in a timely manner."

TSB released Wednesday a report into an investigation into freight train derailment Oct. 7, 2014 near Clair, Sask.

A Canadian National Railway train – with three locomotives, 40 loaded cars, 53 empty cars and seven residue tank cars – was proceeding west from Winnipeg to Edmonton. At about 11:35 that morning, a total of 26 cars – including six with dangerous goods – derailed. There were no injuries.

Of the six cars with dangerous goods, two had sodium hydroxide solution, two had hydrochloric acid, and two had petroleum distillates. No sodium hydroxide or hydrochloric acid was released, but both petroleum distillates tankers ruptured and the contents burned. *Canadian Underwriter* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

FRANCE: MARITIME POLLUTION TRAINING IN MAINLAND AND OVERSEAS FRANCE

November 15 - During October, Cedre and the French Center of studies and expertise on the risks, the environment, the mobility and the planning jointly ran a number of training courses and exercises as part of the ongoing national maritime pollution preparedness effort: on 4th and 5th in the Manche area, from 18th to 20th in Corsica and from 25th to 27th in Fort-deFrance, Martinique. In total, over 80 people benefited from these theory and practical training sessions. *Cedre Newsletter* [Read more](#)

GREECE: BACKGROUNDER: THE TRAGEDY OF GREEK TANKER IRENES SERENADE

November 13 - At the Navarino Bay in the southwestern Peloponnese, lies on the bottom of the sea the shipwreck of the Greek tanker Irenes Serenade, which caused one of the major oil spill accidents in Greek waters, ranking within the top 10 in the world.

The Greek tanker Irenes Serenade loaded with a cargo of 102,660 tonnes of Iraqi crude oil left from Syria with destination the port of Trieste in northeastern Italy.

As the port of Pylos is a common place for tankers to refuel, the tanker stopped in Navarino Bay. On Feb. 23, 1980, whilst at anchor at the bunkering location, explosions in the forecastle erupted and set the cargo alight.

After the blast, the captain ordered the second officer to gather the whole crew in the stern of the boat. As he was counting, he realized that two members were missing, who were at the bow of the tanker.

Defying the danger, a local fisherman, Velissarios Karavias, who saw the explosion from the harbor of Pylos, approached the tanker with his boat to save the lives of the seamen. All but two crew members were rescued.

An oil slick two miles long by half a mile wide spread from the vessel and both the tanker and the surrounding water burned for 14 hours until the following morning when the tanker sank off Pylos harbor in 47 meters' depth.

It was estimated that almost 80,000 tonnes were lost into the sea (35,000 tonnes spewed out into the sea, 40,000 tonnes being burnt and 25,000 tonnes having evaporated).

For the first six weeks after the incident, 17 vessels and 400 people worked to clean up. A small Coast Guard team remained to deal with the small amounts of oil still being released into the bay.

Due to the continuous seepage of oil from the wreck, the Greek government decided to use explosives on the wreck to liberate trapped oil a year after the incident. Contamination of shorelines was negligible.

More details about the wreckage are expected to be revealed as Xinhua News Agency is going to produce an underwater VR video in the site in collaboration with Greece's Ephorate of Underwater Antiquities.

Shanghai Daily [Read more](#)

HONDURAS ACCEDES TO KEY POLLUTION PREVENTION TREATIES



November 16 - Honduras has acceded to two important IMO instruments covering the prevention of pollution from ships – MARPOL Annex VI, which deals with prevention of air pollution from ships and energy efficiency, and the international treaty on oil pollution preparedness, response and cooperation (OPRC).

Honduras has also acceded to the International Mobile Satellite Organization (IMSO) Convention. IMO Secretary-General Kitack Lim received H. E. Mr. Ivan Romero-Martinez, Ambassador of Honduras to the United Kingdom (pictured, right), and Mr. Roberto E. Cardona, General Director of Merchant Marine (pictured, left), who deposited the instruments of accession, at IMO Headquarters, London (16 November).

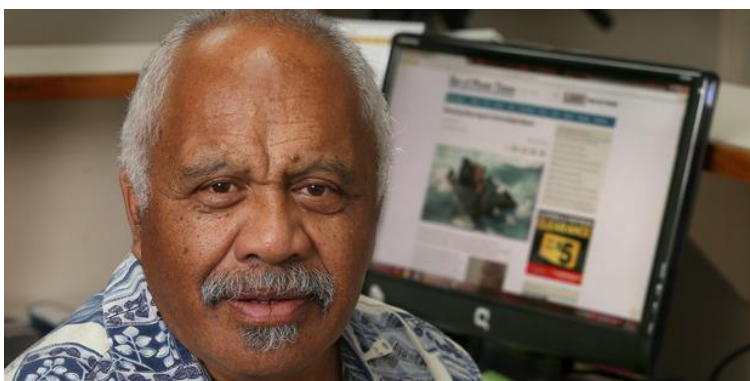
IMO <http://www.imo.org/EN/Pages/Default.aspx>

NEW ZEALAND: MARITIME BILL MOVES TO INCREASE COMPENSATION LIMITS FOR OIL SPILLS

Photo: Ngai Te Hapu of Motiti Island spokesman Buddy Mikaere is calling for the legal liability limits for all shipping companies to be lifted.

November 15 - The Government is moving to increase the legal liability for marine companies responsible for a major oil spill from a tanker.

Transport Minister Simon Bridges introduced the Maritime Transport Amendment Bill to Parliament last week but the first reading was yet to be heard. Mr Bridges said the bill was not a direct result of the Bay's Rena oil spill disaster, but it was really "good housekeeping" to make the changes given international developments in respect to these matters.



These included amendments to the Supplementary Fund Protocol, which would help protect the coastline by increasing the legal liability limits for oil tanker companies in the event of a major oil spill, he said. The protocol is part of the International Oil Pollution Compensation Funds, and New Zealand is a party of one of these funds. *Bay of Plenty Times* [Read more](#)

PAKISTAN: BARRACUDA-VII EXERCISES TO DEAL WITH OIL SPILLS KICK OFF IN KARACHI



November 15 - The Barracuda-VII exercises, which are organized by Pakistan Maritime Security Agency under the guidance of Pakistan Navy have started on Monday and will continue till Thursday.

Marine Pollution like major oil spills is catastrophic for marine environment including ports, harbors and Exclusive Economic Zone (EEZ) thus requiring collective response by all stake holders. After the catastrophic incident of MV Tasman Spirit, a Greek registered oil tanker ran aground on July 28, 2003 near Karachi.

After that disaster, a need was strongly felt to formulate a comprehensive Anti Pollution Plan. Subsequently, the National Marine

News reports from around the world (continued)

Disaster Contingency Plan (NMDCP) was prepared and promulgated by government of Pakistan in 2007 with Pakistan Navy and Pakistan Maritime Security Agency given the lead role. *DailyTimes.com.pk* [Read more](#)

PERU: AMAZON INDIGENOUS BLOCK PERU RIVER TRAFFIC TO PROTEST OIL SPILL

November 14 - Communities from seven Indigenous federations in the region of Loreto, northwest of Peru, continue their blockade of the the Marañon River, a main transportation route.

The protest on vessels has which started at the beginning of September looks to force the national government to negotiate a series of demands from the communities, including the end of contamination and oil spills in the area and a fair share of profits for the communities in the area.

On Sunday, the Indigenous leaders of the communities known as Apus reached an agreement with the government to enter into dialogue with either President Pedro Pablo Kuczynski or Prime Minister Fernando Zavala. In a letter addressed to the prime minister, the Apus stated, "we are carrying forward a just struggle to peacefully push a platform of fair social development that guarantees the right to a safe environment and water that sustains our people."

The latest oil spill took place on Saturday in the district of Urarinas, although the amount spilled and the damage to the area has not yet been estimated.

The state company in charge of the broken pipe, Petroperu, said third parties are purposely causing the spills, and issued a press release demanding "the people who are causing the spills to stop because you are putting the health of people in the area at risk as well as affecting the surrounding environment."

The government has already launched an operation to clean up the contamination. *Telesur* [Read more](#)

UK: MARINER PROJECT STEERING COMMITTEE MEETING IN CARDIFF

November 15 - The two-year MARINER project is funded by the European Union civil protection mechanism. Launched in early 2016 (Cedre Newsletter 243), it is coordinated by CETMAR. This project also involves partners in Spain - INTECMAR and University of Vigo -, Portugal - Action Modulers and CIIMAR -, England - PHE - and France - Cedre. On 19th October, PHE hosted the second steering committee meeting at its premises in Cardiff, gathering all the project partners to review the work carried out since the project launch and to organise the programme for the coming months. The following day, a meeting was held on the development of training materials and modelling tools. The first deliverables are due to be available soon at mariner-project.eu. *Cedre Newsletter* [Read more](#)

USA: ARLINGTON AWARDED OVER \$45K FOR 2013 OIL SPILL RESTORATION

November 11 - The Town of Arlington has been awarded state funding for restoration projects following the 2013 oil spill in the Upper Mystic River, the town announced Friday. *Arlington Patch* [Read more](#)

USA: THE BATTLE TO PRESERVE THE MIDWAY ISLANDS

November 13 - The Battle of Midway was a decisive naval battle in the Pacific Theater of World War II. Now, over 70 years later, it lies at the heart of a conflict between environmental protection and the preservation of revered naval history.

James M. D'Angelo, Chairman and Founder of the International Midway Memorial Foundation (IMMF) encouraged Congress to pass legislation that designated the Midway Islands as a National Memorial in 1999.

However, Midway's three islets are surrounded coral reefs and home to the biggest colony of Laysan albatrosses on Earth. The birds mate for life, nesting and raising their young on Midway. Other endangered species of albatross, seal and turtle also visit Midway. The U.S. Navy turned over the jurisdiction of the Midway Islands to the U.S. Fish and Wildlife Service (USFWS) in 1996.

D'Angelo is calling for the USFWS's jurisdiction over Midway to be altered. He proposes a bill modelled on legislation that was passed by Congress to save and preserve the Presidio in San Francisco that was passed in 1996. This bill created a policy of joint jurisdiction over the Presidio with the private sector having 85 percent of the land under its jurisdiction and the National Park Service having 15 percent of the land along the coast under its jurisdiction. Since 2012, the Presidio is on a sound financial footing, says D'Angelo. "The Fish and Wildlife Service has every right and obligation to protect the wildlife, but they also have an obligation to protect the historic sites and the meaning of Midway," says D'Angelo, *The Maritime Executive* [To properly understand the issues involved read the whole article](#)

People in the news

INTERTANKO COUNCIL RE-ELECTS DR. NIKOLAS TSAKOS AS CHAIRMAN



Dr. Nikolas Tsakos of Tsakos Energy Navigation Ltd was re-elected with acclaim for two further years by the INTERTANKO Council who met this week in London.

The Council members benefited from an excellent dialogue with the IMO Secretary General, Mr. Kitack Lim, as well as the Rt. Hon John Hayes CBE, Minister of State (Department for Transport). *The Maritime Executive* [Read more](#)

Intertanko is an Industry Partner of ISCO. We congratulate Dr Tsakos on his re-election

ISCO News

HON. FELLOW OF ISCO, DR. WIERD KOOPS TO RETIRE NEXT MONTH

November 18 – Your editor is grateful to Simone Luijendijk, Managing Director at ASCC B.V. for writing to pass on this news – “Dr Wierd Koops is retiring as of 1 December this year. Please find below a summary of his achievements and the event we organised last Wednesday”. Simone wrote -

“Last Wednesday we held a symposium organised by the Spill Response Group Holland (SRGH) and NHL University of Applied Sciences (NHL). We combined this with the retirement of Dr Wierd Koops, professor at the NHL and chairman of the SRGH.

Dr Koops has played an important role for over 40 years in combating oil and chemical emergencies on the water. The last 10 years he has been associated with the SRGH as chairman and as of December 1, 2008 at the NHL as professor Maritime, Marine, Environment and Safety Management. Dr Koops played an important role, national and internationally in the prevention, preparation, response and evaluation of oil and chemical disasters on the water. He has been involved in many incidents with ships all over the world and has broad experience in international projects (Helcom, Bonn Agreement, Barcelona Convention, IMO and EU).



Dr Koops has executed and managed a number of projects, including: Chairman of the Bonn Agreement Ad Hoc Working Group On Operational Technical and Scientific Questions Concerning Counter pollution Activities; Management of the ACPH - European Commission DG XI EC taskforce as EC expert in major European oil and chemical spills ; Chairman, Spill Response Group Holland (SRGH) ; Member steering committee Interspill exhibition/conference; Member of delegation of the International at the HNS Accreditation Correspondence Group Spill Control Organization (ISCO).

He published many articles/papers and books but his main achievement are the two handbooks that can be viewed on the internet or ordered on paper: [The Oil Spill Response Manual and Chemical Spill Response Manual](#) .

Because of his long experience, passion, and special interest in oil & chemical spill response we felt his retirement could not pass unnoticed. We combined a symposium (very successful) with lectures from the Ministry of Infrastructure and the Environment (RWS), the Port of Rotterdam, and workshops about challenges in oil response on the Waddensea, a practical approach towards spill response, and an interactive session decision making in oil spill response options. Dr Koops, accompanied by his family, gave us his last lecture and delegates from the Ministry of Infrastructure and the Environment, SRGH and NHL looked back at his career with memorable words and images. Have a look at the impression on the website of the SRGH of the [event](#). Although Dr Koops says he will retire as of 1 December 2016, we wonder if he can keep his promise. We wish him and his family a very bright and happy future! The Spill Response Group Holland”.

ISCO Secretary, John McMurtrie writes – “The award of Honorary Fellowship of ISCO was in recognition of the valuable contribution he has made to our community and the support he has given to ISCO. It was a privilege to have known Wierd but, like Simone, I can’t really believe that he will be ready to completely retire. I feel sure our paths will cross again and shall hope to see him again at future gatherings.

ISCO Members will be aware that both of his manuals – oil spill response and chemical spill response – can be viewed and downloaded in the relevant sections of the ISCO website Members’ Area

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 6

Glossary of observation terms

Sheens



How to tell the difference between petroleum spills and natural oil sheens -

Poke the sheen with a stick; if the sheen swirls back together immediately, it's petroleum.

If the sheen breaks apart and does not flow back together, photo (left) it is of bacteria degraded vegetable matter or other natural source.

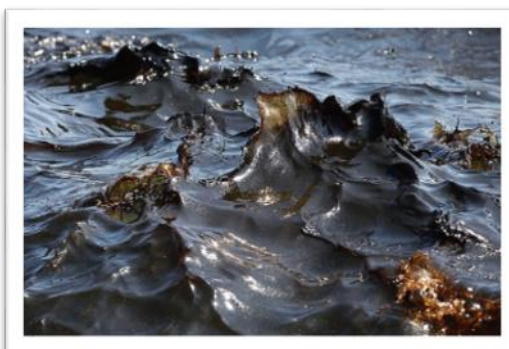
This is more commonly found with inland spills.

Black oil:

A black or very dark brown-colored layer of oil.

Depending on the quantity spilled, oil tends to quickly spread out over the water surface to a thickness of about one millimeter.

However, from the air it is impossible to tell how thick a black oil layer is.



Convergence lines



A line on the surface of the water that can collect floating objects and oil often caused by the convergence of two bodies of water with different temperatures and/or salinities.

Unlike "windrows" and "streamers," commonly not associated with wind.

Convergence zones are normally associated with the interface between differing water masses, or with the effects of tidal and depth changes that cause currents to converge due to density differences or due to large bathymetric changes.

Such zones may be several kilometers in length, and consist of dark or emulsified oil and heavy debris surrounded by sheens. Convergences are very common occurrences in the marine environment.

Mousse

A water-in-oil emulsification. It has gained the name Chocolate mousse because of its appearance. It can range in colour from dark brown to almost red or tan and typically has a "thickened" or "pudding-like" consistency compared to freshly spilled oil. The incorporation of up to 80% water into the oil will cause the apparent volume of a given quantity of oil to increase four times.

Special feature (continued)

There are two types of emulsions:



1. A stable emulsion of oil and water will remain emulsified until either an emulsion breaking chemical or heat is used to break the water out of the oil.

In the first case the chemical will be in the water phase which means that the water is contaminated.

The emulsion can be heated in some sort of tank in which case the water will just be water.

2. Unstable emulsions usually need a calm area to allow the water to separate naturally.

The photo (right) shows that the oil emulsified as it came to the surface from the well. In the calm area inside the boom the oil has changed colour from orange to black in the boom apex as the water separated.

There is no way of telling whether an emulsion is stable or unstable by just looking at its colour.

The rule of thumb is; if the crude oil has more than 0.5% asphaltene content then there is a good chance the oil will emulsify with agitation from wind and waves.

So we should be prepared for a massive change in viscosity and volume (skimmers / storage space) if there is more than 0.5% asphaltene content.



Patches



An oil configuration or “structure” that reflects a broad range of shapes and dimensions.

Numerous “tarballs” could combine to form a “patch”; oil of various colors and consistency could form a patch or single layer 10's of cm to 10's or even 100's of meters in diameter; and a large patch of dark or rainbow oil could have patches of emulsion in it.

Patches of oily debris, barely able to float often with sediment or plants in them.



Pancakes:

Isolated large patches of roughly circular-shaped oil that range in size from a few feet across to hundreds of yards in diameter are called pancakes or tarmats.

Sheen may or may not be present.

Acknowledgement of borrowed photos and other material in this article – Over a period of years Mark has compiled an extensive repertoire of material for training purposes, some of which has been replicated in this article. As the original sources cannot all be recalled, he apologises for not being able to acknowledge individual sources but does wish to record his gratitude to those who have helped him.

To be continued

SJON HUISMAN WRITES TO COMMENT ON MARK FRANCIS' ARTICLE – OIL VOLUMES AT SEA

"I like to thank Mark for his article series in the past few ISCO letters.

Some sources could well be mentioned because readers could find additional information there. When it comes to the BONN AGREEMENT OIL APPEARANCE CODE reference should be made to the BONN AGREEMENT web-site for details.

One will find the reports but also the PHOTO ATLAS that was produced by France, with support from BONN contracting parties. Also Alun Lewis, Per Daling and others contributed to this development of the new code.

However, the most important issue is shared by Mark: how to assess oil volumes at sea, which is not an easy task.

It needs quite some training for Remote Sensing Operators to accurately calculate volumes. In practice we have come across many mistakes, simple faults in the reporting sheets. For instance, the total coverage is 100%, but we have noted percentages up to 120.

Also, in the training on the BA-OAC, Alun Lewis recommended to redo the calculations when back on base and use a graph paper to improve the calculation. The reason is that when in the highest code a difference of a few percent in coverage can make a huge difference in the volume.

An operator should also have a basic nautical back-ground to understand shipping. A small wooden fishing vessel can't discharge 400 tons of fuel oil.

We have struggled with the code 4, the discontinuous true color. One of the explanations was that a layer of oil is thinner on the wave top and thicker in the wave trough.

Assessing the oil volumes of slicks at sea - The previous Bonn Oil color resulted after calculating, pretty much in the same way as Mark very well describes, in one figure. Often we received complains that we exactly mentioned the number of liters spilled at sea. This obviously was not the case, but as it was one figure, the suggestion was easily made.

When we take into consideration all variables e.g. length and width of a slick that is drifting and influenced by wind forming a kind of polygon with many corners, one may understand that the accuracy of the estimation might be doubted. Then the operator is estimating the percentage of the area covered as almost no slick is homogenous throughout.

Next step is deciding what color, called appearance now, is represented by what percentage.

Taking into account all these steps, with external influences, the angle of view, sunshine or cloudy weather, lead to a the conclusion that we make a best guess as accurate as possible.

For prosecution against a suspected polluter the lower figure of the BA-OAC is used and in order to define sufficient pollution response assets, the upper figure is used in the calculation.

Again it is mentioned that in the case of an incident e.g. the PRESTIGE oil pollution, when response vessels encountered layers of up to one meter, the BA-OAC would fail. Impossible to assess the volume of such a slick.

Sensor support - In the early days of maritime surveillance flights we used a sea chart, a stopwatch and instruments of the aircraft to assess the length and width of a slick or trail. We noticed the vessel if still attached to the slick or trail and guessed the type of oil, concluding the volume. At the same time we decided if response was required.

Industry developed the Side Looking Airborne Radar and with the introduction of further computer technics the operator could assess length and width with better support of the sensor.

UltraViolet and InfraRed line scanner, with integrated Radio Altimeter provided even more details. When overflying the slick the scanner with markers for dimensions gave details we never had before.

However, the eye-ball Mk1 was still required to recognize the colors. Sheen, blue, rainbow, brown and black and anything in between to calculate the volume. Using the coverage in percentages helped.

Adoption by BONN and HELCOM countries of the one reporting format and method to assess oil volumes was very useful, because we could exchange data and compare results. Even Comparison Exercises for aircrew were organized, in which we discharged a known quantity of oil for the crew to make their calculations, assuming all crew were close to the known quantity. Well, NOT AT ALL.

It was then that Alun Lewis introduced the after-flight-recalculation using the graph paper.

The revision of the Color Code into the new BONN AGREEMENT OIL APPEARANCE CODE was the result of a desk study, laboratory tests, small scale outdoor tests, larger tests at sea with discharges of relatively large volumes of oil.

BONN and HELCOM authorities urge their aircrew to train and accurately apply the methodology to assess volumes.

Correspondence (continued)

Court case – In The Netherlands we once had to go to High Court, as the polluter had gone into appeal, in Amsterdam. The observer in the aircraft had to give a statement about what he had detected and observed and calculated.

The lawyer representing the polluting vessel has a high reputation (status), a high position in the ranking in NL if you like. He turned to the observer and asked if he had correctly understood that the observer uses a color code in assessing the volume. “That is correct”, was the response. The lawyer then asked the observer if he was color blind. The observer replied: “I know who you are and I don’t doubt your quality as a lawyer, don’t you doubt mine as the operator”.

Sjon Huisman, Senior Advisor Response Organisation, The Netherlands. Over 2500 hours in a remote sensing aircraft

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

AMSA Aboard	News from the Australian Maritime Safety Authority	August 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	October 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	November 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 3, 2016
IMO Publishing News	New and forthcoming IMO publications	October 2016
Intertanko Weekly News	International news for the oil tanker community	November 18, 2016
JOIFF “The Catalyst”	Int’l Organisation for Industrial Hazard Management	October 2016 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	October 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	October 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	November 16 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	Sept 16-30, 2016
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	Feb 29, 2016 issue
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	July 2016 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	November 1, 2016
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2016 issue
WMU Newsletter	News from the World Maritime University	July 2016 issue

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

Events

UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
AZERBAIJAN	Nov. 21-22	4th Conf. & Exhib’n Offshore and Onshore Oil Spills	Baku
KENYA	December 4	3rd Session of UN Environment Assembly (UNEA-3)	Nairobi
UK	December 7-8	19th Annual Salvage & Wreck Removal Conference	London
CHINA	December 8-9	5th Oil Spill Response Workshop Conf. & Exhibition	Beijing
IRELAND	December 9	ISAA Meeting and Christmas Luncheon	Dublin
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	RECISO 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)

CLEAN GULF LAUNCHES COMPANION EVENT, CLEAN WATERWAYS, IN 2017

A new event serving the spill prevention and response industry for inland river systems - Following in the footsteps of 25 successful years with CLEAN GULF, we are excited to announce the first CLEAN WATERWAYS event. The inaugural event will take place June 27-28, 2017, in Louisville, KY, and will rotate annually amongst several major river cities. CLEAN WATERWAYS is the only conference focused on the inland river systems that will bring together stakeholders from industry, government, and emergency planning and response to discuss best practices and lessons-learned in spill prevention and response.

The goal of [CLEAN WATERWAYS](#) is to serve the spill response industry by hosting a forum that facilitates an open exchange of ideas, case studies and best practices for stakeholders from industry, government, environmental, emergency planning and response industries throughout maritime, facilities, rail and pipeline. Further, it will focus on improving working relationships between industry and agencies prior to an incident occurring.

Anyone involved in spill prevention and response along inland river systems will benefit from attending [CLEAN WATERWAYS](#). The conference will consist of two tracks that cover all spill prevention and response issues along inland rivers, including those faced by facilities, pipeline, rail, and barges/tankers. If you're a company that provides solutions or technologies when working to prevent, prepare or respond to an emergency on inland rivers, we offer table top displays and sponsorships you can benefit from.

How to participate in CLEAN WATERWAYS 2017:

Contact [Cassie Davie](#) for speaking opportunities at 713-343-1891

Contact [Anastasia Bisson](#) for table top/sponsorship opportunities at 713-343-1886

Contact [Carey Buchholtz](#) for media/association partnerships at 713-343-1878

Sign up for email updates on CLEAN WATERWAYS:

If you'd like to receive email updates on registration and sponsorship opportunities for CLEAN WATERWAYS, [click here](#). Registration will open in January 2017.

Company news

NATIONAL RESPONSE CORPORATION (NRC) ACQUIRES BOOM TECHNOLOGY, INC. (BOOM-TECH)

November 9 - National Response Corporation has acquired Boom Technology, Inc. (Boom-Tech), of Gorham, ME effective Monday, November 7th, 2016. Boom-Tech has been a valued contractor to NRC for many years providing support for a variety of environmental, industrial, and marine projects as well as large-scale responses as a member of NRC's Independent Contractor Network (ICN). More info: www.nrcc.com

DESMI AND FALCK ANNOUNCES A STRATEGIC ALLIANCE

November 15 - The Strategic alliance is formed to offer Emergency Response Packages within Oil Spill Response, including 24/7 Call Center, Firefighting, Emergency services and Training.

In addition to the existing ongoing business of both companies Falck will deliver the Response, Firefighting, 24/7 Call Center and Training portion while DESMI Ro-Clean A/S will continue to deliver their well-known proven technology within Oil Spill Response equipment. *The Maritime Executive* [Read more](#)

POLYECO GROUP WINS WINTERSHALL PROJECT

November 1 - Polyeco Group has been awarded and started its first Oil Spill Response project in the UAE Region. The project includes the provision on rental basis of marine oil spill response equipment, training and maintenance for Wintershall's drilling and well testing operations on the SH-6 Appraisal Well in Abu Dhabi. [Read more](#)

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