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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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 Psaraftis** (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 Sardessai** (USA).

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

INTERNATIONAL DIRECTORY

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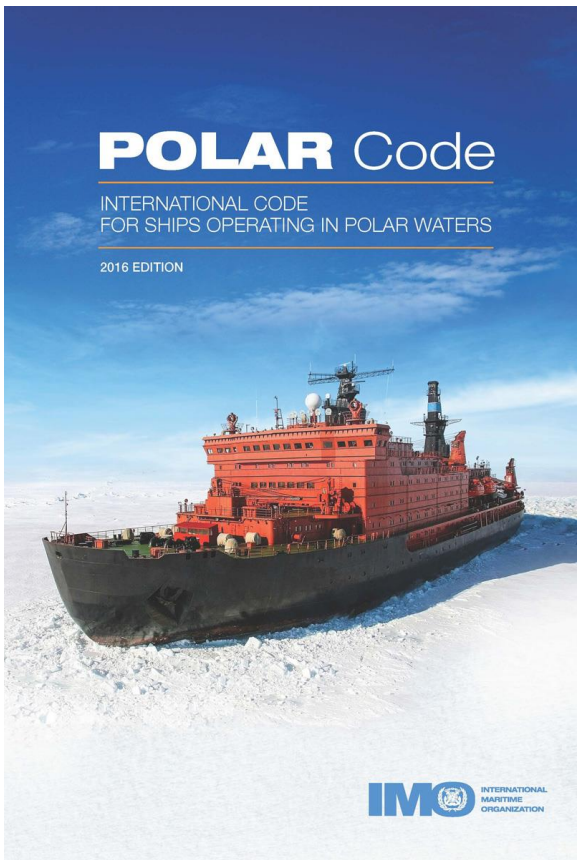
International news

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

IOSC 2017
International Oil Spill Conference

MILESTONE FOR POLAR PROTECTION AS COMPREHENSIVE NEW SHIP REGULATIONS COME INTO FORCE



January 1 - With more and more ships navigating in polar waters, IMO has moved to address international concern about the protection of the polar environment and the safety of seafarers and passengers with the introduction of new regulations that all ships operating in these harsh and challenging waters must comply with.

The mandatory Polar Code, for ships operating in Arctic and Antarctic waters, enters into force on 1 January 2017, marking a historic milestone in the work of the International Maritime Organization (IMO) to address this key issue.

Its requirements, which were specifically tailored for the polar environments, go above and beyond those of existing IMO conventions such as MARPOL and SOLAS, which are applicable globally and will still apply to shipping in polar waters. *IMO* Read more Related report in gCaptain

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International news (continued)

NEW AGREEMENT ON INTERIM PAYMENTS SIGNED BY IOPC FUNDS AND THE P&I CLUBS

January 3 - On 21 December 2016, the Director and the Chairman of the International Group of P&I Associations, Mr Hugo Wynn-Williams, signed the Agreement on standard terms relating to interim payments.

The Agreement, which was approved by the 1992 Fund and Supplementary Fund Assemblies in October 2016, included an appendix containing a template of terms and conditions which would apply on a case-by-case basis and have to be approved by the 1992 Fund Executive Committee.

Further information regarding the Agreement can be found here. The Director stated that he was delighted that an agreement had been reached with the P&I Clubs and looked forward to continuing the close cooperation that the Funds and the Clubs have enjoyed for the benefit of victims of oil spills.

NEXT ISCO AGM WILL BE HELD DURING IOPC 2017

Long Beach, California, May 15-18. More info will follow later.

Incident reports

SINGAPORE AND MALAYSIA: CONTAINER VESSELS COLLIDE, CAUSE OIL SPILL

January 4 - Nearly 300 tonnes of oil spilled into the narrow strait separating Singapore and Malaysia after a collision between two container vessels, the Singapore Marine Port Authority (MPA) said on Wednesday.

There were no reports of injuries and 12 boats had been sent to clean up the mid-sized oil spill, the MPA said in a statement.

"Traffic in the East Johor Straits and Singapore's port operations remains unaffected," it said. The spill had been contained off the western side of Singapore's Pulau Ubin island.

The spill was caused by damage to the fuel tank of the container vessel APL Denver when it collided with the WAN HAI 301 off Pasir Gudang Port in Johor, Malaysia late on Tuesday. *Bangkok Post* Read more

More Reports and Updates –

January 4 - Johor oil spill: Most of oil drifted into Singapore waters [VIDEO] *New Straits Times*
January 4 - Bunker Spill After Containerships Collide in East Johor Straits Near Singapore *gCaptain*
January 4 - Container Ship Collision off Malaysia *Maritime Executive*
January 5 - Oil spill affects fish farms near Pulau Ubin *The Straits Times*
January 5 - Malaysia: Shipowners to Pay Bond for Spill Cleanup *The Maritime Executive*
January 5 - Part of Changi Beach temporarily closed due to oil spill *Channel News Asia*
January 6 - Big cleanup of Singapore's north-eastern coast after oil spill *Straits Times*
January 6 - Oil Spill Response Continues in Singapore After Containerships Collide *gCaptain*
January 6 – Big clean-up of N-E Coast after Oil Spill *Asia One News*

Incident reports from around the world (continued)

FRANCE: SUNKEN MAERSK SUPPLY VESSELS LOCATED OFF COAST

Photo: The Maersk Supply vessel Maersk Shipper. File photo: Maersk Supply Service

January 4 - A search team has located the wrecks of two Maersk Supply Service vessels which sank during a tow to a Turkish scrapyard late last month.

The vessels are believed to be leaking some pollutants into the environment. The company has been given until the end of the month to report back on a plan for the vessels.

French officials said Wednesday that the hulls of the former Maersk Searcher and Maersk Shipper were located near the area where they sank on December 22 off the island of Sein.

Observation flights by the French Navy and customs agency have observed a consistent sheen in the vicinity of the vessels, which are located several miles away from each other.

According to France's Maritime Prefect an investigation has showed that each hull holds an average of 100 cubic meters of oil residue, which poses a threat to the environment. *gCaptain* Read more

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AUSTRALIA: CLEAN UP OF BUNKER SPILL FROM SYDNEY HARBOUR TERMINAL "ADVANCING"

January 4 - The NSW Environment Protection Authority (EPA) Wednesday said the clean up of a bunker fuel leak from the Viva Energy oil terminal into Sydney Harbour at Gore Bay, Greenwich is "advancing," with oil in harbour now noted to be contained.

EPA says it was alerted on December 30 of a leak of HFO from the Viva Energy oil terminal.

"A majority of the spill was contained but the EPA understands that 150 litres reached the harbour. The amount will be quantified as part of the EPA's investigation," explained the organisation. *Ship & Bunker* Read more

January 7 - Oil spill at Viva Energy depot in Sydney Harbour has Greenwich residents concerned - A spill of heavy fuel oil in Sydney Harbour has raised fresh concerns from local residents about the safety of Australia's oldest storage depot.

A pipeline from a tank at the Viva Energy site in Greenwich ruptured on December 30, spilling "a few hundred litres" of marine fuel into the harbour and a similar amount on land, Nick Adams, the company's regional manager, said. *Sydney Morning Herald* Read more {Thanks to Don Johnston of ISCO Industry Partner, DG & hazmat Group]

INDONESIA: FUEL TANKER SINKS IN OBI WATERS

December 30 - The Tunggal Putri 03 vessel carrying fuel sank in Obi Island waters, Halmahera on Thursday, December 29, 2016. Based on information gathered by Tempo, the vessel with four crews departed from Kupal Village at 6:00 PM East Indonesia Time to Obi Kawaci Village.

North Maluku Disaster Mitigation Agency head Ridwan Sama said that his institution received the report in the next morning as the vessel failed to reach its destination. Ridwan explained that the vessel could have been smashed by a three-meter wave in Obi water *Tempo.co* Read more [Thanks to Don Johnston of ISCO Industry Partner, DG &Hazmat Group]

USA: BARGE SPILLS 500 GALLONS OF DIESEL INTO MISSISSIPPI RIVER

January 3 - A barge spilled about 500 gallons of diesel oil into the Mississippi River during a fuel transfer at a facility in Reserve.United States Coast Guard Lt. Brian Dochtermann told NOLA.com/The Times-Picayune the spill occurred Monday evening when a fuel line burst while transferring diesel. *Kalb.com* Read more [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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

AUSTRALIA: DECEMBER 2016 ISSUE OF AMSA ABOARD REPORTS ON NATIONAL EXERCISE

December 21 - The 2016 National Plan for Maritime Environmental Emergencies (National Plan) exercise was hosted by New South Wales. Phase one dealt with a chemical incident occurring on board a container vessel at sea and a subsequent request from the vessel's master for a place of refuge in the Port of Newcastle. The operational component of this phase was conducted on board the MV Island Trader which operates a freight service between Port Macquarie and Lord Howe Island. The AMSA and Fire & Rescue New South Wales Hazardous and Noxious Substance Reconnaissance Team was deployed to the vessel, with the assistance of New South Wales Water Police and Port Macquarie Volunteer Marine Rescue. The second phase of the exercise considered the community impacts and cost recovery implications of a chemical incident in the Port of Newcastle.

Photo: Hazardous and Noxious Substance Reconnaissance Team aboard a RHIB approaches MV Island Trader during Exercise Nautical Twilight

To enhance cooperation and information-sharing on marine debris, we signed a memorandum of understanding (MOU) with Tangaroa Blue in May 2016. Tangaroa Blue is an Australian-registered charity that coordinates the Australian Marine Debris Initiative, a network of community groups and government agencies focused on reducing the amount of marine debris. While the majority of marine debris comes from land-based sources, preventing waste discharge from ships is a key focus for us in environmental protection. The first community activity undertaken as part of this MOU was a marine debris education program for school students on Thursday Island in August. We will continue to work with Tangaroa Blue on other such programs, as well as sharing publications and data on shipping traffic, relevant outcomes of IMO, and accessing the Australian Marine Debris Database to inform our implementation of the International Convention for the Prevention of Pollution From Ships (MARPOL). Link for AMSA Aboard December 2016 Issue

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CANADA RULES OUT ARCTIC DRILLING EXTENSIONS FOR EXXON AND BP AMID MORATORIUM

January 6 - The Canadian government says it won't grant extensions to exploration licenses for Exxon Mobil Corp., BP Plc and other oil firms as it prepares for consultations over the impact of an Arctic drilling moratorium.

The companies hold leases that expire over the next six years, totaling C$1.9 billion ($1.4 billion) in bids. Prime Minister Justin Trudeau and U.S. President Barack Obama announced new restrictions on Arctic oil development on Dec. 20, with Canada saying existing leases wouldn't be affected without industry input on a path forward.

In an online background document, however, Trudeau's government specifically ruled out lease extensions sought by industry before the new restrictions were put in place. Companies had expected that to be a central part of talks. *gCaptain* Read more

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NIGERIA: OGONILAND - TRADITIONAL RULERS PLEDGE TO SUPPORT MOSOP IN THE OGONI CLEAN-UP PROGRAMME

January 3 - Traditional leaders of Ogoniland have met with the President of the Movement for the Survival of the Ogoni people (MOSOP), Legborsi Saro Pyagbara, to discuss the Ogoniland clean-up programme. The Ogoniland Clean-Up Programme is a $1 billion clean-up and restoration programme of the Ogoniland region in the Niger Delta. It includes the setting up of the Hydrocarbon Pollution Remediation Project (HYPREP) to implement the recommendations made by the United Nations Environment Programme (UNEP). The traditional rulers pledged commitment to working with MOSOP on the peaceful implementation of the Ogoniland clean-up programme, calling for complete transparency in the process. *UNPO.org* Read more

News reports from around the world (continued)

RUSSIA: LAKE KARACHAY IS SO POLLUTED - SPENDING AN HOUR THERE WOULD KILL YOU

January 6 - Lake Karachay is located in the southwest Chelyabinsk region of Russia, close to the border with Kazakhstan in the Ural Mountains. Located within the Mayak Production Association, one of the largest and leakiest nuclear facilities in Russia, this lake is so tainted by radiation that it's considered the most polluted place on earth.

Mayak was kept as a secret by the Russian government until 1990. Built in the 1940s after World War II ended, it was one of the most important nuclear weapons factories in Russia. No one heard about Mayak for around 45 years, and it was inaccessible to foreigners until 1992 when President Boris Yeltsin signed a decree that opened up the area for scientists. It was immediately declared the most polluted area on the planet. *Vintage News* Read more
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group

USA: FLORIDA - LEGISLATORS SAY THEY'LL REQUIRE COMPANIES TO DISCLOSE POLLUTION SPILLS

January 3 - In the wake of the Mosaic fertilizer spill last summer, Florida legislators are drafting a law to require companies and local officials to notify the public when pollution threatens public drinking water.

The legislation, being drafted by Sen. Bill Galvano, R-Bradenton, and Rep. Kathleen Peters, R-South Pasadena, is in response to a judge's ruling on Friday that rejected an emergency rule imposed by Gov. Rick Scott in September. Scott's rule was imposed after the Florida Department of Environmental Protection and Mosaic, the world's largest phosphate company, failed to notify the public for more than three weeks that the company had dumped 215 million gallons of contaminated water into the Florida aquifer.

After DEP claimed it had no obligation to notify the public about the pollution problem unless the contamination showed up beyond the borders of the company's property, the resulting public outcry provoked the governor to order the emergency rule. The rule required the owner or operator of a facility to notify DEP, local government and the general public of the pollution event within 24 hours of the onset of the contamination. *Tampa Bay Times* Read more

ISCO news

ISCO PRESIDENT, DAVID USHER ATTENDS NO SPILLS CONFERENCE IN ACME, MICHIGAN, USA

January 5 – David Usher together with Charlie Usher and Mike Rancilio from ISCO Member, Marine Pollution Control attended the 27th Annual No Spills Conference held at the Grand Traverse Resort in Acme, Michigan. The theme for this year's conference was New and Innovative Technology for Spill Prevention & Response.

In the photos (left) Dave Usher is pictured with Rear Admiral June E Ryan, Commander 9th Coast Guard District, US Coast Guard and (right) with Jill Taylor of exhibitor PIPELINE LEAK HOUNDS, LLC. This dog is trained to detect pipeline leaks through soils using a special scent which is injected into the line. The company's web address is www.pipelineleakhounds.com

"It seems you can teach a hound to sniff out most anything" - Regular readers of the ISCO Newsletter will recall the article by Dr Ed Owens, "K9 Scat on a river spill in Canada" which appeared in Issue 558 of 31 October 2016. This described how two K9 SCAT teams were deployed by Husky Energy on a river spill to the North Saskatchewan oil spill. The dogs completed over 60 boat-based field team days of effort and surveyed more than 250 km of river bank.

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 12

Methods of Observation (continued)

Radar

Radar waves are reflected by small capillary waves on the surface of the sea and therefore, a bright image is obtained for sea water.

Oil smoothes out the capillary waves and as a result, if oil is present, the sea then it can be detected as dark area in the bright image of the sea.

Errors of interpretation may occur when the radar signal is used in sheltered locations, where it is receiving fresh water, in waters with ice, fish spawn, kelp forests.

Depending on the altitude, this sensor has the advantage of displaying a linear band of about 30 km, good for detection. Radar is used to understand the velocity of the current for the prediction of the slick.

SAR - Side-looking Aperture Radar A very sophisticated mechanism, although very expensive, which has the best resolution.

SLAR – Side Looking Airborne Radar This radar transmits and receives pulses of energy. The radar receives the return signal that was emitted, deffracted and absorbed by objects on the sea. This system has a low resolution.

The oil calms the capillary waves on the water and yields very slight reflection, so that the slick appears dark on the screen.

The system has a vision of 20 miles on each side of the aircraft, if used at its normal operating altitude of 7,000 feet. The system is used to show the maximum extent of the slick.

It is capable of operating during the day or at night and in most weather conditions, except high winds. It does not assist with the thickness of the oil.

SAR is also used with satelites as in the case of the European Remote Sensing Satelite which passes over the North Sea every 100 minutes, scanning 1000 km^2 with a process time of 6 to 8 minutes.

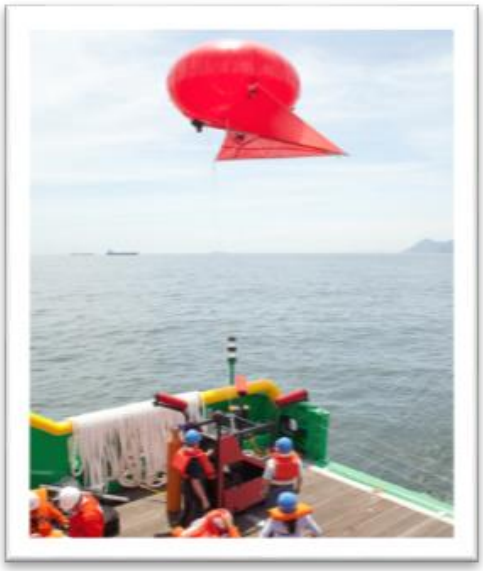
The photos show a trial done off Holland, the top photo shows the satelite image and the bottom shows the image from the Dutch Coastguard aircraft.

If you had a spill today your fine will be in the post.

Various radar system can be found for vessels which means there is competition in the market which means that the equipment will get better.

I am not going to say which one I think is the better but they are expensive so investigation into all that are available is necessary.

OceanEye™



Fixed-wing aircraft and helicopters were frequently employed in the search for oil, but those alternatives proved costly and were also unavailable at night.

In other scenarios, limitations such as fog, heavy rains or snow may make flying impractical and unsafe for the flight crew.

Valuable time may be lost preparing and filing flight plans, and sometimes flight search patterns need to be altered because the flow of oil can change directions.

Attention must also be paid to altitude, flight duration and fuel availability.

When tethered to an oil spill response vessel (OSRV), a weather-proof, helium-filled balloon carries a triple-sensor unit capable of producing high resolution day and night (EO/IR) imagery and geo-location coordinates with imbedded AIS (Automatic Identification System) overlay reception.

The balloon's sensor package locates the oil spill and transmits data wirelessly to the base unit.

With customized OverView software, the hand-held, touch-screen terminal displays daylight and infrared information for rapid response and recovery reconnaissance.

The real-time view and AIS overlay provide accurate targeting of spills, augmenting essential communication among responders.

Microwave Radiometry

This passive system measures the natural radiation of energy emitted or reflected by the environment. This device detects different emissions of microwaves.

It is useful to determine where the oil is, the equipment also gives an idea of the thickness of the oil slick. This method yields poor results in the field.

It is particularly good for measurement of the comparative thickness of the slick and the area of the surface. Therefore, it results in a good indication of the volume of the oil.

The scanning area is small so it is necessary to fly slowly, at low altitude, in order to obtain the best results.

Much more research and development is required to make this a good response tool in the field.

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 all the original sources cannot all be recalled, he apologises for not being able to acknowledge all of the individual sources but does wish to record his gratitude to those who have helped him

To be continued

Science and technology

BIODEGRADABLE NETS COULD REDUCE "GHOST GEAR"

January 2 - Fish nets that float abandoned in the ocean continue to catch fish long after they have been lost, posing a major environmental challenge. Degradable fishing nets can be part of the solution according to researchers.

Tired nets and trawls are death traps for fish and animals. World Animal Protection estimates that one-tenth of all marine contamination takes the form of fishing gear. A three-year research project will investigate how self-soluble yarn can be used in the most problematic nets fisheries in Norway.

"In the biodegradable fishing nets are used a material that is eaten by algae, fungi and bacteria in the water [sic]. It is possible to control the speed of the breakdown by changing components. In Norway, we need nets that dissolve quickly," says senior scientist Eduardo Grimaldo at SINTEF Fisheries and Aquaculture. *The Maritime Executive* Read more

Note: In this article The Maritime Executive adds "This news brief appears courtesy of Gemini / SINTEF, and may be found in its original form here". The opinions expressed herein are the author's and not necessarily those of The Maritime Executive. This entry has been created for information and planning purposes. It is not intended to be, nor should it be substituted for, legal advice, which turns on specific facts.

Contributed article

MECHANICAL RECOVERY OF CHEMICALLY TREATED OIL

Oil spill responders face many challenges during recovery operations. They often face adverse weather conditions while containing and recovering spilled oil. Additionally they may encounter oil that has been treated with low doses of chemical dispersants that has not dispersed and is floating on the surface of the water. There are claims that the presence of dispersant mixed with oil can make traditional containment and recovery less effective.

To determine whether undispersed crude oil treated at varying dispersant to oil ratios (DORs) affects mechanical containment and recovery operations, the Bureau of Safety and Environmental Enforcement (BSEE) conducted research at Ohmsett over a three week period in September 2016.

Photo: A skimmer was tested in controlled conditions to evaluate the impact dispersant mixed with crude oil has on skimmer performance.

During the first phase of the project, two oleophilic skimmers, one with a smooth drum and the other with aluminum discs, were independently tested in controlled conditions. The objective of this phase was to evaluate the impact dispersant mixed with crude oil has on skimmer performance.

Using the ASTM F2709 Standard Test Method for Determining a Measured Nameplate Recovery Rate of Stationary Oil Skimmer Systems as a guideline, comparative testing of untreated weathered crude oil and treated weathered crude oil was conducted to determine oil recovery rate (ORR) and recovery efficiency (RE). The skimmer tests were performed in a temporary tank located on the Ohmsett north deck.

Contributed article (continued)

Controlled volumes of untreated and treated weathered crude oil were placed in the tank. Each skimmer's performance was tested with a starting slick thickness of 2 inches. Performance was calculated using the diminishing slick from 2 inches to 1 inch.

"Data is currently under analysis; however, preliminary results do indicate that performance of both skimmer types was affected by the presence of dispersants in the oil," said Kristi McKinney, BSEE's project manager.

Photo: Dispersant treated oil was placed in the apex of the boom to assess the ability of a boom to contain undispersed oil

The second phase took place in the Ohmsett test basin. The objective of these tests was to compare the ability of a boom to contain crude oil and crude oil mixed with dispersant. Using ASTM F2084 Standard Guide for Collecting Containment Boom Performance Data in Controlled Environment, as a guideline, a 50-foot curtain boom was rigged to the main bridge to simulate towing at sea. Oil was preloaded into the apex of the boom which could be monitored in real time using two high definition underwater cameras. The boom was towed at incremental tow speeds to determine when first loss occurred.

"Videos from previous boom tests were studied prior to testing to try to ensure consistency as to what was considered first loss. Runs were also conducted at various speeds with the crude and dispersant treated crude to quantify and compare volume of oil lost due to entrainment," said McKinney.

"BSEE is currently analyzing the data obtained from these tests, and may conduct further skimmer and/or boom tests to collect additional data."

The ISCO Newsletter thanks OHMSETT for giving its kind permission to reprint this article. http://www.ohmsett.com/

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

AMSA Aboard	News from the Australian Maritime Safety Authority	December 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	November 2016
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	December 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	December 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 4, 2016
IMO Publlshing News	New and forthcoming IMO publications	November 2016
Intertanko Weekly News	International news for the oil tanker community	January 6, 2017
JOIFF "The Catalyst	Int'l Organisation for Industrial Hazard Management	October 2016 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	January 2017 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	December 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	January 4 2017
Safe Seas, Clean Seas	Quarterly Newsletter from Maritime New Zealand	December 2016 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	November16-30, 2016
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	December 2016 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	January 1, 2017
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2016 issue
WMU Newsletter	News from the World Maritime University	December 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

USA: OHMSETT - OIL SPILL RESPONSE STRATEGIES & TACTICS TRAINING

Ohmsett is the premier training site for spill response personnel. From the private sector to government agencies and industry, Ohmsett has been awarded the responsibility of training the best of the best.

Ohmsett's training facility includes a 20-25 seat classroom with state-of-the-art audio-visual equipment. Following classroom instruction, students get hands-on training in the tank. There they practice recovering oil, using real equipment under conditions that simulate an actual oil spill. They can then review their oil recovery efficiencies and critique their videotaped performances.

Training sessions can be configured to meet your specific needs. Hands-on training sessions are available with or without classroom instruction, and can accommodate up to 40 students. Tank training can be conducted using your own equipment. Contact us to design a class for you!

View upcoming training course schedule

OSRL: TRAINING COURSE DIRECTORY 2017 NOW AVAILABLE

View the OSRL 2017 Training Course Directory for an overview of training services, including customised training, e-learning and published courses. Find out what's on in your region and view the course calendar that's right for you.

Link for downloading 2017 Training Course Directory

Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
KUWAIT	January 10-12	Kuwait 2nd Oil Spill Conference	Kuwait
UK	January 16=20	IMO PPR Sub-Committee Meeting	London
SWEDEN	January 18	Workshop - HELCOM Response Exercise Plan	Stockholm
JAPAN	February 2	PAJ Oil Spill Workshop 2017	Tokyo
MAURITANIA	February 7-9	GI WACAF National workshop and table-top exercise	Nouakchott
UK	March 7	UK Spill Annual Members' Meeting and Dinner	London
TUNISIA	March 14-15	Oil Spill Preparedness Workshop with OSRL	Tunis
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
USA	June 27-28	Clean Waterways	Louisville KY
CHINA	July 14	6th NOWPAP DELTA Exercise	Weihai
	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			

Company news

ISCO MEMBER, INTERNATIONAL ENVIRONMENTAL & MARINE SERVICES APPOINTS NEW DIRECTOR OF TRAINING & DEVELOPMENT

IEMS has announced the executive appointment of George Weir, MBA as Director Training and Development. George is a results driven experienced facilitator, executive coach and business developer with over 35 years of experience. His foundations were in electrical engineering and in his career to date, he has worked across multiple sectors, including Oil & Gas, Renewables, Construction, Nuclear Energy, Transport & Logistics, ICT, and Government. http://www.iems-uk.com/

Company news (continued)

ARDENT SIGNS 5-YEAR UK EMERGENCY TOWAGE VESSEL CONTRACT

Photo: The Ievoli Black is displayed with new livery that reflects its new role as the UK Maritime & Coastguard Agency (MCA)'s ETV. The MCA has signed an agreement with Ardent for emergency towage off the north and north-western coasts of Scotland. (Photo: Marnavi)

December 20 - The UK's Maritime & Coastguard Agency (MCA) has signed an agreement with Ardent for emergency towage off the north and north-western coasts of Scotland.

The Marnavi-owned 139 Bollard Pull Tonne, Ievoli Black Anchor Handling Tug Supply Vessel is due to arrive on station at Kirkwall in the Orkney Islands by 31 Dec 16, where it will relieve the current ETV Herakles.

The Ievoli Black is capable of firefighting operations, anchor handling, towing, research and underwater service Ardent previously contracted the vessel to serve under the Dutch Coastguard as ETV from 2010 to 2013. Ardent has a long-standing relationship with the MCA. In January 2015, Ardent staff refloated the grounded Hoegh Osaka in Southampton, a major salvage case handled by the MCA.

"We are proud to lead the maritime and offshore services market as an emergency preparedness and response partner," said Oliver Timofei, Ardent Director of Emergency Management. *Ardent* Read more

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NATIONAL RESPONSE CORPORATION (NRC) ANNOUNCES NEW TIER 2 OIL SPILL RESPONSE BASE SERVICING THE BAY OF CAMPECHE AREA, MEXICO

December 21 - NRC announces the establishment of its strategic Tier 2 oil spill response base in the Bay of Campeche region of Mexico. Driven by new shallow and deepwater drilling developments in Mexico, NRC's robust Tier 2 base will support NRC Exploration and Production (E&P) clients now operating in Mexico's Bay of Campeche. NRC's base is located in Paraíso, near the Port of Dos Bocas in the coastal state of Tabasco, Mexico. Partnering with Marinsa Specialized Vessels,

NRC has established its Tier 2 base as a shared services operation, providing an extensive array of equipment, stockpiled dispersant, dedicated expert personnel, incident management, consultancy and training, and our range of call-off services. Marinsa provides a range of support vessels including fast supply vessels, supply boats, utility boats, crew Boats, and pilot boats. *NRC* More info: Contact LouOBrien@nrcc.com http://nrcc.com/

PORTUGAL: OIL SPILL RESPONSE WORKBOAT PASSES TESTS

January 3 - Seismic Workboats (SWB) has tested its first workboat designed for oil spill response. In October, Portugal's National Maritime Authority in Portimão, Algarve, performed an exercise that involved testing and validation of the vessel in multiple scenarios in a marine environment. According to SWB's Filipe Duarte, the vessel "is…equipped with a controllable pitch propeller which allows us to achieve high speed and also to deliver the required bollard pull to tow oil containment booms." *Offshore Magazine* Read more

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ISCO MEMBER, AQUA-GUARD'S OIL SPILL RESPONSE EQUIPMENT RESPONDS TO MULTIPLE 2016 INTERNATIONAL OIL SPILLS

January 3 - Aqua-Guard's oil spill response equipment was paramount in responding to multiple international spills in 2016. *Aqua-Guard* Read more

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