

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 Dagleish** (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 Sardesai** (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



50 YEARS OF GOVERNMENT AND INDUSTRY WORKING TOGETHER CELEBRATED IN EXHIBITION AT IMO



January 17 - The exhibition “50 years of Government and industry working together to address the risk of oil pollution from ships” has been organized by IMO, IOPC Funds and ITOPIF, with the support of the International Chamber of Shipping (ICS), the International Group of Protection and Indemnity Associations (IGP&I), the International Petroleum Industry Environmental Conservation Association (IPIECA), the International Salvage Union (ISU), the International Spill Control Organization (ISCO) and the Oil Companies International Marine Forum (OCIMF).

A timeline from pre-1967 to the present day covers prevention – including improved safety of navigation, ship construction, training and risk reduction; preparedness and response – an area which has continued to evolve as both awareness and technology have advanced and practical experience has led to a better response to spills when they occur; and liability and compensation regimes, which have been developed to ensure that a robust system of compensation and liability for ship-source oil spills is now in place and that appropriate funding mechanisms exist to finance an immediate and efficient response and compensate those affected.

PROFESSIONAL MEMBERSHIP

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The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

You can apply for Student Membership, Associate Membership (AMISCO), MEMBERSHIP (MISCO) or FELLOWSHIP (FISCO)

[All about Professional Membership Application Form](#)

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International news (continued)

The exhibition was officially opened by the Secretary-General of IMO, Mr Kitack Lim, the Director of the IOPC Funds, Mr José Maura and the Managing Director of ITOPF, Dr Karen Purnell at IMO on 16 January 2017.

The [exhibition](#) will run at IMO Headquarters in London, United Kingdom, until 7 July 2017.

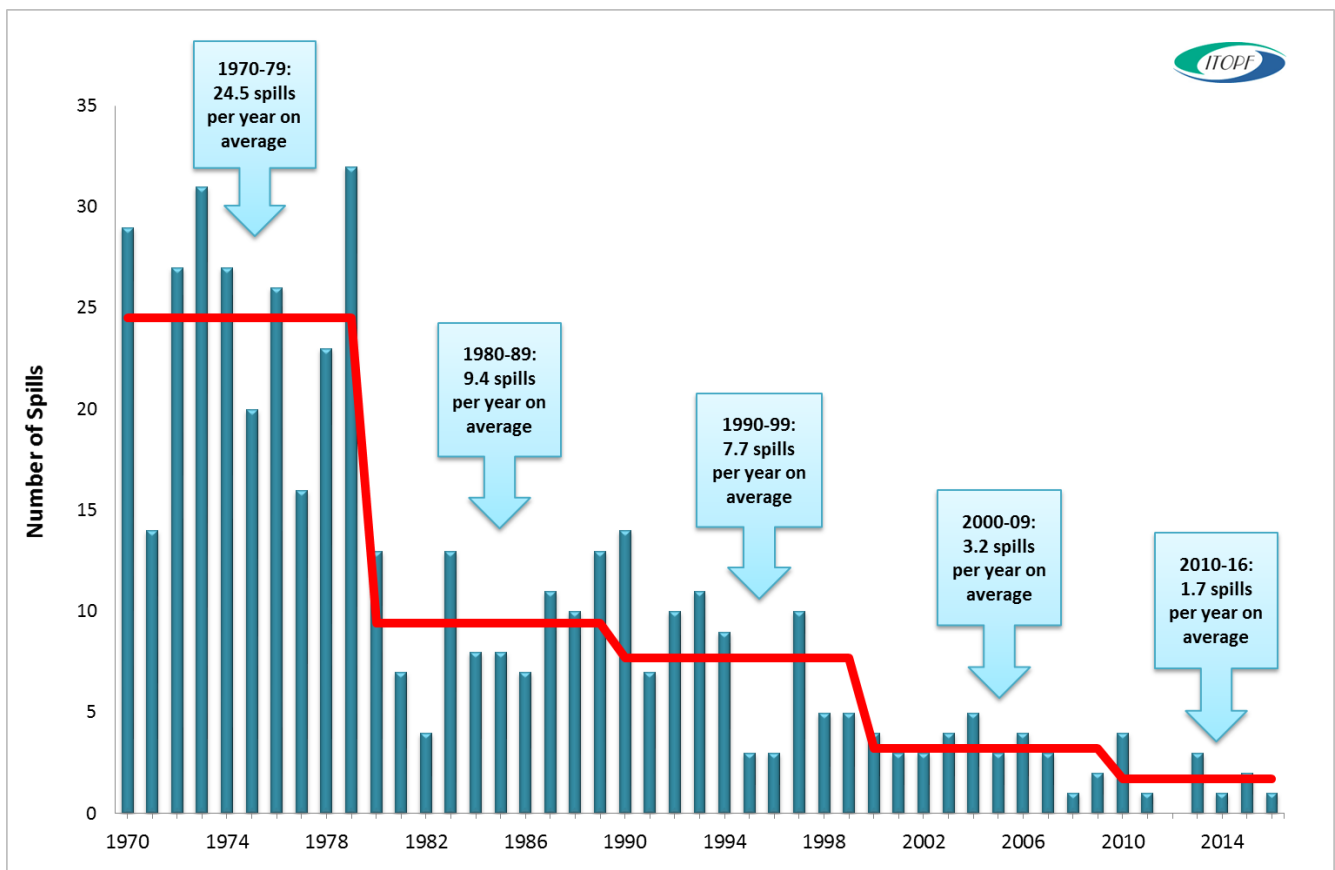
DOWNWARD TREND IN TANKER SPILLS CONTINUES

Over half-way into this decade and the downward trend in oil spills from tankers continues. The average number of large oil spills from tankers, i.e. greater than 700 tonnes, has progressively reduced and since 2010 averages 1.7 per year.

In 2016, one tanker incident which resulted in a spill of greater than 700 tonnes of gasoline and diesel was recorded in the Gulf of Mexico. ITOPF attended this incident on site and provided technical advice in support of the response on behalf of the shipowner and his insurers. Four medium-sized spills (7-700 tonnes) of fuel oil were also reported in 2016.

The total amount of oil lost to the environment through tanker incidents in 2016 was approximately 6,000 tonnes, the majority of which can be attributed to the incident in the Gulf of Mexico.

The ongoing reduction in the amount of oil spilt through accidents involving tankers is encouraging news for tanker operators and governments alike as they continue to work to improve standards of operations in sea-borne oil transportation. Today, some 99.99% of crude oil transported by sea arrives safely at its destination. ITOPF <http://www.itopf.com/>



International news (continued)

IMO POLLUTION PREVENTION & RESPONSE (PPR) MEETING & OPRC DRAFTING GROUP

The PPR Sub-Committee of the Marine Environment Protection Committee meeting took place last week in London, concluding on Friday 20th January. In parallel, the drafting groups worked on the completion of the updated OPRC Model Training Courses and progressed work on part IV of the Guidelines for the Use of Dispersants for Combating Oil Pollution at Sea. Part IV of the Guidelines addresses Sub-sea Dispersant Application.

Because of time constraint, reports on the PPR Meeting and work of the Drafting Group will be held over for publication in next week's ISCO Newsletter.

Incident reports

UK: ANIMALS AT RISK AFTER DIESEL SPILL IN RIVER COLNE, NEAR COLCHESTER, ESSEX



January 9 - An investigation has been launched after swans were found caked in deadly diesel fuel on the River Colne. The Environment Agency said an officer was on standby this weekend in case the situation worsened. The alert came after at least three swans covered in the sticky fuel were rescued by volunteers on Friday. They warned countless more creatures could die if the oil cannot be cleared. It is not known if the diesel was dumped deliberately. An Environment Agency spokesman said it was unable to trace the source. *Chelmsford Weekly News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: ALASKA - FUEL LINE BREAK CAUSES DIESEL SPILL IN NORTH SLOPE VILLAGE

January 11 - State and local officials are working to determine the extent of a fuel spill that was discovered Monday in the North Slope village of Kaktovik. According to a report by the Alaska Department of Environmental Conservation, a fuel line connecting a 5,000 gallon diesel tank to a pump house on 4th Street broke during a strong winter storm. The exact cause of the break is under investigation. Officials reported that the tank contained about 4,000 gallons of ultra-low sulfur diesel at the time of the break, but it's uncertain how much of that leaked into the environment. *Ktuu.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

UK: HGV CRASH SPILLS 12,000 LITRES OF PAINT ON M606 MOTORWAY

January 14 - About 12,000 litres of paint have been spilled over a motorway following an HGV crash in Bradford.

The white paint pooled across the M606 southbound after 12 containers fell off the lorry on Friday night.

West Yorkshire Police said it was trying to establish what caused the crash. Highways England said the road needed to be resurfaced. Nigel Fawcett-Jones, from the force, said: "One of the challenges is that it's hazardous to the environment and they can't just flush it down the drain. "So they are trying their best to find a method to get it off the carriageway and dispose of it in a safe and appropriate manner." *BBC News* [Read more and watch video](#)



USA: MISSOURI - PIPELINE LEAK LEADS TO OIL SPILL IN LAWRENCE COUNTY

January 15 - Crews are working to clean up nearly 200 barrels of oil after a pipeline leak at a Lawrence County pumpstation. It happened at the Enbridge Energy pumpstation near Highways M and Z, northwest of Halltown. *Ky3.com* [Read more and watch video](#)

CANADA: GROUNDED TANKER OFF NOVA SCOTIA REFLOATED

January 16 - The Canadian Coast Guard reported Monday that a second attempt to refloat a grounded tanker off the coast of Cape Breton was successful, and the vessel has been brought safely to Sydney Harbour for inspection. *The Maritime Executive* [Read more](#)

Incident reports (continued)

VENEZUELA: OPERATIONS AT OIL TERMINAL 'RECOVERED' AFTER OIL SPILL: PDVSA

January 18 - Shipping operations at one of three docks of Venezuela's main crude exporting port have "recovered" after a "minor" oil spill occurred over the weekend, state oil company PDVSA said on Wednesday, without saying how big the spill was.

A spill occurred while loading a vessel bound for India at Jose port's eastern dock, union and shipping sources told Reuters on Tuesday, and also affected other tankers close to the very large crude carrier (VLCC) Nave Quasar, chartered by India's Reliance Industries.

PDVSA confirmed the spill on Wednesday and said the situation was under control. *Reuters* [Read more](#)

TURKEY: MAJOR OIL SPILL IN TURKEY; EMERGENCY TEAMS DEPLOYED [PHOTOS]

January 19 - A major oil spill is affecting coastal areas in western Turkey. Doğa Derneği (Birdlife Turkey) has deployed an emergency team of volunteers to help oiled wildlife.

In the clear waters of Izmit Bay in western Turkey, a major oil spill is putting human health and marine biodiversity at risk. The spill occurred last Friday near the rich Key Biodiversity Area of Kocaeli Tepeleri, affecting bird species such as European Shag *Phalacrocorax aristotelis*, Great Cormorant *Phalacrocorax carbo* and Common Coot *Fulica atra*. *Birdlife.org/Europe* [Read more](#)

January 19 - **Oil spill results in major pollution in Gulf of İzmit** - A major oil spill that occurred off the coast of Dilovası in the Gulf of İzmit on Jan. 12 has been cleaned up "to a great extent," according to Turkey's Environment Ministry.

The second-degree spill occurred after a tanker docked in the port leaked fuel oil which spread toward the gulf due to intense winds. Despite teams' efforts to prevent the spread of the leakage, many boats were negatively affected by the fuel. Animals have also been affected by the leakage, with many of them becoming covered with oil and leading to the deaths of some.

The ministry said its Kocaeli provincial directorate, the port authority and Kocaeli Metropolitan Municipality immediately intervened against the leakage, adding that the water had been cleared to a great extent and that the further spread of the oil had been prevented with barriers. *HurriyetDailyNews.com* [Read more](#)

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

CANADA: RESEARCHERS TO LOOK AT WAYS OF MITIGATING IMPACT OF ARCTIC OIL SPILLS

January 16 - Ottawa and the Manitoba government have announced \$4 million in funding for a large-scale research project aimed at helping Canadian companies and agencies be better prepared to mitigate the environmental impact of Arctic oil spills.

The Genice project will use incorporate microbial genomics in dealing with the issue of increasing traffic in Canada's northern waterways and the risk that comes with shipping and oil exploration.

One of the primary recipients of the funding, Casey Hubert of the University of Calgary, says he and his colleagues will collaborate with the University of Manitoba to address gaps in understanding oil spill remediation in the North. *CTV News* [Read more](#)

UK: TODAY MARKS TEN YEARS SINCE MSC NAPOLI RAN INTO TROUBLE IN THE ENGLISH CHANNEL



Photo: MSC Napoli after suffering catastrophic hull damage in the English Channel in January 2007. Photo: UK MAIB

January 18 - Today marks ten years since the UK-flagged MSC Napoli ran into trouble in the English Channel, setting off what is probably the largest maritime salvage job in UK history after the ship was intentionally grounded and broken up off the Devon coast.

On the morning of January 18, 2007, the 4,419 teu containership MSC Napoli encountered heavy seas during a passage of the English Channel, causing catastrophic hull failure. All 26 crewmembers abandoned ship into two lifeboats and were picked up by Royal Navy helicopters. *gCaptain* [Read more](#)

News reports from around the world (continued)

USA: JUSTICE DEPARTMENT: VESSEL POLLUTION CASES SET NEW RECORD IN 2016

January 17 - The U.S. Department of Justice says 2016 was record year for prosecuting shipping companies and crew for illegal discharges from ocean-going vessels in U.S. waters.

At the end of fiscal year 2016, the Department's Environmental and Natural Resources Division imposed criminal penalties of more than \$363 million in fines and more than 32 years of imprisonment from cases related to intentional discharges of pollutants from vessels.

Often times these cases involve a crew's use of a so-called "magic pipe" to dump oil-contaminated water overboard, which is almost always followed by an attempt to cover the illegal dumping up by failing to record these discharges in the ship's oil record book. Charges, which can range from violating the Act to Prevent Pollution from Ships to obstruction of justice or even conspiracy, can carry steep fines for shipping companies and lengthy prison sentences for any crewmembers involved. *GCaptain* [Read more](#)

USA: TWO 63-YEAR-OLD PIPES LIE EXPOSED AT THE BOTTOM OF THE CURRENT-WHIPPED STRAITS OF MACKINAC, DETERMINED BY ONE EXPERT TO BE "THE WORST POSSIBLE PLACE" FOR A SPILL IN ALL THE GREAT LAKES

January 18 - It seemed like a no-brainer at the time - Instead of using tankers to haul crude oil across the treacherous open waters of the Great Lakes, in 1953 a Canadian pipeline company determined it would be easier and cheaper to take that oil off the lakes, put it in a pipe, and pump it hundreds of miles overland to Midwestern refineries.

The pipeline builders had two choices to get the oil to market from a terminal in far northern Wisconsin on the western shore of Lake Superior.

They could tunnel down the length of Wisconsin, around the southern shore of Lake Michigan and across Michigan's Lower Peninsula to the refinery city of Sarnia, Ontario. Or they could take a more northerly route, digging through Michigan's Upper Peninsula and then southward across the Lower Peninsula.

The northern route was shorter, but there was one mighty obstacle, the Straits of Mackinac — a channel, four to five miles wide, between Lakes Michigan and Huron that is whipsawed by currents unlike anywhere else in the Great Lakes. *Journal Sentinel* [Read more](#)

USA: OREGON CONSIDERS OIL TRAIN SAFETY BILL



Photo: CRUSHED TANKERS in Mosier where an oil train derailed last June. Lawmakers are again considering a crude-by-rail safety bill

January 18 - Oregon Senate President Peter Courtney has pitched a bill that would tighten regulations on railroads that transport crude oil and other hazardous materials.

Senate Bill 7 would give Oregon Department of Environmental Quality authority to require oil spill prevention and emergency response plans from railroads with "high hazard train routes."

A similar bill failed in 2015, when instead the Legislature passed HB 3225, which requires training for first responders in such disasters. Rep. Mark Johnson (R-Hood River) and Rep. John Huffman (R-The Dalles) supported the emergency training bill.

HoodRiverNews.com [Read more](#)

USA: WASHINGTON'S SMALL RAILROADS SEEK RELIEF FROM OIL-SPILL RULE

January 18 - Legislators have introduced bills to exempt railroads that carry only vegetable oils from planning for worst-case oil spills - Three small Eastern Washington railroads that transport vegetable oils are again hoping to be excused from a state law that mandates carriers drill for worst-case spills, a rule motivated by an influx of tanker cars carrying crude oil.

The state Department of Ecology says spilled vegetable oil damages the environment and that practicing a rapid and aggressive response will save on clean-up bills. Others, however, complain the agency overreached.

"It's a bureaucratic issue that requires commonsense. We need more commonsense," said Patrick Boss, a lobbyist for short-line railroads. *CapitalPress.com* [Read more](#)

ISCO DELEGATION AT IMO POLLUTION PREVENTION & RESPONSE (PPR) MEETINGS

ISCO President David Usher, Secretary John McMurtrie, Committee Member Captain Bill Boyle, Dr Douglas Cormack and Mr Matthew Sommerville attended the PPR Meeting at IMO last week. With five members the delegation was able to participate in both the plenary meeting and the simultaneous break-out meetings of the drafting groups.

New products and services

OIL SPILL INSURANCE BROKER LAUNCHES OIL LEAK POLICY

January 13 - Oil Spill Insurance Brokers, part of the Ten Insurance network, has launched a product for home heating oil users. The policy can also be sold by other brokers.

The product, HomeSpill, is designed to provide financial protection from the high costs and liabilities that occur as result of an oil spill or leak causing pollution to land or water including groundwater.

Judy Hadden, founder of Oil Spill Insurance, said there were about 1.1 million households in Great Britain using home heating oil. A high proportion of these users are high net worth individuals with properties in rural areas, she stated. *Insurance Age* [Read more](#)

HIGH CURRENT BOOM - INFLATABLE BOOM FOR FAST CURRENTS



January 17 - For some years Edge Enviro has been working on a new design of oil spill containment boom for waters with strong currents. The concept of this boom is to reduce the drag effect of the boom in a strong current.

This has been achieved by replacing the boom skirt with a special material which will allow an element of water through but not the oil. This then reduces the considerable drag on the boom.

Even if this is only a small percentage of the rate of current flow it makes a considerable difference to the boom, making it more stable in the current and able to be used in fast flowing waters of up to 4 knots.

Strength of the boom is increased by using wires at the top and middle of the boom and chain at the bottom for ballast.

The first type of these booms are inflatable but the company is looking at a fence type boom as well.

In many parts of the world we have strong flows from tidal effect and we have strong flows on rivers. Up to now it has rarely been impossible to boom these types of flows, however now we can try by using the latest material and design techniques. We have been able to achieve much more than we could before in cleaning up the environment.

The Edge Group has been designing and manufacturing oil spill containment booms for some 20 years, supplying booms to customers worldwide. In the first instance please contact Nigel Collingwood, +44 (0)1843 825868 or nigel@edge-enviro.com The company's website is at <http://www.edge-enviro.com/>

A SPONGE THAT ABSORBS OIL - LIQUID SOLUTION THAT BECOMES A SPONGE

Start-up Oil Spill Cleaning & Rescue Solutions (OCRS) has developed a method to clean up oil spills. With the help of Port Innovation Lab, founders Frans Vandepoele, Bruno Valkeniers and Henk Smith are aiming to use the method to combat oil pollution.

OCRS uses a liquid polyurethane solution that acts as an absorbent. This solution, which OCRS says is harmless, is sprayed on the oil. Once applied, the solution binds with the oil, forming a composite "sponge" that absorbs the oil but not the water. This sponge retains the oil when it is removed from the surface of the water, after which both the sponge and the oil can be recycled following separation. While the OCRS absorbent is most effective on thin oil layers, it can also assist in cleaning up thicker layers. *Hellenic Shipping News* [Read more](#) [Thanks to ISCO Committee Member, Dan Sheehan]

EVALUATION

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

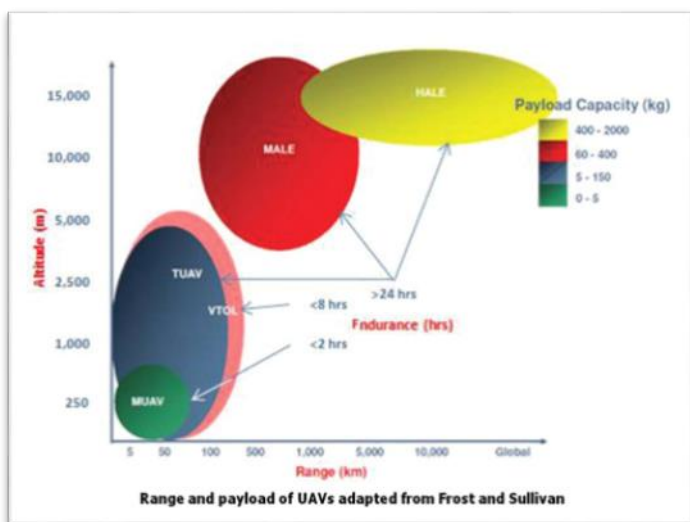


Mark Francis has been involved with the oil industry since 1975. He attended his first oil spill in 1976, the Tanker Elaine V incident. He became head of response for inland spills within the UK for British Petroleum E & P in 1980 for 10 years responding to well, storage tank and pipeline spills throughout 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 14

Methods of Observation (continued)

Drones



Unmanned Aerial Systems / vehicles UAS / UAV or more commonly known as drones have 3 components: sensors, communication and ground control.

These components may come in a backpack or a truck dependent on the size of the drone.

Very large UAVs may be similar to manned aircraft in terms of size.

They can carry large payloads which may include laser fluorosensors and SAR and can operate well above local response platforms.

HALE - high altitude long endurance - can operate up to 20,000m. They are mainly used for large scale scientific studies. Originally started by NASA.

MALE - medium altitude long endurance - can operate up to 15,000m. Their high fuel capacity allows carrying out many hours of surveillance covering hundreds of kilometres.

TUAV - tactical UAVs are a flexible smaller platform with long endurance which fill a gap between mini and long range MALE and HALE

VTOL - vertical take-off and landing are very useful as they are more compact and do not require runways. They use a lot of power to hover which tends to reduce their operating duration.

They are operated by one and two man teams using line of sight from vessels and may be used along shorelines with difficult access



Small UAVs can weigh less than 25kg and can be used for both tactical and surveillance carrying high quality video, stills cameras and IR sensors as well as miniaturised sensors like FLIR and UV cameras.

Battery life may reduce altitude and endurance and must be within sight of the operator.

They can be used in areas where manned flight would be dangerous or undesirable due to the low noise level and high manoeuvrability.

MUAV – mini or micro UAVs weigh up to 6 kilos so are easily transported.

Operating at low altitudes for short periods of 5 to 30 minutes dependent on battery life. Limited pay load still allows for video, stills cameras.

Special feature (continued)

Dependent on the model they may also operate on pre-programmed flights based on satellite communications.

The last two types can be deployed from hand, vessels, water surface or with vertical take-off.

From an oil spill response point of view drones could be used for:

- Evaluation
- Dispersant application
- Wildlife surveillance
- Air quality sampling
- Assessment of structures

There may be a need to get permission from the country's Aviation Authority before flying response missions using drones.

Computer Programmes

It is my opinion that computer programmes should be used to assist with trajectory predictions along with other methods.

I removed the name of the organisation who wrote this disclaimer. To me it says what we all know . (The quality of the prediction is only as good as the information used - if you put rubbish in you get rubbish out)

Disclaimer: The oil spill trajectory predictions, opinions and interpretations contained in predictions are based on observations and data supplied by the client and information sources available to the organisation.



The computer model predictions, interpretations or opinions expressed represent the best judgement of the organisation and its personnel or advisers assume no responsibility and make no warranty or representations as to the accuracy or reliability of the predictions.

It should be noted that accuracy of predictions may be adversely affected where modelling is carried out in respect of spills in enclosed waters, estuaries, close to shore, or when only low resolution maps are available.

The above *picture* is from a NOAA model that showed the distribution of the oil from Exxon Valdez during the 2 weeks following the incident.

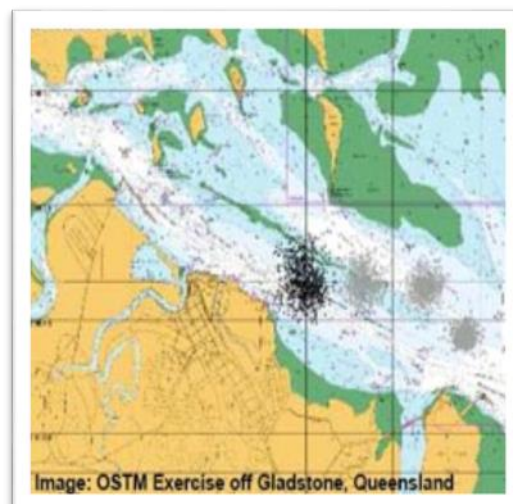
Computer models are usually designed for a specific sea area and cannot be used in other areas.

A good example is a programme written for the North Sea. The database of the programme will include the current speeds and directions for the entire year. This information is included at 15 kilometre intervals. There is also a comprehensive database of the crude oils found throughout the North Sea operations.

Basically when using the programme you input the position of the incident, the type of spill (instant or ongoing), and amount of crude oil spilt.

By dragging the arrow on the wind rose you can change the direction and the strength.

With this information the programme will calculate the trajectory and the weathering process of the oil involved.



Special feature (continued)

The programme can also be used to find the point of origin of the spill. Imputing the same information and running the programme backwards it will move the oil to the point of the spill.

This can be used in the case of oil arriving in an operator's field but the oil is not from that field.

Bearing in mind that the current information is entered at 15km intervals the programme will not work correctly within 15km of the shoreline or close to islands because of local currents.

For example a terminal or port in this case above the programme will be needed as in this exercise off the Australian coast (see image above right).

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

Training

FIND OUT MORE ABOUT THE TRAINING COURSES OFFERED BY CEDRE

Cedre offers training courses at its unparalleled facilities, where practical exercises can be carried out using real oil.

Cedre can also come to your facilities to provide on-site training sessions for your personnel and partners, tailored to your risks, tools and equipment. These courses can be run in English, French or Spanish.

For more information, please visit <http://wwz.cedre.fr/en/>

Publications

EMERGENCY RESPONSE AND ASSESSMENT 40 YEARS AFTER ARGO MERCHANT

On Dec. 15, 1976, the tanker Argo Merchant ran aground off the coast of Nantucket Island, Massachusetts.

In a series of articles NOAA examines the oil spill in 1976 of tanker Argo Merchant resulting in the creation of the Office of Response and Restoration.

[Read more](#)

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	December 2016
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	January 2017 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	December 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 4, 2016
IMO Publishing News	New and forthcoming IMO publications	November 2016
Intertanko Weekly News	International news for the oil tanker community	January 20, 2017
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2017 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 18 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 2016 issue
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	December 1-15, 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

Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
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
BELGIUM	June 7-8	European Environmental Ports Conference 2017	Antwerp
USA	June 27-28	Clean Waterways	Louisville KY
CHINA	July 14	6th NOWPAP DELTA Exercise	Weihai
UAE	Nov. 13-16	Abu Dhabi Int'l Petroleum Exhibition & Conference	Abu Dhabi
	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

TIMILON TECHNOLOGY PROVIDES QUICK-DEPLOY RESPONSE TO CHEMICAL AGENT ATTACK

The current political and world climate has forced the Emergency Response Community to take a closer look at the number of potential hazards that they may be called upon to deal with. Of particular concerns are the response to terrorist and/or chemical incidents.

Historically, the release of chemical warfare agents was only a concern for military officials. Over the last two decades, the U.S. military has spent several million dollars on research and development efforts to provide the most effective protection against such agents. The use of these agents or other toxic chemicals in a terrorist attack has now become a realistic threat which civilian responders must now be prepared to address; whether it be a release in a subway, at a mall or any other public place. So how are these military research and development efforts being transitioned into the civilian sector?

Safe, high surface area, metal oxides are being used for their "adsorptive neutralization" capabilities as an alternative to the environmentally riskier or less effective chemical response products, expanding emergency responders and hazmat teams' capabilities. First-Applied Sorbent Treatment Against Chemical Threats, or FAST-ACT®, is a proprietary formulation of non-toxic materials that has the ability to destroy chemical warfare agents. Additionally, FAST-ACT is effective for neutralizing a wide range of toxic chemicals. It is capable of treating frequently encountered liquid spills and vapor releases, while offering protection in the event of a chemical warfare agent release. In addition to its application to chemical warfare, FAST-ACT is also used in chemical waste disposal. It is non-corrosive, non-flammable and is also highly effective over a wide range of environmental conditions. This family of products has expanded utility for law enforcement, industrial, laboratory and public protection applications.

Billy Kingston a long time chemical decontamination expert at Timilon Technology, stated in his recent speech at the Deconn-Summit "The threat of terrorism will be with us for a number of years to come and as these threats continue to grow and change, products such as FAST-ACT will provide protection and help ensure the safety of our responders and the communities they protect." *Digital Journal* [Read more](#)

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