

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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International news

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



TRUMP SIGNS EXECUTIVE ORDER TO ADVANCE KEYSTONE, DAKOTA OIL PIPELINES



January 24 - President Donald Trump took steps to advance construction of the Keystone XL and Dakota Access oil pipelines while foreshadowing a “renegotiation” of terms and insisting that developers use U.S. steel.

Trump stopped short of green lighting construction on either project, and reiterated an earlier campaign pledge to seek a “better deal” on TransCanada Corp.’s proposed Keystone XL to transport Alberta oil sands crude into the U.S. On Tuesday, Trump called that “something that’s been in dispute and subject to a renegotiation of terms by us.”

“We are going to renegotiate some of the terms, and if they like, we’ll see if we can get that pipeline built,” Trump said. “If we’re going to build pipelines in the United States, the pipes should be made in the United States.”

The Dakota Access pipeline, too, is “subject to terms and conditions to be negotiated by us,” Trump told reporters while signing measures to advance both projects in the Oval Office. *gCaptain* [Read more](#)

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International news (continued)

IMO POLLUTION PREVENTION & RESPONSE MEETING

The Sub-Committee on Pollution Prevention and Response (PPR) held its fourth session from 16 to 20 January 2017, chaired by Mr. Sveinung Oftedal (Norway). The Vice-Chair, Dr. Flavio Da Costa Fernandes (Brazil), was also present. The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded [HERE](#)

Matters addressed at the meeting included Safety and Pollution Hazards of chemicals and preparation of consequential amendments to the IBC Code; Review of MARPOL annex II requirements that have an impact on cargo residues and tank washings of high viscosity and persistent floating products; Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels; Revised guidance on ballast water sampling and analysis; Review of the guidelines for approval of ballast water management systems; Production of a manual entitled "ballast water management – how to do it"; Consideration of the impact on the arctic of emissions of black carbon from international shipping; Standards for shipboard gasification of waste systems and associated amendments to regulation 16 of MARPOL annex VI; Guidelines for the discharge of exhaust gas recirculation bleed-off water; Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution; Updated IMO dispersant guidelines (part IV); Updated OPRC model training courses; Unified interpretation to provisions of IMO environment-related conventions; Use of electronic record books; Revision of the 2011 SCR guidelines; and the Biennial agenda and provisional agenda for PPR 5. The Report is currently still in draft form.

IMO PPR OPRC-HNS DRAFTING GROUP MEETING

The Drafting Group on OPRC Model Training Courses met from 16 to 18 January 2017 chaired by Mr Mark Dix (United States), assisted by Technical Officer Colleen O'Hagan and Professional Officer Yasuhiro Urano. This meeting took place simultaneously with the PPR Plenary Meeting and was held in a separate committee room.

The Group reviewed and worked through the document to effect necessary changes and improvements and agreed a the final draft of the OPRC Model Training Courses, as set out in documents PPR 4/14/1, PPR 4/14/2, PPR 4/14/3 and PPR 4/14/4, with the amendments outlined in the annex, for submission to MEPC 71, with a view to approval and subsequent publication.

The Group agreed to the proposal by the Secretariat to update all relevant statistics presented in the course materials, where possible, directly prior to publishing and to ensure that source information is provided, where available, to facilitate the course instructors in sourcing the most up-to-date data when preparing to deliver a course. The Group further agreed that the Secretariat would source additional images and diagrams, where possible, to replace those of poor quality present in the course materials. In addition the Group agreed that the Secretariat could make adjustments to the text in the materials to ensure consistency in the language and terminology used across all courses, manuals and presentations. In considering the draft materials, the Group agreed to a number of amendments which, depending on their nature, were duly incorporated into the draft material, or will be incorporated by the Secretariat as soon the relevant information and materials are gathered.

The Drafting Group also reviewed and commented on the development of Part IV of the IMO Dispersant Guidelines. Part IV details guidance and information on the usage of sub-sea dispersant application during an offshore oil discharge. A relatively new approach, sub-sea dispersant application was first utilized during the Deepwater Horizon event in the U.S. Gulf of Mexico where the response method was applied using novel and adaptive techniques. During Deepwater Horizon, dispersant was injected at the source of the discharge at depths of nearly one mile and accounted for nearly 40% of the 1.8 million gallons (approximately 7,000 m³) of the dispersant used during the response.

The Group took advantage of remaining time and room availability to informally discuss other matters and listen to a number of short presentations by delegates present.

The first of these was an approach to the proposal submitted by Norway and approved by the last MEPC 70/15/2 on the development of a Guide on a practical method to implement the OPRC Convention and OPRC HNS Protocol.

International news (continued)

This informal discussion was led by Ole Kristian Bjerkemo (Norway) and Christophe Rousseau (France).

Other presentations included –

Overview of 2016 incidents attended by ITOFF
10 year anniversary of the Heibei Spirit
GNOME2 and ADIOS Modelling Tool
Future of OPRC-HNS Informal Working Group
NEBA to SIMA – The New Paradigm

Introduction to RAC/REMPEITC –Caribe
Caribbean Workshop on Oil Spill Contingency Planning
Norway Exercise Scope 2017

It may be possible to publish more detail on some of these presentations in future issues of the ISCO Newsletter. Interested readers should get in touch with the editor.

THE EUROWA PROJECT COMES TO AN END – BUT THE WORK CONTINUES

Now that the EU-funded project is closing, what happens with EUROWA, the EUROWA Module, and the EUROWA newsletter? Although the EU-funded project is closing, it does not mean that the cooperation of those involved in the project will sunset.

In 2015-2016 EU funding allowed the project partners and subcontractors to develop and deliver a set of very important building blocks that will serve European authorities, NGOs, and potential oil spillers in dealing professionally with the challenges connected to the oiling of wildlife.

The end of this EU project means the beginning of a period in which the EUROWA Module can become an integrated part of the European Civil Protection Mechanism and in which an increasing number of individuals based in European countries can be trained towards the qualifications the project has defined. In their own countries, these individuals can act as first responders. Outside of their country, they can assist their wildlife responder colleagues, as needed and requested, through their authorities.

With everyone performing to the same international standards and procedures, European countries will be increasingly effective in dealing professionally with oiled wildlife incidents of larger complexity. This is and has been, the philosophy and mission of the organisations and individuals involved in the project, and together they are continuing their work. A EUROWA network of organisations will be created via the MoU system developed as part of the project, and via this network, individual responders can obtain EUROWA qualifications. [Read more](#) For more information about EUROWA you can also contact Saskia Sessions - saskia@sea-alarm.org

EUROPE TO JOIN FORCES IN HISTORICAL RESPONSE EXERCISE IN SKAGERRAK



Photo: Together in Brussel (from the left) Örjan Martinsson (The Swedish Coast Guard) Ole Kristian Bjerkemo (NCA) Stig Wahlstrøm (NCA) Sigríður Kristinsdóttir (The Environment Agency Island) Torben Holmgaard (The Royal Danish Navy) Jan Kristoffersen (Intermunicipal Emergency Response Organisation (IUA) in Telemark).

January 20 - An increase in incidents involving chemical spills, previous incidents and an increased maritime traffic forms the backdrop for the largest oil and chemical pollution exercise ever held in Norway.

The exercise will be led by the Norwegian Coastal Administration, and will be carried out in Skagerrak and on the coast of Telemark county with basis out of Langesund, Norway, in September 2017.

“This exercise will improve our preparedness to meet the increased amount of vessels carrying chemical cargo in Skagerrak and the Oslofjord,” says project manager in the Norwegian Coastal Administration (NCA), Stig Wahlstrøm. *The Norwegian Coastal Administration* [Read more](#) [Thanks to Marianne Henriksen]

International news (continued)

ENGINEERING COUNCIL - 2017 HAWLEY AWARD OPEN FOR ENTRIES

This prestigious annual engineering award supported by the Engineering Council recognises the most outstanding engineering innovation that delivers demonstrable benefit to the environment. It is open to individuals who have undertaken after graduate or post-graduate degree work and have at least reached a stage where a prototype or a proof of concept has been developed. Candidates must be members of a professional engineering institution and within ten years of starting a professional career as an engineer or scientist in either academia or industry. The winner's cash prize is £5,000. The entry deadline is 18 April 2017. [Read more](#). [Received from Energy Institute]

IMO: NOMINATIONS FOR THE 2017 IMO AWARD FOR EXCEPTIONAL BRAVERY AT SEA

ISCO has been requested to co-operate in promoting and encouraging the submission of nominations for the 2017 IMO Award for Exceptional Bravery at Sea. "With your invaluable help we are aiming to reach a wider audience, which we hope, will bring to light further candidates who deserve to be nominated for this prestigious Award".

If you think you may be able to assist, please click on the link below to learn more

<https://indd.adobe.com/view/50d4091b-7f6b-40a3-9e6d-bdb05bab0735>

Incident reports

USA: MISSOURI - UPDATE: OIL SPILL WORSE THAN INITIALLY THOUGHT

January 16 - A local highway is closed to traffic after a pipeline spilled thousands of gallons of crude oil. The leak was detected Saturday morning in rural Lawrence County, near Everton. Clean-up is still underway, but the company who owns the pipeline, Enbridge Energy, says they have zero timeline on when it will be finished. We now know it's a 22-inch pipe in diameter that is leaking. *KY3* [Read more and watch video](#)

KUWAIT: KUWAIT DECLARES STATE OF EMERGENCY OVER OIL LEAK ON SHORE

January 23 - Kuwait's national oil company has declared a state of emergency following an oil leak in one of its southwestern fields.

Monday's statement by the Kuwait Oil Company did not identify the onshore field affected by the leak, which began on Sunday. The state-run Kuwait News Agency said the leak hit the al-Maqwa field. The company said there was no sign of a toxic gas leak. It provided no details about how many barrels of oil had been spilled. *The National* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: 200,000 LITRES OF OIL FROM PIPELINE SPILLS NEAR STOUGHTON, SASK.

January 23 - About 200,000 litres of oil spilled near Stoughton, Sask., last week, the biggest pipeline breach in the province since the Husky Oil spill last summer.

It happened on First Nations land near Stoughton, about 140 kilometres southeast of Regina. The spill covered an approximately 20-metre radius. The provincial government was notified of the spill on Friday evening "as soon as the leak was detected," a spokesperson from the Premier's office said. Reporters were told Monday afternoon.

The pipeline was shut down when the breach was discovered, and the spill is fully contained, the spokesperson said. The source of the leak is not yet known. The oil covered agricultural land but did not enter any water sources, the government said. The site was described as a low-lying area with a frozen slough. *CBC News* [Read more](#)

January 26 - **Small hole caused Canadian oil pipeline spill: officials** - A small hole on a weld between two segments of a shallow four-inch pipe has been discovered on a pipeline that leaked some 200,000 liters (52,834 gallons) of oil onto aboriginal land in Saskatchewan last week, provincial officials said on Thursday. *Reuters* [Read more](#)

USA: IOWA - IOWA OIL SPILL UNDERSCORES PIPELINE RISKS DAY AFTER TRUMP REVIVES MAJOR PROJECTS

January 26 - Just a day after Donald Trump signed executive orders to revive the Keystone XL and Dakota Access pipeline projects, a pipeline rupture spilled 138,600 gallons of diesel fuel in northern Iowa.

Magellan Midstream Partners, an Oklahoma company with more than 10,000 miles of oil and ammonium pipeline, acknowledged that the spill began on Wednesday morning in Worth County, Iowa, and said it was "unsure of the cause of the incident at this time". *The Guardian* [Read more](#) [Related report in The Des Moines Register](#)

Incident reports (continued)

RUSSIA: LARGE OIL SPILL CLEANED UP IN RUSSIA'S VLADIVOSTOK

January 27 - A large oil spill of about 200 square meters has been successfully cleaned up here, the Marine Emergency Rescue Service of the Russian Federal Agency of Maritime and River Transport said Friday.

It was reported that a large oil spill, probably of diesel fuel, was discovered Thursday in Russia's Far East city of Vladivostok, in Golden Horn Bay. NewsGhana.com [Read more](#)

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

CANADA: ARE WE READY FOR OIL SPILLS IN THE SALISH SEA?

January 25 - On October 13, 2016 a 95-foot-long tug ran aground off the coast of Bella Bella, British Columbia, spilling an estimated 100,000 gallons of diesel fuel. The fuel swept into the waters where the Heiltsuk First Nation harvests shellfish, giving members of the tribe front-row seats to the circus that unfolded as spill-response teams tried to clean up the mess.

Heiltsuk leaders witnessed an emergency response that "was disastrously slow, deployed too few boats, had inappropriate equipment [and] untrained crews," Stephen Hume *wrote in the Vancouver Sun*. One of the response ships [taking on water and beginning to sink itself](#). Crosscut.com [Read more](#)

CANADA: TRANSCANADA SUBMITS NEW APPLICATION TO BUILD KEYSTONE XL PIPELINE

January 26 - The company that wants to build the controversial Keystone XL oil pipeline says it has submitted a new permit application to the U.S. State Department.

The TransCanada [announcement](#) came just two days after President Trump took [executive actions](#) to speed the approval process for both the Keystone XL and Dakota Access Pipelines.

The Keystone XL is an important project for Canada's [oil sands companies](#) because it would transport their crude from rural Alberta to Steele City, Neb. From there, existing pipes would move it to the Gulf Coast where crude can fetch higher prices, either from local refineries or on the world market. NPR.org [Read more](#)

JAMAICA: NEPA SATISFIED WITH CLEAN UP OF BLACK RIVER OIL SPILL

January 25 - The National Environment and Planning Agency (NEPA) has reported that it is satisfied with the clean-up and remediation efforts undertaken by J Wray and Nephew following this week's oil spill into the Black River.

On Monday, J Wray and Nephew notified NEPA that a defective oil cooler had leaked approximately 30 gallons of oil into the Black River. Jamaica Observer [Read more](#)

KOREA: THE MARINE ENVIRONMENT MANAGEMENT CORPORATION (KOEM) ENTERS INTO MOU AGREEMENT WITH KINGDOM OF CAMBODIA MINISTRY OF ENVIRONMENT



January 10 - The Korea Marine Environment Management Corporation (KOEM, CEO & President, Dr. Chang Man) announced that they signed a Memorandum of Understanding(MOU) with the Ministry of Environment (MOE) of Kingdom of Cambodia to strengthen cooperation of marine environment field on Wednesday, October 26th at Phnom Penh, Cambodia.

These two organizations, constantly having collaborated on the improvement for the preservation of East Asian marine environment, built their communication channel firmly through this MOU agreement.

Dr. Chang Man, CEO & President of KOEM and its executives, as well as Say Samal, Minister of Environment, Yin Kimsean, Vice minister, and thirty senior officials from the MOE attended

at MOU signing ceremony. At the ceremony, they agreed to collaborate on five fields. : ▲ Coastal and marine environment management ▲ Coastal and marine zone management ▲ Improvement of reliability in marine environment data ▲ Climate Change response ▲ Oil Spill Response KOEM [Read more](#)

News reports from around the world (continued)

NEW ZEALAND: SCHOOL CHILDREN TO LEARN ABOUT RENA GROUNDING

January 27 - School students will be able learn about New Zealand's most significant maritime pollution emergency, the grounding of the container ship *Rena*, with a new education program launched this year.

"What now for the *Rena*?" is an article in "Getting the Message," one of the issues in the New Zealand Ministry of Education's Connected 2016 series. Connected promotes the exploration and learning of ideas in science, mathematics and technology for students in years 4 to 8.

Maritime NZ Director, Keith Manch, said the *Rena* grounding was a major maritime event.

"Most of the 360 tons of oil, plus other pollution, was cleared within months, but the environmental, social, economic and cultural impacts continued for years and affected Tauranga and its iwi." *The Maritime Executive* [Read more](#)



NIGERIA: UK COURT BLOCKS NIGERIA SPILL CLAIMS AGAINST SHELL

January 26 - A British court on Thursday blocked pollution claims against Anglo-Dutch energy giant Shell (LSE: RDSB.L - news) by more than 40,000 Niger Delta residents demanding action over decades of oil spills in the region.

Members of the Ogale and Bille communities had applied for the case to be heard in Britain, arguing they could not get justice in Nigeria.

But the High Court in London said it did not have jurisdiction in the case, and that it was a matter of Nigerian law.

King Emere Godwin Bebe Okpabi, ruler of the Ogale Community, told AFP the decision would be appealed, saying: "The battle is not over. Not over at all. Never, never!" *Yahoo News* [Read more](#)

VENEZUELA: PDVSA OIL STUCK AT SEA IN DIRTY TANKERS

January 26 - More than 4 million barrels of Venezuelan crude and fuels are sitting in tankers anchored in the Caribbean sea, unable to reach their final destination because state-run PDVSA cannot pay for hull cleaning, inspections, and other port services, according to internal documents and Reuters data.

About a dozen tankers are being held back because the hulls have been soiled by crude, stemming from several oil leaks in the last year at key ports of Bajo Grande and Jose, which has resulted in delayed operations for loading and discharging. *Petroleum World* [Read more](#) Related report in [runrun.es](#) [Thanks to Carlos Sagrera MISCO, Member of ISCO Council for Panama]

ISCO news

ISCO SUPPORT FOR NEW IMO GUIDE FOR OPRC & OPRC-HNS PROTOCOL IMPLEMENTATION

The OPRC Convention has been an important tool for more than 20 years for the improvement of the oil spill preparedness and response throughout the world, and to date 109 countries have ratified the Convention and 37 countries have ratified the OPRC-HNS Protocol. Experience from all parts of the world is that many countries have still not ratified the Convention or have ratified the Convention but it has not been implemented.

In this connection, IMO has agreed that a guide be developed to help countries, in particular developing countries that might have challenges with the implementation of the OPRC Convention.

Recalling that one of ISCO's stated objectives is "To represent ISCO members in the IMO Marine Environment Protection Committee and its technical working group on OPRC and the OPRC HNS Protocol implementation" it follows that ISCO will support the development of the new guide.

Interested ISCO members who feel they may be able to contribute to the task with ideas and comments are invited to contact the Secretary for more information on how they can assist.

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 15

Methods of Observation (continued)

Stochastic modeling

Trajectory models are used to predict the movement of a spill on a single set of data, be it for a few hours or a few days.

Stochastic models, on the other hand, use the statistics of a wide set of wind and current observations to predict the probability that a certain area will be impacted by oil.

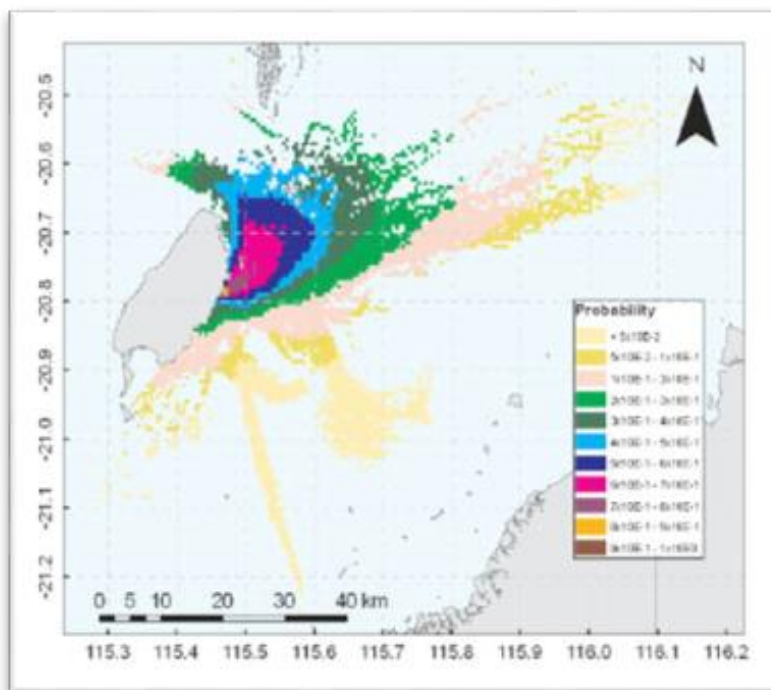
One Stochastic model is equivalent to tens of thousands of trajectory model runs.

The greatest difficulty and source of error in any modeling effort are the currents and the winds directions and strengths.

The model consists of a set of algorithms describing the processes of advection, turbulent diffusion, surface spreading, vertical mechanical dispersion, emulsification, and evaporation.

Each algorithm is developed separately and is linked to related processes and to environmental and other parameters.

As with the sensitivity maps the brighter the colours the more likely the impact.



Drift cards

You may already be a winner! That is what folks read on posters across the Gulf region if they found and reported bright yellow cards drifting in Gulf waters or washed up on beaches.



This small biodegradable card was part of a larger research effort to better understand Gulf currents and improve future oil spill response.

Scientists on research cruises, funded by the Gulf of Mexico Research Initiative (GoMRI), dropped these cards at various locations in the Gulf and keep a detailed record of the point of entry.

Each card has a unique number and instructions for the public to call or email the card number and describe where they found it. To encourage public participation, people who report the location of cards they find will be eligible for a \$25 gift card as thanks for their efforts.



Dr. Piers Chapman at Texas A & M University was the Director of the GoMRI-funded Gulf Integrated Spill Research Consortium (GISR) and lead this Drifter Card project.

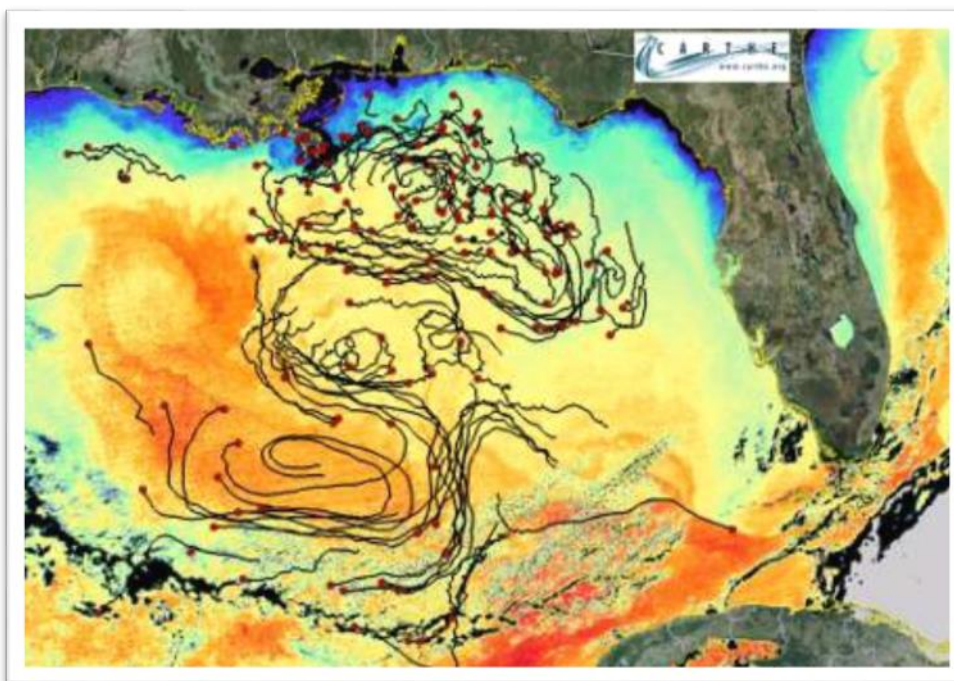
He and his team conducted research to improve prediction models for oil and gas transport and refined these models using data they collect in field and laboratory experiments.

Information from the drift cards are part of this important field data. Researchers tracked the course of these cards on an interactive map to visually display Gulf currents.

Largest drifter project improves oil movement forecasts 03/12/2012 (Spill International)

A research consortium formed after the Deepwater Horizon oil spill has deployed more than 300 water drifters near the rig's explosion site to study surface currents in the Gulf of Mexico.

Known as the Grand Lagrangian deployment, it is the largest of its kind in history.



By logging the drifters' locations as they move, scientists have gained insights into the effects sea currents have on the transport of crude oil.

The data, collection of which began in July 2012, will help emergency planning and improve forecasts of the pollutant's movement in future oceanic disasters.

To start, four drifters were deployed by air to get a sense of circulation before the mass deployment, followed by 24 around Deepwater Horizon and about 90 each day at different sites.

Most of the deployments took place in three days. Data were made available immediately to

the U.S. Coast Guard. They used it the whole time for test missions and whenever Hurricane Isaac hit. They saw ours and needed to deploy fewer of their own.

In all, 317 drifters were placed into the Gulf, each one about three feet tall with floats and support screens that keep each GPS unit stable and vertical. A typical research project would only need 10 to 20 drifters.

The GPS transmitters relay the coordinates of each drifter to a satellite, which provides updates to researchers every five minutes. That transmission frequency made it possible for them to find more variations between data points.

Improved forecast models can be used by the Coast Guard and emergency responders in future disasters.

When transmissions end, CARTHE will begin analysing the more than five million data points that have been collected.

Special feature (continued)

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.

Note from Editor: Unfortunately the quality of reproduction of some of the schematics makes it quite difficult to read text. Mark Francis may be able to provide clearer copies and he can be contacted at oilspillsolutions@hotmail.com

This concludes this series of articles by Mark Francis

Training

NOAA: SCIENCE OF CHEMICAL RELEASES CLASS IN APRIL 2017

January 20 – News received from Ed Levine of NOAA - For years, NOAA's Office of Response and Restoration has been offering our popular [Science of Oil Spills classes](#) to oil spill responders and planners. But oil isn't the only hazardous material for which we have expertise.

We are pleased to announce that we are offering a [Science of Chemical Releases \(SOCR\) class](#) from April 3-6, 2017 at NOAA's Gulf of Mexico Disaster Response Center in Mobile, Alabama to share this expertise in new ways.

In this innovative and hands-on class students will use a train derailment scenario with multiple chemical releases to evaluate and understand the risks and hazards associated with a release of chemicals into the environment. Students will be provided with an introduction to the tools, resources, and basic science of chemical releases. Much of the class will be dedicated to giving students hands-on training in the use of specific tools developed by NOAA/EPA, such as CAMEO® and ALOHA®, to better prepare for and respond to [chemical spills](#) by helping to answer fundamental response questions such as:

- What is the hazard?
- How will the chemical behave in the environment?
- How might the chemical harm people or the environment?
- What can be done to minimize or mitigate the hazards?

An equipment demonstration will also be conducted that is tailored to the release scenario providing students an opportunity to interact with and better understand from technical experts what equipment may be used in chemical release response and how it may be integrated into response.

To apply, please follow the link: [NOAA Science of Chemical Releases Application](#).

There is no tuition for this course. However, students are responsible for ensuring they have all materials and supplies and are responsible for all miscellaneous expenses (lodging, travel, food, etc). There are no prerequisites for the course but it is recommended that all students should have hazardous waste/materials training to the awareness level or comparable training or experience.

For further information, contact Adam.Davis@noaa.gov

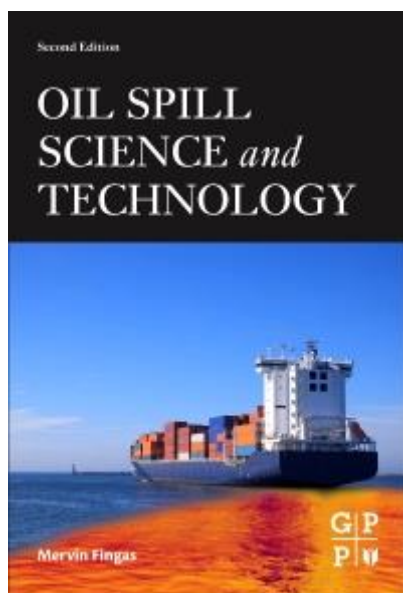
IOPC FUNDS' SHORT COURSE: 2017 DATES ANNOUNCED

January 20 – Announcement from IOPC Funds - The Director is pleased to announce that the 2017 IOPC Funds' Short Course will take place from Monday 26 June to Friday 30 June at the Funds' headquarters in London. The course programme will cover all aspects of the work of the IOPC Funds and the international liability and compensation regime in general and will include practical exercises which allow participants to study a theoretical incident and the subsequent claims submission process. The course is supported by IMO, INTERTANKO, ICS, the International Group of P&I Associations and ITOPF.

The Short Course is open to a maximum of 10 self-funded participants from 1992 Fund Member States and the selection process is now open. The Director encourages all interested parties to submit official nominations as soon as possible to allow sufficient time for the selected candidates to make their travel and accommodation arrangements. The deadline for receiving applications is 14 April 2017.

Further details, including the [nomination form](#) and [course programme](#), can be found in Circular: [IOPC/2017/Circ.2](#).

OIL SPILL SCIENCE AND TECHNOLOGY 2ND EDITION, EDITED BY DR. MERV FINGAS



Oil Spill Science and Technology, Second Edition, delivers a multi-contributed view on the entire chain of oil-spill related topics from oil properties and behaviors, to remote sensing through the management side of contingency planning and communicating oil spill risk perceptions.

Completely new case studies are included with special attention to the Deepwater Horizon event, covering the impacts of wetlands and sand beaches, a mass balance approach, and the process for removing petroleum chemicals still trapped near Alabama beaches. Other new information on lingering oil left behind from the Exxon Valdez spill, the emergency system used in the Prestige incident, and coverage on the Heibei Spirit spill in Korea are also included.

Key Features

- Updated with new chapters on risk analysis and communication, contingency planning, restoration, and case studies
- Supported with technological advances evolved from the Deepwater Horizon/BP oil tragedy and events in the Arctic/Antarctic
- Multi-contributed from various industry experts to provide an extensive background in technical equipment and worldwide procedures used today

About the Author

Mervin Fingas has over 40 years of experience in oil and chemical spill research. Previously, he was Chief of the Emergencies Science Division of Environment Canada for 30 years. He has authored over 875 technical publications including books, manuals, and 500 peer-reviewed papers. He has won over 20 awards for research and papers from the United States Government, Canadian Government, and international conferences. Dr. Fingas has collaborated on studies with over 25 organizations around the world, coordinated studies for over 30 years through 6 internationally attended committees and developed co-operative projects with many international groups. Dr. Fingas has a PhD in Environmental Physics from McGill University, three Masters degrees in chemistry, business, and mathematics - all from the University of Ottawa, and a BA in Arts from Indiana.

Dr Fingas is the Member of ISCO Council for Canada. Thanks to Ann Hayward Walker, President, SEA Consulting Group, for alerting the ISCO Newsletter to this new publication. SEA Consulting Group is a Corporate Member of ISCO

Download more info at <https://www.elsevier.com/books/oil-spill-science-and-technology/fingas/978-0-12-809413-6>

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 27, 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 25 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	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

Events

PAJ 2017 OIL SPILL RESPONSE WORKSHOP - TOKYO, 2ND FEBRUARY 2017

"20 YEARS ON FROM NAKHODKA INCIDENT – PROGRESS AND CHALLENGES IN OIL SPILL PREPAREDNESS AND RESPONSE"

January 2nd 1997 saw one of the most damaging oil spill incidents in Japan's history when the "Nakhodka" vessel broke up in the Sea of Japan and spilled heavy oil into the sea causing devastating damage to the inhabitants and businesses of many prefectures in the coastal region of North Western Japan. 20 years on from this incident, Petroleum Association of Japan plans to hold the 5th Oil Spill Workshop to remember the events of 1997 and to discuss progress and future challenges in the areas of preparedness and response. We will hear from organizations who were involved in 1997 and whose systems have evolved in the last 2 decades as a result from lessons learnt from "Nakhodka" and other similar incidents.

The speakers will illustrate how they view the challenges of the future and the tools they have developed for the industry to help in the effective planning and execution for an effective response in the future. We will also have presentations from representatives of other countries who have had their own significant incidents, and hear how they have dealt with the issues of a major incident and used that experience to improve their oil spill response systems in the recent past and also for the future challenges.

This year our Workshop will bring together people and organizations who have considerable firsthand experience themselves and we hope to hear about the progress the industry has made since the events of 1997 and how we are better prepared for the future.

After all presentations have been given, the session will be opened to the audience of this Workshop for free discussion with each presenter to deepen and confirm understanding of the issues raised and to answer any questions that they may have. Language: English & Japanese (with simultaneous interpretation) [More info](#)

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	RECSCO 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
UK	June 20-21	Wreck Removal Contracts & Operations Seminar	London
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			

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