



ISCO NEWSLETTER

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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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International news

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ARCTIC COUNCIL MEETING IN JUNEAU, ALASKA



March 10 - The [IMO Polar Code](#) took centre stage at the Arctic Council in Juneau, Alaska, United States (8-9 March) where IMO Secretary-General Kitack Lim delivered a speech on the importance of the Code. Secretary-General Lim highlighted the safety of seafarers and the environmental protection as key elements of the Code.

The meeting unveiled its 2017-2019 programme which focuses on addressing the effects of climate change and fostering sustainable development. Other key topics such as scientific cooperation, renewable energy, protected areas, shipping, prevention of oils spills and marine biodiversity were also discussed. The event also served to set the stage for the upcoming Ministerial meeting in Fairbanks, Alaska in May, at which the United States will pass the Chair of the Arctic Council to Finland. *IMO News Release* [Read more](#)

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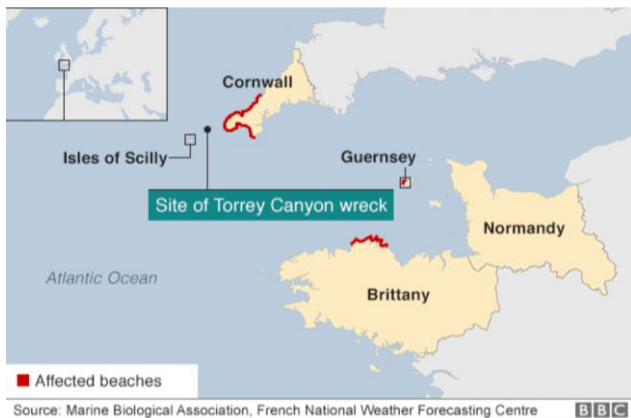
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It was the first major oil spill in British and European waters, causing enormous damage to marine life and the livelihoods of local people. It also led to changes in the way people viewed the environment.

Brittany, in northern France, bore the brunt of the thickest part of the slick, and it became known there as the marée noire, or "black tide".



The Torrey Canyon disaster did have some positive consequences, including the creation of maritime regulations on pollution.

A young David Bellamy, at the time an environmental consultant, was asked to comment on the disaster - and his unique style led to a career in television. Speaking 50 years later, he said: "The Torrey Canyon Disaster was a milestone in the environmental world. It was a tragedy that [it] had to happen before the public became focussed on potential loss of natural life, in this case marine".

"The media images of pollution and the attendant wildlife disasters made people begin to become involved in this new ethical conservation. It also became apparent that life is more resilient than anybody thought. In general if an oil spill is contained, the marine flora and fauna will eventually return."

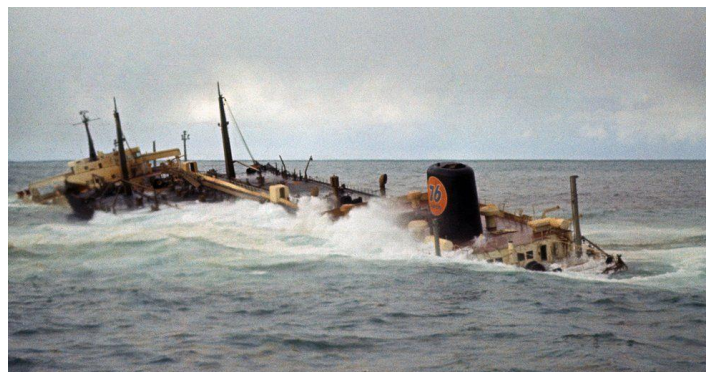
As for the Torrey Canyon herself, she still rests at the bottom of the ocean. The tanker which destroyed so much is now - somewhat ironically - a haven for marine life. *BBC News* [Read the complete article and watch video](#)

International news (continued)

TORREY CANYON OIL SPILL: THE DAY THE SEA TURNED BLACK



March 17 - Fifty years ago, the supertanker SS Torrey Canyon hit rocks off the coast of Cornwall, spilling more than 100,000 tonnes of crude oil into the English Channel. Beaches were left knee-deep in sludge and thousands of sea birds were killed in what remains the UK's worst environmental accident.



International news (continued)

SLOPS DISPOSAL PROJECTS GAIN MOMENTUM

March 16 - We only need to look at some of the media headlines from 2016 to see that a number of shipowners and operators are dumping their slops illegally at sea. Indeed, as late as December 2016, a leading cruise operator was ordered to pay a \$40m dollar fine for the deliberate dumping of slops. If some big players are prepared to take the risk, it is not unreasonable to question how many smaller companies are following suit.

Marine Defenders estimate that between five and 15 of all large vessels discharge their oily waste into the oceans – approximately 5-7000 vessels. In fact, the United Nations Environment Programme (UNEP) has estimated that at least 3,000 incidents occur each year in which oily waste is deliberately discharged into European waters. This figure will naturally rise substantially when all global shipping lanes are considered.

The MARPOL legislation under Convention 73/78 and the European Directive 59/2000 regulations were specifically established to protect the environment from this harmful waste. When solutions for sustainable slops disposal are available, this deliberate discharge of oily waste is unacceptable and unnecessary.

So why are owners and operators deliberately polluting the environment and risking enormous fines, or even imprisonment? The troubling commercial times for the shipping industry are to blame in many cases. Where previously the construction sector provided a consistent market for slops collectors to sell to, the recent slump in crude prices has encouraged these markets to purchase purer fuels.

Now the traditional market for slops has diminished, the waste products are building up in ports, many of which do not have adequate reception facilities to deal with the increased demand. Legally, vessels are required to dispose of their slops, but they lack the tank capacity to keep the waste product on board, and if reception facilities are full then discharge becomes increasingly problematic.

This is the vicious cycle that Ecoslops set out to disrupt. It is the first company to develop a unique technology to sustainably regenerate slops into valuable new fuels and light bitumen, which can be sold back into the market, creating a sustainable cycle.

Based on a micro-refining process, the technology works in the following way: firstly, to optimize distillation, the slops are pre-treated. They are heated, decanted and using high-speed vertical centrifugation, the water, hydrocarbons and sediments are separated before the refining and distillation process. As the reprocessing of the water from the slops is fully integrated within the treatment process, the water is then depolluted using the latest techniques.

The water is returned to its natural environment in line with relevant environmental laws. After the water and sediment are removed, the slops are sent to the P2R vacuum distillation column, where they are heated. Under vacuum conditions, the hydrocarbons and heavy molecules are vaporized and at the end of the distillation process several fuels are produced, including naphtha, fuel (GO and IFO) and light bitumen. *The Maritime Executive* [Read more](#)

ITOPF HOLDS SEMINAR FOR P&I CLUBS

March 17 - ITOPF delivered a half day seminar for P&I Club representatives at its office yesterday. The seminar covered pollution response, damage assessment and claims analysis, providing an opportunity for Club case handlers to find out more about the work of ITOPF and hear about our experiences on-site at spill incidents. Almost 40 people attended, with most of International Group represented. The seminar prompted plenty of discussion and useful exchanges which ensued during the drinks reception that followed. *ITOPF* [Read more](#)

EMSA: FOUR NEW RPAS CONTRACTS TO OFFER ADDED SURVEILLANCE SUPPORT

EMSA has recently contracted four companies to provide maritime surveillance services to support national authorities carrying out coastguard functions, thereby extending EMSA's portfolio of Remotely Piloted Aircraft System (RPAS) based services. This is in line with recent amendments to the founding regulations of EMSA, EFCA and Frontex, creating a joint capability.

Fixed-wing medium-size RPAS have been contracted from the REACT consortium (TEKEVER / CLS), and another consortium composed of the Portuguese Air Force, UAVISION and DEIMOS.

These RPAS allow flights of both long endurance and long range (Beyond Radio Line of Sight - BRLOS). Complementing them, vertical take-off and landing (VTOL) aircraft have also been contracted. From Leonardo Helicopters, the VTOL RPAS is notable for its on-board (multi-purpose) radar. The Martek RPAS has a small footprint making it easier to deploy.

These new contracts, which are expected to be operational mid-2017, build on those already in place for marine pollution (oil spill) detection and ship gas emission monitoring. *EMSA Newsletter March 2017* [Read more](#)

Incident reports

CANADA: TANKER CRASH SPILLS 23,000 LITRES OF GASOLINE IN CALEDON AREA

March 8 – Crews were working to clean up a “significant fuel spill” that was threatening a river and a conservation area northwest of Toronto on Tuesday after a truck hauling gasoline crashed in the region.

Originally, authorities thought there was no threat to nearby wetlands and the Humber River, but rainfall is wreaking havoc with the clean-up, Hammond said.

“There is a potential for the fuel — because of the rain — to get into the Humber River and we’ve got all the tributaries and all the wetlands down there as well,” Hammond said. *Toronto Sun* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: ONE PERSON IS DEAD AFTER 'HIGHLY TOXIC' CHEMICAL SPILL CLOSES HWY 401

March 15 - 34 people, including 18 first responders, were taken to Kingston General Hospital for decontamination from possible exposure to the toxic chemical. The hospital declared a Code Orange, which indicates an external disaster with mass casualties.

According to the Leeds Fire Dept., the hazardous material turns into hydrofluoric acid if exposed to heat. Hydrofluoric acid is a highly toxic, highly corrosive and poisonous solution which is harmful to skin, lungs and eyes. *CTV News* [Read more](#)

USA: COLORADO - CHEVRON PIPELINE SPILLS 4,800 GALLONS OF OIL ON PUBLIC LAND, KILLS WILDLIFE

March 15 – Clean-up efforts are underway after a failed Chevron Corporation pipeline released about 4,800 gallons of oil into an intermittent stream on public land in northwestern Colorado and killed some wildlife.

The breach happened on Bureau of Land Management (BLM) land and was first detected on March 5 by a Chevron consultant. The pipeline was shut down after discovery of the leak and the oil is now trapped in a berm and siphon dam in a dry ravine, according to the Associated Press. *EcoWatch* [Read more](#)

UAE: ILLEGAL DUMPING OF WASTE BY OIL TANKER CAUSES UNTOLD ENVIRONMENTAL DAMAGE IN FUJAIRAH

March 15 - An oil tanker that was illegally washing its fuel storage area and dumping the outflow was the reason for the oil spill that affected two kilometres of coastline on Monday, causing untold environmental damage, experts said.

"The pollution, unfortunately, occurred in the breeding season of many kinds of fish and such hydrocarbon substances can harm the eggs," said Dr Saif Al Ghais, a marine scientist and executive director of Ras Al Khaimah Environment Protection and Development Authority. *The National* [Read more](#)

USA: ILLINOIS - MISIDENTIFICATION OF CHEMICAL SPILL CAUSED CLEAN-UP DELAY

March 14 - The misidentification of the substance spilled during a crash on Northwest Highway in Barrington caused valuable time to be lost in cleanup efforts that led to nearly three days of lane closures, authorities said Friday.

The semitrailer driver described the substance as vegetable oil during the initial spill cleanup. It wasn't until 10:45 a.m. Wednesday that the trucking company correctly identified the chemical as methylene diphenyl diisocyanate, authorities said. *Daily Herald* [Read more](#) [Thanks to ADR Training UK]

UK: NORTH SEA'S MONTROSE PRODUCTION SHUTDOWN AFTER OIL SHEEN SPOTTED

March 12 - A supply vessel raised the alarm at 10am Saturday after spotting an oil sheen on the sea surface near the Montrose Alpha and Arbroath platforms in the UKCS North Sea.

Respol Sinopec shutdown production in the Montrose area following the report.

“Immediately following the discovery of the sheen Repsol Sinopec Resources UK depressurised the pipeline as a precautionary measure and standby vessel Esvagt Dee was dispatched to monitor.

“There has been no further evidence of any sheen in the area and the original sheen has now naturally dispersed.” *Aberdeen Press & Journal* [Read more](#)

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

CANADA: REVIEW OF CANADA'S SHIP-SOURCE OIL SPILL PREPAREDNESS AND RESPONSE REGIME: BACKGROUND

March 18 - Clear Seas Centre for Responsible Marine Shipping – Research Digest Highlights of A Review of Canada's Ship-Source Oil Spill Preparedness and Response Regime – Setting The Course for the Future.

Clear Seas is an independent, not-for-profit organization that provides impartial and evidence-based research to inform the public and policy makers about marine shipping in Canada.

Accordingly, we are providing this digest on Transport Canada's 2013 Tanker Safety Expert Panel report A Review of Canada's Ship-Source Oil Spill Preparedness and Response Regime – Setting The Course for the Future covering areas south of the 60th parallel. The report is based on substantial and targeted engagement sessions with industry, government, and indigenous organizations during April and June of 2013. Clearseas.org [Read this article](#)

FRANCE: RECENT ACTIVITIES REPORT FROM CEDRE

March 13 - Emergency response: This month, we were contacted by our Hungarian colleagues during an ICE ring test on chlorine trifluoride. MRCC Corsen requested our opinion on visible trails on satellite images, to help determine their origin and whether to organise overflights. We were also called upon by the Irish Coast Guard (IRCG) within the framework of the MAR-ICE agreement for information on a chemical dye, rhodamine WT, which may be released at sea during a slick detection exercise. Finally, we received enquiries from the Loire fire brigade and authorities in relation to two chemicals: a liquid fertiliser and cobalt oxide. *Cedre Newsletter* [Read more](#)

INDIA: FIRST ESTIMATE SAYS 196 TONNES MT OIL BLACKENED THE CITY COAST

March 14 - Even 50 days after the oil spill near the Chennai coast, there are more questions than answers. The transfer of fuel oil on the vessel to shore tanks to ascertain the quantum of leak has not yet been completed. As per the official records, accessed by the Express, the polluter - MT Dawn Kanchipuram - was carrying 584.1 metric tonnes of the 'dirtiest' heavy fuel oil at the time of collision. How much of it leaked into the sea remains contentious.

The exact quantity of oil spilled will only be confirmed after the transfer of oily water mixture to shore tanks are completed," the official said in his affidavit submitted before the southern bench of National Green Tribunal on Monday. *New Indian Express* [Read more](#)

ITALY: PALAU AND ITALY JOIN FORCES FOR MARITIME SEMINAR



Photo: Members of Palau International Ship Registry with the Italian Coast Guard

March 14 - Palau International Ship Registry (PISR) Flag Inspectors benefited from a seminar hosted between February 20th to 24th at Italian Coast Guard General Headquarters in Rome covering Port State Control, Safety of Navigation, Maritime Security, Prevention of Pollution (MARPOL) and Minimum training standards for seafarers (STCW Convention).

The event was organized after a request by Palau

International Ship Registry and was hosted by Rear Admiral Cristiano Aliperta, former Italian representative to the IMO and Head of 6th Department Safety of Navigation of the General Command.

Among other issues, high on the agenda was to improve the Palau International Ship Registry Flag Inspectors knowledge in regards to the Maritime Labor Convention (MLC), the Safety of Life at Sea (SOLAS) and the Prevention of Pollution (MARPOL), three issues that PISR has been actively promoting in the past year. *The Maritime Executive* [Read more](#)

News reports from around the world (continued)

JAPAN: STRUGGLING WITH JAPAN'S NUCLEAR WASTE, SIX YEARS AFTER DISASTER

March 11 - Six years after the largest nuclear disaster in a quarter-century, Japanese officials have still not solved a basic problem: what to do with an ever-growing pile of radioactive waste. Each form of waste at the Fukushima Daiichi Nuclear Power Station, where three reactors melted down after an earthquake and a tsunami on March 11, 2011, presents its own challenges

A first class article with excellent photos and video [The New York Times](#) [Download this article](#)

MALAYSIA: IMO HELPS AFRICAN LEADERS SEEK COLLABORATION IN MALAYSIA



March 16 - Twenty-one African IMO Member States are taking part in the three day Malaysia Maritime Leaders Forum in Kuala Lumpur, Malaysia (15-17 March 2017), aimed at assisting the participating countries to build leadership capabilities in the maritime sector. The forum is encouraging senior officials of Maritime Administrations to find areas of common ground by sharing ideas on improving the efficiency and effectiveness of their administrations and addressing maritime challenges. The event is the first of its kind in Malaysia and part of the Malaysian Integrated Technical Cooperation Programme.

The event was opened by Mr Saripuddin bin Kassim, Secretary-General of the Malaysian Ministry of Transport. Mr Zulkurnain Ayub, Chair of IMO's Technical Cooperation Committee is also participating and William Azuh is representing IMO at the forum. *IMO News Release* [Read more](#)

MAURITANIA: GI WACAF WORKSHOP

March 16 - From 7th to 9th February, Cedre assisted the GI WACAF project in running a national workshop and tabletop exercise to test the new national oil spill contingency plan for the Islamic Republic of Mauritania. This workshop involved over 50 participants from all the administrative authorities involved in emergency oil spill management as well as oil industry players. This exercise was the opportunity to emphasise the need to regularly carry out not only tabletop but also practical exercises and, above all, to begin to consider how the plan could be improved in order to provide a better onshore-offshore interface. *Cedre Newsletter* [Read more](#)

MOROCCO: MARPOCS COORDINATION AND TRAINING MEETING

March 16 - Meeting in Casablanca On 21st February, Cedre's Director attended a working meeting with the Moroccan national institute of fisheries research (INRH) in Casablanca. The purpose of this meeting was to prepare the work of the 3rd MARPOCS coordination and training meeting, scheduled from 1st to 3rd March 2017. The possibility of establishing a long term partnership between INRH and Cedre also arose. *Cedre Newsletter* [Read more](#)

TAIWAN, CHINA: EPA SEEKS HEAVIER PENALTIES FOR MARINE POLLUTION AFTER OIL SPILL

March 13 - The Environmental Protection Administration (EPA) will propose a draft law amendment to increase the maximum fine for marine pollution from NT\$1.5 million (US\$48,523) to NT\$300 million, an EPA official said Monday. *Focus Taiwan* [Read more](#)

News reports from around the world (continued)

TAIWAN, CHINA, MAY SEEK OVERSEAS HELP TO TRACK GREEN ISLAND OIL DUMPER

March 14 - The Ministry of Justice said it may seek international assistance to track down the perpetrator of a recent oil spill in the waters surrounding Taiwan's offshore Green Island. Deputy Justice Minister Chen Ming-tang (陳明堂) said that using GPS, the Environmental Protection Administration (EPA) had identified a suspicious foreign-registered vessel that may be behind the spill. *The China Post* [Read more](#)

USA: THE US HAS ONE INSPECTOR FOR EVERY 5,000 MILES OF PIPELINE—OR TWICE THE LENGTH OF THE COUNTRY, EACH

March 10 - There are 2.7 million miles of pipeline snaked across the US. Some of the pipes carry hazardous chemicals, others carry crude oil, and still others carry highly pressurized natural gas. And when it comes to safety, all of them are under the care of 528 government inspectors. That's more than 5,000 miles of pipeline or more than twice the length of the United States, per inspector. *Quartz Media* [Read more](#)

USA: GREAT LAKES - OUTER WRAP COATING HAS FAILED ON PARTS OF LINE 5, ENBRIDGE CONFIRMS



A 2012 video screenshot of the Enbridge Line 5 pipeline under the Straits of Mackinac which the National Wildlife Federation and other pipeline opponents say shows an area of peeling protective coating over the metal pipeline. (Courtesy)

March 14 - Enbridge directors say there are no areas where bare Line 5 metal is exposed to Great Lakes water but admitted during a Michigan Pipeline Safety Advisory Board meeting the outer coating layer has failed in places and the company doesn't usually repair that kind of protection system.

Kurt Baraniecki, Enbridge director of pipeline integrity, told the state board on Monday, March 13 that anticorrosion protections on the controversial pipeline under the Straits of Mackinac are "working as designed," but there are 18 places where there is coating "delamination." *Mlive.com* [Read more](#)

USA: IT'S UNWISE TO CUT COAST GUARD, NOAA

March 14 - Agencies vital to U.S. coastlines deserve presidential support - Priorities of the Donald Trump administration are starting to take shape, upending not just eight years of agenda-setting by a Democratic White House, but also challenging long-held priorities espoused by a majority in Congress. Some of these upcoming choices will have direct consequences in our area. It behooves us to pay attention. Beyond revisions in national healthcare laws — a subject that will dominate political debates for months or years to come — potential cuts to the U.S. Coast Guard, the National Weather Service and federal fisheries programs deserve close scrutiny in a place that is closely intertwined in all three. *Chinook Observer* [Read more](#)

USA: STATEMENT FROM THE CSB'S CHAIRPERSON, VANESSA ALLEN SUTHERLAND ON FY 2018 BUDGET

March 17 - The U.S. Chemical Safety Board (CSB) is disappointed to see the President's budget proposal to eliminate the agency. The CSB is an independent agency whose sole mission is to investigate accidents in the chemical industry and to make recommendations to prevent future accidents and improve safety. For over 20 years, the CSB has conducted hundreds of investigations of high consequence chemical incidents, such as the Deepwater Horizon and West Fertilizer disasters. Our investigations and recommendations have had an enormous effect on improving public safety. Our recommendations have resulted in banned natural gas blows in Connecticut, an improved fire code in New York City, and increased public safety at oil and gas sites across the State of Mississippi. The CSB has been able to accomplish all of this with a small and limited budget. The American public is safer today as a result of the work of the dedicated and professional staff of the CSB. As this process moves forward, we hope that the important mission of this agency will be preserved. *CSB* [Source document](#)

RISING TO THE CHALLENGE: THE OUTCOMES OF THE IPIECA-IOGP OIL SPILL RESPONSE JOINT INDUSTRY PROJECT 2011 – 2016



About the author - Rob Cox is Technical Director of IPIECA in London. Rob has over twenty five years of international petroleum industry experience including fifteen years with Caltex/Chevron in Africa, the Middle East and the United States. Rob's background combines field experience in Environment, Health & Safety aspects of shipping, refining, distribution and retail marketing, as well as Environmental Management System implementation and auditing.

Until recently Rob was seconded to the position of program manager of the IOGP-IPIECA Joint Industry Project on Oil Spill Response (the OSR – JIP) which was established to understand and implement the oil spill response lessons learned from recent upstream incidents.

Rob holds a Bachelor's degree in Chemistry and Biochemistry from the University of Dundee in Scotland and a Postgraduate Diploma in Environmental Practice from Farnborough College of Technology in England.

Part 7 – Surveillance, Modelling and Visualization

This article continues the story of the IPIECA-IOGP Oil Spill Response JIP, which this week looks at the topic of Surveillance, Modelling, and Visualization (SMV). We also conclude this series with a summary of the ongoing work for 2017 in the IPIECA Oil Spill Working Group.

Surveillance and Modelling

To respond to an oil spill effectively, those involved in the response operations require accurate and timely information on the location, the quantity and characteristics of the oil spilled and the characteristics of the areas likely to be impacted by the spilled oil. This information enables the incident command to effectively determine the scale and nature of the oil spill scenario, make decisions on where and how to respond, control various response operations and, over time, confirm whether the response is effective. Surveillance is key to providing this 'situational awareness' during an oil spill response operation. It is supported by a range of different technologies and techniques, from traditional and well-tested observation from vessels and aircraft to the use of innovative, small-scale unmanned aerial vehicles (UAVs) and video equipped subsurface remotely operated or autonomous underwater vehicles (ROVs and AUVs).

The JIP has produced the following research reports and Good Practice Guidance:

- In-Water Surveillance of Oil Spills GPG (Colin Grant)
- Satellite Remote Sensing of Oil Spills GPG (Jo Wilkin)
- Aerial Observation GPG (CEDRE)
- Three research reports on Airborne/Satellite sensing and their response times (Polar Imaging)
- The Capabilities and Uses of Waterborne Surveillance ROVs for Subsea use (Oceanering)
- Sensor-Equipped Ocean Vehicles for Subsea and Surface spill Detection / Tracking (Battelle)
- Two research reports on Modelling: Metocean Databases and their validation (Actimar)

The SMV work can be found on the JIP website at:

<http://www.oilspillresponseproject.org/response/surveillance-and-modeling/> When devising the work program, the OSR-JIP worked closely with the IOGP Metocean and Geomatics committees as well as OSRL, CEDRE, and other research organizations.

Visualization

The OSR-JIP work on Visualization was prompted by the findings of the U.S. Coast Guard Incident Specific Preparedness Review (ISPR) following the Macondo incident.

Reference should be made to <https://www.uscg.mil/foia/docs/dwh/bpdwh.pdf> Section 1.9 (Common Operating Picture) particularly the finding that “*Barriers to synchronized, total domain awareness during the Deepwater Horizon incident included the [Lack of availability of appropriate interoperable communications technology] and the [Limited ability to push real-time data, both vertically and laterally, throughout the response organization]*” along with the recommendation that “*The Coast Guard should work to resolve compatibility problems between software programs and information technology systems that are used by the public and private sectors during oil spill response operations. The Coast Guard should require developers of these tools to ensure that their products are compatible*”.

Special feature (continued)

In a sense, the situation is analogous to the technology in the early days of mobile phone communications – were it not for the development of internationally agreed standards for GSM and SMS messaging, cellular communication and text messaging as we know it today would not have been possible. The JIP worked with the Open Geospatial Consortium (OGC) and Resource Data International (RDI) to develop a “Recommended practice for Common Operating Picture architecture for oil spill response” available [here](#). Several US agencies including NOAA contributed to the study. More work is urgently needed on this aspect of SMV and the ongoing IPIECA Oil Spill Working Group (OSWG) program has this as a priority for 2017.

As the OSR-JIP closes, the IPIECA OSWG will carry on the work of the JIP in certain areas mentioned in these seven short articles, in particular:

- Continuing to work on Wildlife issues, extending the current GPG with a document “*Key principles for the protection and care of animals in oiled wildlife response*”
- Reviewing and confirming responder priorities in two Surveillance, Modelling and Visualization workshops in Europe and Asia Pacific to build on work done in the U.S.
- Maintaining industry ability to use dispersants as a prime response option through development of a set of maintenance, testing and storage Protocols for dispersants
- Hold workshops in Europe and Asia Pacific to test and confirm SIMA (formerly NEBA) good practice, again building on work presented in the U.S.
- Defining, developing and beginning implementation of a “Confident Ambassador” programme to provide training and support for those of us involved in communicating the principles of Oil Spill Response.

Acknowledgements

Altogether, the Oil Spill Response JIP took five years, cost nearly eight million dollars, employed over seventy consultants and contractors, made use of nearly two hundred and fifty industry reviewers, and carried out one hundred and forty visits, workshops & seminars.

At the close of this short series I would like to take the opportunity to thank the nineteen companies and their staff that made the initiative possible: BP, BG-Group, DEA, Cairn, Chevron, ConocoPhillips, Engie, Eni, ExxonMobil, Hess, Marathon Oil, Nexen, Petrobras, Repsol, Shell, Statoil, Total, Wintershall, and INPEX, as well as the unfailing support of Robert Limb and his team at OSRL, the Chairs and Vice Chairs of the OSR-JIP over the five years: Jon Lay, Greg DeMarco, Craig Buckingham, Richard Santner, Jeff Patry, Laurent Routisseau, Paolo Linzi, Brian Horsburgh, and the other contributors too numerous to mention.

Special thanks to Marty Cramer, Peter Taylor, Andy Nicoll, Rupert Bravery, Tom Coolbaugh, and Brian Sullivan who were never short of advice and encouragement

The OSR-JIP website can be accessed at: www.oilspillresponseproject.org

Science and technology

WPI, THE BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT, AND THE U.S. COAST GUARD SUCCESSFULLY TEST A NOVEL OIL SPILL CLEANUP TECHNOLOGY



Test burns at the Joint Maritime Test Facility demonstrated the potential for the Flame Refluxer, a technology developed at WPI with funding from BSEE, to efficiently burn oil spills while also minimizing water and air pollution -

March 15 - Tests conducted this week of a novel technology that can greatly accelerate the combustion of crude oil floating on water demonstrated its potential to become an effective tool for minimizing the environmental impact of future oil spills. Called the Flame Refluxer, the technology, developed by fire protection engineering researchers at Worcester Polytechnic

Science and technology (continued)

Institute (WPI) with funding from the Bureau of Safety and Environmental Enforcement (BSEE), could make it possible to burn off spilled oil quickly while producing relatively low levels of air pollutants.

The tests of the Flame Refluxer were conducted this week by WPI and BSEE at the United States Coast Guard's Joint Maritime Test Facility on Little Sand Island, located in Mobile Bay. WPI is the first university to work on research at the facility since it reopened in 2015. The tests involved controlled burns of oil in a specially designed test tank on the island.

"In-situ burning has been used with great success, and it is our goal to support research that makes a good method even better," said Karen Stone, oil spill response engineer at BSEE. "This research, and the results of this week's tests, are particularly exciting. We saw hotter fires increase the amount of oil that was consumed, what appears to be cleaner emissions, and a significant reduction in burn residue after the burn. Initially we were hopeful that the technology could capture any remaining residue after the burn, but the fires burned so efficiently there was very little to collect."

When oil is spilled in open water, burning it in place (called in-situ burning) can be an effective method for removing the oil before it can settle into the water column and cause ecological harm. In fact, the current research project is based, in part, on the experience of the 2010 Deepwater Horizon disaster, during which more than 400 controlled burns removed between 220,000 and 310,000 barrels of oil from the ocean's surface.

While that experience demonstrated the potential for burns to become an effective clean-up tool, they also made clear the limitations of current techniques. For example, open-water oil fires can be difficult to sustain, they produce smoke, and they leave behind a tar-like residue that can harm marine life. The Flame Refluxer is designed to overcome each of those issues.

According to Scott Fields of the USCG Research and Development Center "in-situ burning is already a very successful process, but we want to improve the air quality for our first responders who are engaged in oil spill cleanup."

The Flame Refluxer consists of metal coils attached to a blanket made from copper wool sandwiched between two layers of copper mesh. The blanket is designed to be placed on top of floating oil that has been collected with a boom towed by boats. After the oil is ignited, the coils and blanket transmit heat from the flames to superheat the oil, which increases its burning rate and efficiency. As a result, the oil burns more completely. The more complete combustion produces fewer airborne emissions, and any solid residue is captured by the copper wool and kept out of the water column. *Worcester Polytechnic Institute* [Read the whole of this article and watch video](#) Links for related reports – [Telegram.com](#) and [World Oil](#)

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	February 2017
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	March 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	February 2017
Intertanko Weekly News	International news for the oil tanker community	March 17, 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	February 2017 issue
Pollution Online Newsletter	News for prevention & control professionals	March 15 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	March 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

Contracts and tenders

EMSA ISSUES CALL FOR TENDERS FOR OIL SPILL RECOVERY VESSELS

March 16 - The European Maritime Safety Agency (EMSA) Wednesday issued a call for tenders for stand-by oil spill recovery vessels in the Northern Baltic Sea. *Ship & Bunker* [Download the details](#)

Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UK	Jan 16 – July 7	IMO Exhibition – 50 Years Gov't & Industry Co-op'n	London
USA	March 28-30	2017 SCAA Annual Meeting & Conference	Washington DC
SAUDI ARABIA	April 5-6	6th GCC Environmental Forum	Jeddah
CYPRUS	April 6-7	East Med Marine and Oil & Gas Exhibition	Limassol
UAE	April 10-12	RECISO EnviroSpill 2017	Abu Dhabi
UK	April 24-28	April 2017 IOPC Funds Meetings	London
SINGAPORE	April 25-28	10th Intl Chemical and Oil Pollution (ICOPCE)	Singapore
UK & IRELAND	April 26-27	ISAA Spill Response Training Days, N. Ireland	Enniskillen
UAE	May 9-10	Offshore Arabia Conference & Exhibition	Dubai
USA	May 15-18	International Oil Spill Conference	Long Beach CA
USA	May 16	ISCO-BIMCO Presentation & Reception	Long Beach CA
USA	May 17	ISCO AGM	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
UK	July 3-7	IMO Marine Environment Protection Committee	London
CHINA	July 14	6th NOWPAP DELTA Exercise	Weihai
UK	Sept. 5-8	SPE Offshore Europe	Aberdeen
UK	Sept. 6-7	8th Maritime and Salvage Response	London
UAE	Nov. 13-16	Abu Dhabi Int'l Petroleum Exhibition & Conference	Abu Dhabi
USA	Dec. 5-7	Clean Gulf Conference and Exhibition	Houston, TX
	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

SWIRE AND PARTNERS LAUNCH EMERGENCY SERVICES IN PAPUA NEW GUINEA

March 15 - Swire Emergency Response in collaboration with Pacific Towing (PNG) Limited and Global Responders Group has launched PNG Emergency Services. The alliance's objective is to provide best-in-class emergency services complying with international standards and industry best practices in Papua New Guinea. The capabilities include

- Emergency Response
- Fire Protection Services
- Oil Spill Response
- Salvage, Towing, and Diving
- Accredited OSR Training
- ER and Crisis Management Training
- Fire and Emergency Equipment Services
- Equipment Rental

On 27th and 28th February, representatives from the 3 companies attended the Papua New Guinea Petroleum & Energy Summit, where the alliance was launched.

In addition to fire fighting and oil spill response equipment that has already been mobilised into both Port Moresby and Lae, SER will be delivering an IMO level 2 and IMO level 3 course in Port Moresby between the 1st and 5th of May.

For more info regarding the services provided by PNG Emergency Services or training courses, please contact: Simon Valentine, ER Manager at simon.valentine@swire.com.sg
Swire Emergency Services is a member of ISCO.

IMBITIVE TECHNOLOGIES CORP (IMBTEC), APPOINTS DISTRIBUTOR FOR AUSTRALIA AND NEW ZEALAND

March 16 - Norman G Clark (A/Asia) Pty Ltd, (Melbourne, Australia) is now officially representing the full suite of Imbiber Beads® technologies within the Spill Response, Pollution Prevention, Water Filtration and Custom Solutions markets. Leveraging decades of experience in the industrial products industry and applying in-depth knowledge of water treatment and purification techniques, the team at Norman G Clark have already introduced this new technology to numerous contacts in the market.

Company news (continued)

“The Imbiber Beads® product line is quite complimentary to our existing product/service offerings at Norman G Clark” said Jack Clark, Principal Consultant with the company. “The first time I saw the technology my mind immediately started racing with ideas because of my background in the water treatment industry”.

Norman G Clark Pty Ltd is a privately-owned Australian company founded in 1919. Today they are a manufacturer and importer of various industrial products as well as offering an engineering consulting service for water treatment and purification of industrial effluents.

Imbibitive Technologies is a specialty sorbent manufacturer and environmental technology solutions provider. IMBTEC is the exclusive, world-wide manufacturer of IMBIBER BEADS®, the only technology which meets ASTM International Performance Standards for the absorption of organic chemicals. IMBIBER BEADS® are “engineered” to absorb/imbibe a broad range of organic liquids including gasoline, chlorinated solvents, Diluted Bitumen, condensate, crude oil, diesel, BTEX type solvents and jet fuels among thousands of others.

Imbibitive Technologies is a member of ISCO

LAMOR CORPORATION DEMONSTRATES INNOVATIVE NEW OIL RECOVERY SYSTEM FOR CANADIAN RESPONSE ORGANIZATIONS



In mid-February, Lamor Corporation demonstrated an innovative new way to recover oil by deploying the Lamor Marine Oil Spill Sweeper LMOS 15 Speed Skimming system in Halifax, Canada in cooperation with their local representative, Griffin Engineered Systems, for leading Canadian response organizations and companies, represented by Eastern Canada Response Corporation (ECRC), Canadian Coast Guard, Department of Defense (DND), ALERT and RMI Marine.

Despite the harsh weather conditions Halifax harbor that day, with winds up to 35 knots, including snow changing to freezing rain and ice pellets, while temperatures were ranging from minus 4°C to plus 6°C, the deployment of the LMOS 15 went well and proved the system's effectiveness and recovery capacity in various climatic

scenarios. For more information, please contact: Dan Beyer, General Manager, Lamor USA Corp., +1 203 233 8227, dan.beyer@lamor.com www.lamor.com <http://www.lamor.com/oilspillresponse/vessel-systems/sweep-skimmer-lmos-25/> Michael Hebb, VP Sales, GRIFFIN Engineered Systems, +1 902-474-3346, mhebb@griffin-es.com
Lamor Corporation is a member of ISCO.

Stop Press – Breaking News

CANADA: CRUDE OIL PIPELINE LEAK REPORTED WEST OF CALGARY

March 17 – A report just received from Dr Merv Fingas, Hon.FISCO, Member of ISCO Council for Canada.

Alberta's Energy Regulator says a pipeline has leaked crude oil in southwestern Alberta. AER spokeswoman Monica Hermary says Husky Energy of Calgary reported the spill at Cox Hill Creek on Thursday around 3 p.m.

Hermary says it's not known how much crude has leaked, but adds the oil has affected the creek. She says the pipeline was shut in and depressurized on Thursday and no more oil is flowing through that section of the pipeline.
Calgary Sun [Read more](#)

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