



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and is dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisation.

ISCO COMMITTEE & COUNCIL

ISCO is managed by an elected executive committee members of which are **Mr David Usher** (President, USA), **Mr John McMurtrie** (Secretary, UK), **Mr Marc Shaye** (USA), **Mr Dan Sheehan** (USA), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Lord Peter Simon Rickaby** (UK), **Mr Li Guobin** (China), **Captain Bill Boyle** (UK) and **Mr Matthew Sommerville** (UK)

The Register of ISCO Members is maintained by **Ms Mary Ann Dalgleish** (Membership Director). She is also responsible for collecting membership dues.

The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Osman Tarzumanov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psarafitis** (Greece), **Captain D. C. Sekhar** (India), **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), **Dr Manik Sardessai** (USA), **Mr Dennis van der Veen** (The Netherlands) and **Mr Carlos Sagrera** (Panama)

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

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International news

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



UPCOMING ISCO AGM AT IOSC, RESPONSECON PRESENTATION AND CHANGE AT THE HELM OF THE ORGANIZATION

TUESDAY 16th MAY - *Presentation on the new RESPONSECON Standard Contract for Spill Response and Reception being hosted by ISCO, Spill Control Association of America (SCAA) and Association of Petroleum Industry Cooperative Managers (APICOM)*



A presentation on the new International Spill Response Contract will place at **5 pm on Tuesday 16th May in room 101A** in the IOSC Convention Centre. The presentation to an invited audience will be given by **Mr Tony Paulson**, Director of the West of England P&I Club and Chairman of the joint ISCO-BIMCO Working

Group. If you would like to attend please contact the ISCO Secretariat.

Work on the development of the contract is now virtually complete with publication expected in Summer, 2017. Participants in the WG have included not only representatives of ISCO and BIMCO but also those of the International Group of P&I Clubs, ITOPF, ISU, the Spill Control Association of America and other interested parties. A wide consultation exercise has also been conducted with other stakeholders.

The availability of the new International Response Contract will complement other initiatives designed to improve spill response mechanisms, including the recently published IMO Guidelines for International Offers of Assistance and ISCO's Emergency Assistance facility for rapid sourcing of response resources.

More information on the new contract was published in issue 571 of the ISCO Newsletter which can be found at http://spillcontrol.org/2013-02-05-11-11-41/2013-02-05-11-26-54/doc_download/508-isco-571-newsletter

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

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International news (continued)

WEDNESDAY 17th MAY - ISCO 2017 Annual General Meeting

The ISCO 2017 AGM will be held from **5 pm to 6.30 pm on Wednesday 17th May in Room 101A** at the IOSC Convention Centre at Long Beach California.

ISCO Booth in Exhibition Hall at IOSC Conference

The ISCO Booth is **Number 408**. ISCO representatives in attendance will include David Usher, John McMurtrie, Matthew Sommerville and Mary Ann Dalgleish. If you are attending IOSC please make a point of calling by to say hello.

Retirement of the Secretary of ISCO and new Appointment

Having acted as Secretary of ISCO since its re-launch in 2005, John McMurtrie will be retiring in May 2017. He represented the British Oil Spill Control Association (BOSCA) as one of ISCO's founding members and has been actively involved in the organization since 1984.

The appointment of his successor, Matthew Sommerville, will be formalised at the AGM on 17th May 2017.

Matthew has more than 34 years' experience in the spill response industry and has a very wide breadth of relevant management experience. He has excellent communication skills and a network of contacts across the globe, including government and intergovernmental agencies, response organisations, manufacturers, insurers and research organisations.

International news (continued)

COMMENT FROM CEDRE - SOMBRE ANNIVERSARIES, BUT MAJOR PROGRES

April 10 - The first but not the last of a series of major oil spills occurred 50 years ago. On 18th March 1967, the Torrey Canyon ran aground in England, releasing 121,000 tonnes of crude oil which coated the British shores and the north coast of Brittany.

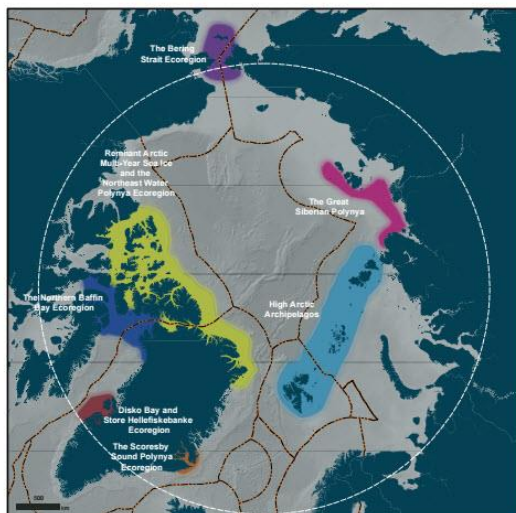
Then followed: - on 16th March 1978, the Amoco Cadiz in northern Finistère (France), 227,000 tonnes of crude oil spilt - on 7th March 1980, the Tanio, in northern Finistère (France), 6,000 tonnes of heavy fuel oil spilt - on 24th March 1989, the Exxon Valdez in Alaska, 38,500 tonnes of crude oil spilt - on 29th March 2001, the Baltic Carrier in Denmark, 2,700 tonnes of heavy fuel oil spilt.

It was in the wake of the Torrey Canyon disaster that the population and the authorities became truly aware of the issue of oil spills at sea, and more generally of their environmental consequences. This awareness was intensified following the Amoco Cadiz spill which triggered the creation of Cedre.

All these spills led to major progress in the field of shipping, including the creation of the International Oil Pollution Compensation Funds (IOPC Funds), the establishment of the International Convention for the Prevention of Pollution from Ships (MARPOL), the phase-out of single-hulled oil tankers, the creation of the Ushant traffic separation system (Brittany), the introduction of the French contingency plan POLMAR ... Each of these initiatives contributed, over time, to spectacularly and lastingly reducing the number of oil spills at sea. CEDRE <http://www.cedre.fr/en/>

Note from Editor – The exhibition “50 years working together against oil pollution from ships” continues in London until 7th July 2017. The exhibition 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). Members of delegations attending meetings at the IMO HQ building and, by arrangement, other visitors can view the exhibition located on the first floor. The timeline and panels from the exhibition can also be viewed online at <http://www.imo.org/en/About/Events/Pages/50-Years-Working-Together.aspx>

ARCTIC WORLD HERITAGE SITES PROPOSED



April 4 - A report co-produced by the International Union for the Conservation of Nature (IUCN), the United Nations educational, Scientific and Cultural Organization (UNESCO) and the Natural Resources Defence Council (NRDC) has identified seven marine sites in the Arctic considered worthy of World Heritage Site designation.

“This report supplies another nudge to nations around the Arctic that they need to start acting now to conserve these areas of local, national and international significance,” says Clive Tesar, lead of WWF’s Last Ice Area project”.

The Maritime Executive [Read more](#)

Link for downloading the report –

<https://portals.iucn.org/library/sites/library/files/documents/2017-006.pdf>

MEDITERRANEAN OIL INDUSTRY GROUP (MOIG) HAS LAUNCHED ITS NEW WEBSITE

In the April 2017 issue of its newsletter MOIG has announced the launch of its new website. The new issue of the MOIG Newsletter also announces the 2017 HSSE Conference to be held in Tunis from 24-26 April 2017, the publication of a new MOIG brochure, and reports on last month’s Regional Workshop on Oil Spill Preparedness and Incident Management. The new MOIG website is at <http://www.moig.org/> You can download MOIG’s April 2017 Newsletter at http://www.moig.org/newsletters/Newsletter_Issue_22.pdf

TRILATERAL EXPERT MEETING OF THE COMPETENT NATIONAL AUTHORITIES FOR THE PREPARATION OF THE SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

The Meeting was held on 23rd February within the framework of the activity: “Development of the SCP” initiated by the Governmental Focal Point of REMPEC for Cyprus. The objectives of the Meeting were to further progress on the completion of the SCP, and to discuss the way forward including the organisation of an exercise in Autumn 2017. *REMPEC* [Read more](#)

Incident reports

AUSTRALIA: OIL SPILL IN BOTANY BAY WASHES UP ONTO FRENCHMAN’S BEACH IN LA PEROUSE

April 6 - A spill has occurred in Botany Bay, with slick washing up onto Frenchman’s Beach in La Perouse, opposite Port Botany, this morning. It is still unknown the size or severity of the spill, but Randwick Council is currently aiding the Environmental Protection Agency and NSW Ports in a clean-up operation. *Daily Telegraph* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: CALIFORNIA - SUNKEN BARGE LEAKING OIL IN SAN FRANCISCO BAY



The 112-foot freight barge Vengeance is pictured after capsizing near Yerba Buena Island, Calif., April 7, 2017. U.S. Coast Guard Photo

April 7 - The Coast Guard and other agencies responded to a report of the capsized and sunken 112-foot freight barge Vengeance leaking diesel fuel and hydraulic oil south of the San Francisco–Oakland Bay Bridge, Friday.

Coast Guard responders and investigators are on site executing cleanup of diesel fuel and oil that has been released from the barge. The Coast Guard said the maximum potential release is estimated to be 4,000 gallons of diesel fuel and 300 gallons of lube oil. National Response Corporation Emergency Services personnel have been contracted to deploy 3,000 feet of hard boom. *gCaptain* [Read more](#)

Incident reports (continued)

USA: VIRGINIA - OIL SPILL CONTAINED; INVESTIGATION UNDERWAY NEAR CHESTERFIELD'S DUTCH GAP

April 10 - The cleanup continues Monday morning in Chesterfield after motor oil spilled into the James River, near Dutch Gap. The call came in around 4:30 p.m. Sunday for the 400 block of Coxendale Road, where someone noticed a sheen on the water. Once crews arrived, they determined that some type of motor oil was illegally dumped into the river.

Officials do not know exactly how much of the substance is in the water, but they said the area is about 30 yards offshore, covering around 100-150 yards. *NBC* [Read more](#)

USA: MICHIGAN - UPTON WANTS 'ALL-HANDS' RESPONSE TO CHEMICAL SPILL NEAR LAKE MICHIGAN

April 12 - An unknown amount of wastewater containing hexavalent chromium spilled, apparently on Tuesday morning, April 11, into a waterway in Portage, Ind., about 100 yards from the lake, the U.S. Environmental Protection Agency reports.

Hexavalent chromium is a toxic by-product of industrial processes, according to a press release by the EPA. A spokeswoman said it is working with U.S. Steel to contain the spill. But did not know how much had been spilled. *mlive.com* [Read more](#)

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

AUSTRALIA: WHO PAYS FOR OIL SPILL CLEAN UPS?

March 15 - From polluting water sources to coating seabirds in an oily slick, crude spills wreak havoc on the natural environment. And it's no secret that the clean-up process is enormous, and expensive. But who pays for it? While technically the company responsible should be forking out, the latest plans from the Australian treasury would see taxpayers pay for oil spill clean-ups under a new petroleum resource rent tax (PRRT).

Just days ago, the treasury confirmed that companies would be offered the option of claiming tax deductions for expenses racked up during oil spill clean-ups. It's all thanks to the PRRT regime, which would essentially make oil spill clean-ups in the Great Australian Bight tax deductible. Benefits would be calculated using different "uplift rates" which would vary depending on whether spills were caused by exploration or production activity. *PetroOnline* [Read more](#)

CANADA: HIGHLIGHTS OF THE B.C. MINISTRY OF ENVIRONMENT'S WEST COAST SPILL RESPONSE STUDY, VOLUME 1: ASSESSMENT OF BRITISH COLUMBIA MARINE OIL SPILL PREVENTION & RESPONSE REGIME

Dr. Richard Wiefelspuett, Executive Director, Clear Seas writes "As shipping volumes increase on Canada's west coast, and with further major marine transportation projects anticipated for BC ports, the government of British Columbia has a vested interest in better understanding the risks particularly associated with increased ship-based oil movements. To that end the British Columbia Ministry of Environment commissioned Nuka Research to conduct a three-part study to provide an assessment of the current oil spill prevention and response regime on the west coast. The study was completed in 2013.

For marine oil spill prevention, preparedness, response, and recovery – and the provincial government's aspiration for a world-leading system – it is important to note that it relies on initiatives that are largely beyond provincial jurisdiction – and on a network of international, federal, provincial, and local regulatory and response authorities. As such the recommendations for BC mentioned in the report must be considered in the context of these other jurisdictional realities.

Volume 1 of the West Coast Spill Response Study provides a baseline snapshot and gap analysis of the existing marine oil spill prevention, preparedness and response regime in British Columbia, including a description of the laws, regulations, programs, and plans that govern this regime.

While a focus on prevention of marine oil spills is of paramount importance, it is also critical to ensure that adequate capacity is made available to respond and mitigate the impacts of a spill, should one occur. To this end, the study also describes the results of a series of computer simulated oil spills used to estimate response capacity and highlights some of the key issues in moving forward with developing a system to best protect the province's environment and communities from the impacts of an oil spill, should one occur.

This digest covers some of the major observations of this volume and provides hotlinks to many of the agencies mentioned. Subsequent volumes provide additional details to inform British Columbia and the Government of Canada

News reports from around the world (continued)

efforts in economic and social values of our coastlines and waterways are represented and protected”.

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. *Clear Seas* [Read more](#)

A related article from Clear Seas – “Leading Systems for Oil Spill Response in Ports – Implications for Canada”

This research has examined spill response policies and practices in seven ports in five countries. They are the ports of Seattle, Los Angeles and Houston in the U.S. and Southampton, Antwerp, Rotterdam and Hamburg in Europe. These countries and ports provide a range of national policies and port conditions and practices against which to consider Canadian policies and practices. Emergency response practices have evolved generally as a result of experience. Canada has been fortunate to have mainly learned from spills elsewhere but its focus has remained for too long on concerns for catastrophic spills. *Clear Seas* [Read more](#)

DOMINICAN REPUBLIC: REGIONAL WORKSHOP REPORT FROM IOPC FUNDS



April 6 - The IOPC Funds participated in a national workshop on the ratification and implementation of a number of international maritime conventions in the Dominican Republic which took place from 27 to 31 March 2017. Funded by the International Maritime Organization’s Integrated Technical Cooperation Programme (IMO-ITCP) and organised by the Central American Commission on Maritime Transport (COCATRAM), the workshop was hosted by the Maritime Authority of the Dominican Republic in Santo Domingo.

The Director and Head of the Claims Department delivered presentations on 27 March 2017 on the 1992 Civil Liability and Fund Conventions.

IOPC Funds [Read more](#)

GUATEMALA: REGIONAL WORKSHOP REPORT FROM IOPC FUNDS

April 6 - The IOPC Funds participated in a national workshop on the ratification and implementation of a number of international maritime conventions in Guatemala which took place from 20 to 24 March 2017.

Funded by the International Maritime Organization’s Integrated Technical Cooperation Programme (IMO-ITCP) and organised by the Central American Commission on Maritime Transport (COCATRAM), the workshop was hosted by the Guatemala Maritime Authority in Guatemala City.

The Director and Head of the Claims Department delivered presentations on 24 March 2017 on the 1992 Civil Liability and Fund Conventions. *IOPC Funds* [Read more](#)



MOROCCO: EUROPEAN PROJECT MARPOC CONFERENCE REPORT FROM CEDRE

April 10 - From 1st to 3rd March, engineers from Cedre took part in a conference in Casablanca as part of the MARPOCS project. This event, organised in partnership with the Moroccan national institute of fisheries research (INRH), was the opportunity to bring together, on the first day, the different partner organisations and to review project progress. During the following days, the Cedre engineers gave various presentations on HNS spills for Moroccan stakeholders and INRH executives. The aim was to provide participants with theoretical knowledge on HNS and to present the different response strategies through examples of real spills. *Cedre Newsletter* [Read more](#)

USA: THOUSANDS OF DEFECTS FOUND ON OIL TRAIN ROUTES

April 5 - When a freight train derailed in the Montana town of Culbertson, spilling 27,000 gallons of crude oil, investigators blamed the 2015 accident on defective or missing fasteners used to hold the tracks in place.

The previous year, cracks in a track that went unrepaired caused a train hauling oil to come off the rails and explode

News reports from around the world (continued)



along the James River in Lynchburg, Virginia. Broken bolts were cited in another oil train derailment and fire last year in Mosier, Oregon.

Data obtained by The Associated Press shows that tens of thousands of similar safety defects were found when government inspectors checked the rail lines used to haul volatile crude oil across the country. The defects included rails that were worn, bolts that were broken or loose or missing, and steel bars that had cracks.

Such flaws are not uncommon across the nation's 140,000-mile freight

rail network. But these nearly 24,000 imperfections drew heightened attention because of a surge in recent years of domestic energy production that has increased rail shipments of oil and the number of major derailments.

The Journal Gazette [Read more and view file photo survey](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

People in the news

NAMEPA WELCOMES NEW BOARD MEMBER CHRISTIAN MOLLITOR



April 3 - Joe Hughes, Chairman of the North American Marine Environment Protection Association (NAMEPA) announced, "NAMEPA welcomes our newest board member, Christian Mollitor, Vice President of the Liberian Registry (LISCR). Mr. Mollitor brings additional depth to the NAMEPA board with his experience in the global maritime industry."

Mr. Mollitor's experience in maritime and environmental regulatory compliance increases the breadth of NAMEPA's board as the industry focuses on best practices. "As Vice President with LISCR, he works closely with mariners, shipowners and regulators to promote a sustainable marine industry."

Mr. Hughes remarked, "We are delighted to welcome Mr. Mollitor to Board membership, as NAMEPA moves forward with our commitment to stewardship and protection of our seas through corporate social responsibility." *The Maritime Executive* [Read more](#)

Science and technology

TURNING AN OCEAN OF PLASTIC INTO FUEL

April 6 - Shopping bags, straws, cups, toothbrushes, and workout clothes are just a few things we use everyday that are made of plastic. And much of it ends up in the ocean.

An unlikely research duo might have a solution. Sailboat captain James E. Holm and polymer scientist Swaminathan Ramesh are developing a mobile reactor that could transform plastic into diesel fuel. The technology could reduce plastic waste on land and in the ocean, and generate a cleaner, potentially cheaper fuel.

The reactor, which can fit in a shipping container or on a boat bed, could someday convert ocean plastic waste into fuel for the ship, the researchers hope. Holm and Ramesh presented their research at the American Chemical Society's meeting in San Francisco on Monday.

Ramesh, who worked at chemical giant BASF for two decades before launching the startup EcoFuel Technologies, has come up with a more cost-effective, efficient process. He has developed a novel catalyst that is embedded into a porous material. Controlled pyrolysis in a small-scale reactor fitted with the material produces diesel fuel directly at relatively low temperatures without refining steps. *Anthropocen* [Read more](#)
<https://www.ecofueltechnology.com/contact-us/>

Technical support

HIGH WATER AND SUNKEN OIL ON THE GREAT MISSISSIPPI

March 29 - If you can't see spilled oil, how do you find it and clean it up?



Photo on left - USCG conducting initial damage survey of barge from the UTV Amy Frances. Credit: U.S. Coast Guard

That's the situation emergency responders faced in two oil spills on the Mississippi River that challenged their understanding of how to approach evaluating oil spill conditions.

The first incident was Sept. 3, 2015 when two [tow barges collided on the Lower Mississippi River](#) near Columbus, Kentucky. The second was Jan. 21, 2016 when a barge towed by the [UTV Amy Frances struck the Natchez Bridge](#) on the Lower Mississippi River. The Lower Mississippi is the most traveled and commercially important portion of the river's system.

In both instances, the U.S. Coast Guard requested assistance from the National Oceanic and Atmospheric Administration. NOAA's Office of Response and Restoration has [scientific support coordinators](#) stationed throughout the country to respond to spill emergencies.

The two incidents also spilled slurry oil—a byproduct of the oil refining process, which is denser than water and so, sinks instead of floating on the water's surface. Despite understanding the scientific attributes of the oil, the responders needed to know where it was and how it would react to the river's high water conditions.

“Just because you know the physical properties doesn't tell you it will stay in one piece or get torn to bits and scattered all over the river bottom,” said Adam Davis, NOAA scientific support coordinator in the Gulf of Mexico who responded to both spills. “What we didn't know was how it would interact with the river bottom and whether the best practice assessment tools would work given the river conditions at the time.”

In other words, would the oil sink and go straight to the bottom as one coherent mass or, would the currents tear it into pieces and take it downstream over a larger area? Or, would the oil be rapidly buried and evade the ability to locate and recover it?

Photo on right - A view of the damaged barge Apex 3508, whose tug boat collided with another on Sept. 2, 2015, causing an oil spill on the Mississippi River near Columbus, Kentucky. The rest of the oil on board the barge was removed. Credit: U.S. Coast Guard



Locating sunken oil in a large, dynamic river like the Lower Mississippi can be daunting. Fortunately, In the case of the *Apex 3508* barge collision in Kentucky, the response team was able to use sophisticated [side scan sonar](#) and [multibeam sonar](#) to locate the oil and map the river bottom. Additionally, a novel dredging technique using an environmental clamshell-dredging device proved effective in recovery.

By the time of the Natchez Bridge incident, the river had moved from its low water condition typical of late summer to the extreme high water associated with seasonal spring flooding. Measurements showed the river raged from 8-13 knots (9-14 miles per hour) and was discharging about 1.8 million cubic feet of water per second. The response team again used side scan and multibeam sonar, but in this instance more to understand how the high flow conditions would affect what was going on along the river bottom. The multibeam imagery showed 30-50 foot tall sand waves were moving along the river bottom at a rate of about 30 feet in about two hours.

“Given the immense amount of sediment being transported rapidly downstream as evidenced by the multibeam

Technical support (continued)

imagery, we immediately knew that any oil that had found its way to the bottom near mid channel had been rapidly buried by the next massive sand wave and was unlikely to be recovered any time soon,” Davis said.

When the river is moving swiftly, the safest place for a damaged barge that can't be transported to a fixed facility is often along the riverbank. The problem with a leaking barge pushed in along a flooded riverbank is that it is hard and often dangerous to assess the leakage. This was certainly the case in the Natchez incident.

"We knew the side scan and multibeam tools simply wouldn't work well up close to the barge, Davis said. "There was just too much interference caused by the barge and the flooded trees along the bank to be able to see what was going on."

The typical snare drag or probing for oil would not work in the high water conditions either. The equipment would snag on debris and vegetation below the water's surface, and operating a vessel in a flooded tree line was unsafe.



Photo on left -The makeshift "cotton swab" tool created to collect oil samples from the submerged trees along the flooded riverbank during the response to the Amy Frances incident. Credit: NOAA

"In order to probe we needed an object that could be easily and quickly fabricated from items on-hand," Davis said. "The right tool didn't exist, the solution called for a little ingenuity and quick action."

With the barge pushed in to the bank, securely tied off, and under the control of the tow, it offered a stable and safe enough platform for the response team to take a long pole with its ends wrapped in sorbent material and probe along the shore side. The new tool looked like a giant cotton swab and proved effective in quickly confirming the presence of sunken oil along the bank.

"Often I find that people are quite surprised that oil spill response strategies can be pretty low-tech sometimes and still be effective," Davis said. "In the 'NCIS' age of 'isn't there a high tech gadget that can just easily fix your complex and dynamic problem'? Sometimes it is hard to convey that to people."

Despite [standards for evaluating oil spills](#), every spill has its unique challenges that require a deep understanding of science and an ability to think creatively. NOAA Office of Response and Restoration [Source document](#)
[Your Editor acknowledges and thanks NOAA for kind permission to reproduce this article]

SPILLS: INFORMATION FOR THE INITIAL NOTIFICATION

This checklist, developed by the Texas Commission for Environmental Quality, is worth noting. When making a telephone report of a spill or pollution complaint, it will be helpful if the following information at hand:

- The date and time of the spill or release.
- The identity or chemical name of any material released or spilled, as well as whether the substance is extremely hazardous.
- An estimate of the quantity of material released or spilled and the time or duration of the event.
- The exact location of the spill, including the name of waters involved or threatened, and any other media affected by the release or spill.
- The extent of actual and potential water pollution.
- The source of the release or spill.
- The name, address, and phone number of the party in charge of, or responsible for, the facility, vessel, or activity associated with the release or spill. If that party is not at the site, also have the name and phone number of the party at the site who is in charge of operations.
- The steps being taken or proposed to contain and clean up the released or spilled material and any precautions taken to minimize impacts, including evacuation.

Technical support (continued)

- The extent of injuries, if any.
- Any known or anticipated health risks associated with the incident and, where appropriate, advice regarding medical attention necessary for persons exposed.
- Possible hazards to the environment (air, soil, water, wildlife, etc.). This assessment may include references to accepted chemical databases, material safety data sheets, and health advisories. The TCEQ may request estimated or measured concentrations of the contaminant for the state's hazard assessment.
- The identities of any government or private-sector representatives responding at the scene.

Updated notification is required as soon as possible and when any information that would trigger a change in the response to the spill or discharge becomes known could be useful for ensuring that the initial information from the location of a spill is as complete as possible https://www.tceq.texas.gov/response/spills/reporting_info.html [With thanks to the Texas Commission for Environmental Quality]

CRISIS EXERCISES NEED TO INCLUDE MEDIA RELATIONS

March 24 - Why communications must be part of your exercise

Media pressure changes the experience of any incident and if it's not realistically included in an exercise then you're not practicing for a real incident. Journalist calls can clog phone lines. Key decision makers can be kept busy with media enquiries. Charterers and other stakeholders will start demanding responses.

An external media responder will help to keep the pressure off your teams, but it cannot eliminate all issues and, more importantly, it is essential that you have practiced working seamlessly with the external team.

Communications is for the whole team

Communications functions are usually delegated to a select group and this is as it should be (too many voices are a recipe for disaster), but the comms team needs the support of the whole team and the experience of the coverage certainly won't be isolated to a few.

Seafarers on a stricken ship may watch live television coverage of their vessel on their phones, salvors and QI's may look to social media for the latest pictures of the incident, back office staff may follow breaking coverage from their desktops.

We wouldn't think of running a major drill without using email or telephone; we must add social media to this list – it won't be realistic unless there are tweets on your phone and journalists on the line. *The Maritime Executive*
[Read more](#)

Editor - A very useful article by Dustin Eno, the Chief Operating Officer (COO) and Crisis Response Manager for Navigate Response. Well worth downloading and saving the whole text of this article which originally appeared in Navigate Response's newsletter.

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	April 2017 issue
IMO News Magazine	News from the International Maritime Organization	Spring 2017 issue
IMO Publishing News	New and forthcoming IMO publications	March 2017
Intertanko Weekly News	International news for the oil tanker community	April 13, 2017
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2017 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	April 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	March 2017 issue
Pollution Online Newsletter	News for prevention & control professionals	April 12 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	April 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			
UK	Jan 16 – July 7	IMO Exhibition – 50 Years Gov't & Industry Co-op'n	London
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
UAE	May 16-18	Middle East HSE Technical Forum	Dubai
USA	May 17	ISCO AGM	Long Beach CA
USA	May 23-26	INTERTANKO Annual Tanker Event	Houston TX
CANADA	June 6-8	40th AMOP Tech.Seminar on Contam'n & Response	Alberta
BELGIUM	June 7-8	European Environmental Ports Conference 2017	Antwerp
UK	June 20-21	Wreck Removal Contracts & Operations Seminar	London
GHANA	June 26-30	NOSCP Table-top Exercise	Accra
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
SENEGAL	July 17-20	International Workshop on Dispersant and NEBA	Dakar
NIGERIA	Sept. 5-7	National Workshop on Liability and Compensation	
7 -	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

SPECIAL OFFER FROM ISCO MEMBER, ELASTEC – FREE PRIZE DRAW AT IOSC BOOMVANE SIMPLIFIES BOOM DEPLOYMENT

[Click Here To Register](#)

One lucky company will win a .5 meter or a 1 meter BoomVane (your choice) at the 2017 International Oil Spill Conference, May 15 - 18 in Long Beach, California, USA.

BoomVane™ is a powerful device allowing for rapid oil spill boom deployment in a wide range of environments such as rivers, canals and estuaries without the use of boats, anchors or fixed installations. The BoomVane™ can also be towed with a boat to operate a single vessel sweep system without the need for an outrigger arm. The BoomVane™ is available in four different sizes (.5m BoomVane™, 1m BoomVane™, 1.5m BoomVane™, and 2m BoomVane™) to fit different water depths.

A cascade of vertical vanes under the wave-rider float allow the BoomVane™ to advance against the water current at speeds of 1 to 5 knots. The lightweight design and control rudder allow for easy retrieval and re-launching. BoomVane™ also folds up for compact storage and transport in boats and utility vehicles. It can be reassembled without tools in minutes.

Register to Win! Enter to win by filling out the form on our website or at Elastec's booth #813 at IOSC 2017. The winning company will be announced at IOSC in 2017.

<https://www.elastec.com/products/floating-boom-barriers/accessories/boomvane/>

REGISTRATION AND DRAWING RULES

Elastec is giving away a .5m or a 1m BoomVane boom deployment system as a company appreciation prize. NO PURCHASE NECESSARY. Entrants must be currently employed by your company and a registered attendee of Clean Pacific 2016, Clean Gulf

Company news (continued)

2016, International Oil Spill Conference 2017, or by filling out the form at the end of the video on this page. Entrants may enter only once per event or online (for a possible total of 5 entries.) The winner will be announced at the International Oil Spill Conference 2017 and notified by Elastec. Entrants must be eighteen (18) years or older. Required by U.S. law, prizes awarded with an aggregate value of \$600 or more must be reported to the IRS.

State sales tax must be paid by the Winning Company of the BoomVane in accordance with state law, based on the estimated retail value, as awarded. SALES TAX AND OTHER GOVERNMENTAL FEES AND CHARGES MUST BE PAID BY THE WINNING COMPANY TO ELASTEC PRIOR TO BEING ENTITLED TO RECEIVE ANY PRIZES IN THIS CONTEST. Failure to do so within 30 days of the date that the Winning Company is advised may result in forfeiture of the BoomVane. Winning Company is responsible for any shipping charges. Winning Company agrees to hold Elastec and each of its agents harmless against any and all claims and liability arising out of the acceptance and use of the prize. Elastec reserves the right to use the Winning Company name, representative voices and/or likeness for promotional purposes, including in live and/or recorded promotional announcement regarding any contest or giveaways. Elastec employees and their immediate families (spouse, parent, child, sibling, grandparent, etc.) or anyone living under the same roof as an employee are not eligible to win. Elastec reserves the right to amend these rules at any time without notice. By entering this contest, entrants agree that their contact information may be retained for marketing purposes.

ISCO MEMBER, AQUA-GUARD LAUNCHES NEW ROTOX TECHNOLOGY TO REMEDIATE ULTRA HEAVY OIL PITS AROUND THE WORLD



April 7 - Over the past 25 years, Aqua-Guard has been working in the international oil industry recovering floating hydrocarbons from oil/water separation ponds. After successfully operating Aqua-Guard's patented RBS TRITON™ oil skimming technology in their separators for years, clients came to Aqua-Guard with a new problem to solve.

Problem: Many large pits and oil settling ponds remain idle for months or years exposed to the open environment. During this time, the oil mixture becomes so weathered and solid that the only solution is to excavate which is nearly impossible in large volumes or is very expensive.

One of Aqua-Guard's existing clients asked us if we could design a solution to this re-occurring problem. Aqua-Guard accepted the challenge and after a year of R&D, testing and operation on-site, the new RotoX technology was born.

Solution: The RotoX works in conjunction with Aqua-Guard's patented RBS TRITON™ oil skimming technology by macerating the large oil solids, recovering the slurry and pumping it out of the ponds. Aqua-Guard's clients are now able to process and potentially reuse much of this recovered ultra heavy oil that has been a burden to the oil companies and environment for years.

Aqua-Guard will be displaying the new RotoX technology at the International Oil Spill Conference in Long Beach, California this May 15-18, 2017. Please come and learn more about RotoX. <http://www.aquaguard.com/>

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