

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 organisations.

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 Dalglish** (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

INTERNATIONAL DIRECTORY

Click on these links to view websites

[CONSULTANTS](#)

[EQUIPMENT & MATERIALS](#)

[RESPONSE ORGANISATIONS](#)

[TRAINING PROVIDERS](#)

International news

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



ISCO AND BIMCO APPROVE FINAL TEXTS OF NEW INTERNATIONAL AND USA SPILL RESPONSE CONTRACTS

June 7 – At its Documentary Committee meeting held in Rome yesterday BIMCO approved the final texts. These have also been approved by the ISCO Committee and a joint press release will be published in next week's ISCO Newsletter.

FRONTEX, EFCA AND EMSA PRESENT THE RESULTS OF THE PILOT PROJECT "CREATION OF A EUROPEAN COASTGUARD FUNCTION" AT A CLOSING WORKSHOP IN LISBON



June 2 - Today, 2 June 2017, the Closing Workshop of the pilot project "Creation of a European coastguard function" gathered more than 110 participants from various European and national entities at the premises of the European Maritime Safety Agency (EMSA) in Lisbon.

During the event the European Border and Coast Guard Agency (Frontex), the European Fisheries Control Agency (EFCA) and EMSA jointly presented the project results.

PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

Professional recognition is a visible mark of quality, competence and commitment, and can give you a significant advantage in today's competitive environment.

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO.

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

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

[All about Professional Membership Application Form](#)

To receive the free ISCO Newsletter

Go to <http://www.spillcontrol.org> and enter your name and email address in the Registration Form (located on the right hand side of the home page) then click on "subscribe"

International news (continued)

The 18 months pilot project was launched in January 2016 in order to provide the test bed for the co-operation mechanism proposed by the Commission within the framework of the European border and coastguard package.

The project aimed to raise cross-sectorial awareness of Frontex, EMSA and EFCA's activities between the three Agencies and amongst pilot project stakeholders and to create operational and technical synergies between different coastguard functions at EU level.

In the framework of the project the three Agencies explored and tested ways to further enhance their cooperation in four areas:

- sharing of information generated by fusing and analysing vessel movement and earth observation data
- providing surveillance and communication services based on state-of-the-art technology
- capacity building
- capacity sharing including multipurpose operations and the sharing of assets and capabilities across sectors and borders

The enhanced cooperation among EMSA, EFCA and Frontex will enable them to support in an effective and cost-efficient way the activities of more than 300 civilian and military authorities in the EU Member States responsible for carrying out coastguard functions in a wide range of areas such as maritime safety, security, search and rescue, border control, fisheries control, customs control, general law enforcement and environmental protection. For further information, please contact: EFCA: Tel: +34 986 12 06 17, e-mail: efcacommunications@efca.europa.eu EMSA: Tel: +351 21 1209 272, e-mail: information@emsa.europa.eu

PARTNERSHIPS FOR PROTECTING THE MARINE ENVIRONMENT

June 1 - IMO's highly successful collaboration with the Norwegian Agency for Development Cooperation (Norad) to deliver technical cooperation activities was in the spotlight in Oslo this week (30-31 May).

In addition to the annual IMO-Norad projects review meeting, IMO presented the Organization and its technical cooperation programme to senior officials from Norwegian ministries and NGOs*, highlighting in particular the IMO-Norad East Asia Project, which helped build capacity to implement IMO environment-protection conventions in six participating countries – with a view to identifying further cooperation opportunities.

IMO and Norad have a continuing and fruitful arrangement under which Norad has funded a number of important marine environment projects within the IMO Integrated Technical Cooperation Programme.

IMO was represented in Oslo by Jose Matheickal, Jonathan Pace, Helen Buni, Youngso Kim and Jun Sun.

* Norwegian Ministry of Foreign Affairs, Ministry of Trade, Industry and Fisheries, Ministry of Climate and Environment, and WWF Norway <http://www.imo.org/EN/Pages/Default.aspx>

ASA UPHOLDS VALUE OF RESPONSE PROVIDERS SALVAGE AND MARINE FIREFIGHTING SERVICES

June 2 - In a recent statement at a Congressional hearing, American Salvage Association (ASA) President, Todd Schauer, was required to defend the response capabilities of the industry, and, by extension, the implementation of regulations themselves by the United States Coast Guard. "It has come to the attention of the American Salvage Association (ASA) leadership that the resource and response capabilities of the four national salvage and marine firefighting (SMFF) resource providers have been questioned recently," he stated. "There have been false allegations made that these companies are not willing or contractually obligated to respond or somehow lack the resources to meet response requirements. This is unfounded propaganda put forward by a single commercial interest to further its own ill-conceived program."

Regarding the contractual obligation for an SMFF provider to respond, the Coast Guard requires language in each response contract asserting that the provider is capable of, and commits to meeting the Vessel Response Plan. "Rest assured that there will not be response delays due to contracting issues," stated Mr. Schauer. "All four national SMFF resource provider agreements in question meet these regulations by making the necessary statements of capability

International news (continued)

and commitment to respond within the required response times. The USCG clearly addressed this via the implementation of the SMFF regulations.”

The SMFF response contracts have undergone the scrutiny of the marine insurance International Group of Protection and Indemnity clubs, which have also approved the contracts of all national SMFF providers as meeting the SMFF regulations. The agreements do contain statements of qualification that resources may not be immediately available, and that cascading of resources from other locations or providers may be necessary. “In fact, no SMFF resource provider, nor, for that matter any provider in any response service, can warrant 100% availability of resources unless multiple backup is provided” said Schauer. “The crux of the matter is that 24-hour dedicated availability of each supporting resource in each location was never intended by the SMFF regulations. Such a commitment to have the vast myriad of SMFF support resources (tug boats, divers, derrick barges, supply boats, crew vessels, etc.) specifically dedicated for the 19 SMFF services in all U.S. ports and for all U.S coastal and offshore areas would be absolutely cost prohibitive for the salvor and its clients. This was clearly not considered by the original economic analysis of the SMFF Tank Vessel Regulations.”

Unlike pollution cleanup contractors that have focused kits of specialized equipment (boom, spill boats, and skimmers, etc.), the diversity of the 19 salvage services demands a vast network of high value support resources in addition to specialized salvage equipment and these support resources routinely perform other marine related work and services to be commercially viable. (The Federal Register Dec 31, 2008, Pg 80645, VII Regulatory Analysis, contains a detailed discussion.) *The Maritime Executive* [Read more](#)

Incident reports

USA: NEW MEXICO - TRAIN DERAILMENT NEAR DEMING UNDER INVESTIGATION

May 31 - New Mexico State Police confirm a Union Pacific train derailed at 12:30pm Tuesday about 30 miles west of Deming. The derailment is being investigated by Union Pacific and the National Transportation Safety Board. NMS is assisting a hazardous materials team on scene as 2,000 gallons of diesel fuel spilled. There are no reported injuries no other vehicles were involved, investigator said. *KVIA* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: TEXAS – COAST GUARD OVERSEEING SUNOCO OIL SPILL ON NECHES RIVER

June 1 - NEDERLAND - The Coast Guard Captain of the Port of Port Arthur reopened a section of the Neches River Thursday near Sunoco Partners facility in Nederland after an oil spill occurred Wednesday evening.

The boat ramp of Port Neches Park was closed for more than nine hours due to the spill. Approximately 460 gallons of Number 2 marine fuel spilled into the river during vessel fueling at the Sunoco Partners facility at 8:24p.m Wednesday. *12NewsNow* [Read more and watch video](#)

NIGERIA: DELTA COMMUNITY RAISES ALARM OVER OIL SPILL, LAMENTS ALLEGED MILITARY HARASSMENT

June 5 - Yeye Community in Burutu Council Area of Delta State, Monday, raised the alarm over an oil spill at Ekeremo Manifold in the area. In a statement signed by Pastor Philip Fianka and Prince Onaro, Chairman and Secretary respectively, the Community claimed that the Nigerian Army had since taken over the site of incident, preventing community stakeholders from gaining access to assess the level of damage. *Daily Post* [Read more](#)

USA: CONNECTICUT - CREWS SEARCHING NAUGATUCK RIVER FOR SOURCE OF OIL SPILL

June 5 - First responders in Naugatuck Valley have been searching the waters of the Naugatuck River on Monday night after reports of an oil spill. It happened in the stretch of river that goes from Beacon Falls to Seymour. Fire officials said they received a report of an odor in the air around 7:15 p.m. They're still trying to pinpoint what kind of oil it is, and where it's coming from. *WTNH.com* [Read more and watch video](#)

INDIA: MANGALURU: PARTS OF SINKING BARGE FLOAT TO SEASHORE, LOCALS FEAR OIL SPILL

June 7 - The locals have claimed that the diesel tank of the endangered barge hit a boulder and exploded on Tuesday evening, causing fuel spill. They also say that this has caused oil slick near the seashore at Mogaveerapatna, Ullal. As per reports, oil content was seen in sea water on Tuesday June 6 evening. As strong odour of diesel is in the air, it is suspected by the locals that fuel had begun to leak from the tank of the barge. *Daiji World* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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

CANADA: ENVIRONMENTAL GROUPS AIM TO TRACK POTENTIAL IMPACT OF OIL SPILL IN RIDEAU RIVER



Photo: Anthony Garoufalis-Auger, with Ecology Ottawa holds up one of the "drift cards" the group aims to use to track where a potential oil spill would go if it were to occur in the Rideau River.

June 5 - A collection of environmental groups launched hundreds of tiny wooden blocks into the Rideau River Monday, hoping to show just how far-reaching an oil spill could be.

Ecology Ottawa and Environmental Defence are behind the initiative that put 200 “drift cards” into the Rideau River and 200 into the Bonnechere River. The cards, small brightly painted blocks of wood, have information for a website and hotline where anyone who finds a card can report it. They were put into the water at the Baxter Conservation Area, which is close to where the pipeline will cross the Rideau.

The groups hope it will help show the potentially far reach of an oil spill if TransCanada’s Energy East pipeline were to breach. They plan to release reports in the fall, showing just how far the blocks, and potentially an oil spill, could travel. *Metro News*

[Read more](#)

CANADA: OIL SPILL RESPONSE SIMULATION WEDNESDAY BETWEEN PENDER AND SATURNA ISLANDS

Picture - Western Canada Marine Response is the only Transport Canada-certified company on the B.C. coast and respond to a variety of spill calls. They will respond to a simulated oil spill in Plumper Sound on June 7 as part of their recertification process. (Black Press/File)

June 6 - Over the next few weeks, construction contracts, vessel procurement and hiring plans for six new oil spill response stations on the B.C. coast will enter the execution phase.

Western Canada Marine Response Corporation (WCMRC) has been planning on adding the new bases since late last year, following the federal government’s approval of the Kinder Morgan Trans Mountain pipeline expansion project. Michael Lowry, manager of communications for WCMRC, says the need for the response stations was a requirement set out by the National Energy Board — part of the conditions of approval for the pipeline project.



Sidney is on the list of those six new spill response bases, as are Beecher Bay, Ucluelet, Port Alberni, Nanaimo and the Richmond area. WCMRC already has two in the region: at Duncan and in Vancouver. The Sidney satellite base is expected to have a 65-foot skimming vessel, landing craft and work boats and employ approximately 22 people. The facility is expected to cover southeastern Vancouver Island, from Haro Strait to Boundary Pass. *Gold Stream Gazette*

[Read more](#)

CANADA: SPILL RESPONSE NOT ‘MAGIC BULLET’; MITIGATING IMPACT OF OIL KEY GOAL

June 10 - The waters between North Pender Island and Saturna Island became the site of an imagined crude-oil spill this week as Kinder Morgan’s contractor prepared for a big one.

About 90 personnel worked aboard 20 vessels to practise cleaning up 2,500 tonnes of oil, or about 17,500 barrels, in Plumper Sound.

It’s an important exercise, even as critics point out that no level of preparation will protect the coast from a major spill of diluted bitumen — one of the fuels carried by the Trans Mountain pipeline, whose behaviour in coastal conditions is still being studied.

News reports from around the world (continued)



Photo: The MJ Green skimming vessel in front of a yellow containment boom plys waters of Plumper Bay. Photograph by Western Canada Marine Response

The drill was practice for Western Canadian Marine Response Corporation, which must do on-water simulations once every two years to maintain its Transport Canada certification.

Previous exercises have occurred in Howe Sound and Vancouver Harbour.

“These are the vessels that would be deployed from Vancouver and our base in Duncan to respond to that size of a spill,” said WCMRC spokesman Michael Lowry, aboard a water taxi observing the exercise. He pointed to three types of vessels working Wednesday: skimming vessels that recover product, response

barges that hold equipment and store recovered oil, and work boats that carry booms, help put skimmers on the water and work at shoreline protection.

As part of \$100 million promised by Kinder Morgan if the pipeline is built, WCMRC will build six new response bases, including a 24/7 base in Sidney. It is also working to prove it can clean up 20,000 tonnes of oil in three days — an increase over the 10,000 tonnes of oil in 10 days required by Transport Canada.

“We have equipment now to do 26,000 tonnes, so it’s not a huge step, certainly the equipment is in place. There will always be factors beyond our control — weather is certainly a huge influence on spill response, just as it would be on a forest fire. If you’ve got really high waves, you’ll have to pause the operation,” Lowry said. He said it’s important not to think of spill clean-up as a “magic bullet.”

“There’s still a big debate about what will happen to dilbit [in case of a spill]. Will it sink or float?” said independent oil-spill consultant Gerald Graham. Graham said drills are especially important, since big spills rarely happen. “They don’t have many they have to respond to, so it increases the importance of regular drills — both table-top exercises and on-the-water drills,” Graham said.

Graham said exercises can be improved by involving all of the people and players who would be involved if there were a real spill. “There’s a real need to cast a very wide net, in terms of the parties involved,” he said. When the coast guard practises, for example, he said it isn’t required to involve the private sector or people like himself, who would be called upon in the event of a real spill. “One of the areas that is woefully lacking is the issue of training volunteers,” Graham said. “It’s a big gap in our spill response plan for all of our coasts, really. And that is: How would you train and equip the possibly hundreds and thousands of volunteers who show up on the beaches, whether you like it or not, in the event of a catastrophic oil spill?” *The Times Colonist* [Read the complete unabridged version of this article](#)

NIGERIA: HYPREP, ILLEGAL OIL REFINERS REACH TRUCE OVER Ogoniland CLEAN-UP

Photo: Ogoniland

June 4 - Illegal oil refiners in the Ogoni axis of Rivers State have reached a consensus with the Hydrocarbon Pollution Remediation Project (HYPREP) to stop further pollution of Ogoniland as clean-up of the already impacted land takes off.

At an interactive session refiners in Port Harcourt yesterday with the former illegal refiners, who came under the aegis of Ex-Artisanal Refiners the Project Coordinator of HYPREP, Dr. Marvin Dekil, convinced them of the need to stop the re-pollution of the environment.

The HYPREP Coordinator made the Ex-refiners to understand that the Federal Government is serious with the cleanup of Ogoni land and so there is need for the group to reciprocate the gesture by putting a stop to the re-pollution of the environment. *This Day Live*
[Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]



News reports from around the world (continued)

NIGERIA: Ogoni CLEAN-UP - UNITED NATIONS APPEALS FOR PATIENCE

June 9 - Port Harcourt — The United Nations has called on people of Ogoni impacted by environmental degradation to be patient while the clean-up recommended by the global body takes off.

This came as Rivers State Governor, Nyesom Wike, expressed fears that the clean-up exercise was already being politicised and called for the intervention of the United Nations to ensure speedy implementation of the UN Environmental Programme (UNEP) report.

But the Hydro Carbon Pollution Remediation Programme (HYPREP) insists that the implementation of the clean-up has actually commenced with the setting up of structures and training of manpower to be used for the exercise.

Resident Coordinator of United Nations in Nigeria, Mr. Edward Kallon, made the call for patience against the backdrop of increasing restiveness among stakeholders, especially Ogonis on the delay in the commencement of implementation of the UNEP report on Ogoniland. *All-Africa.com* [Read more](#) [Related article in *The Nation*](#)

USA: ALASKA - NOAA OR&R MEETS WITH ALASKA REGIONAL RESPONSE TEAM IN SITKA



Photo: Port of Sitka. Image credit: NOAA

May 26 - On May 24, 2017, the [Alaska Regional Response Team \(ARRT\)](#) met in Sitka, AK, to discuss policies for preparedness and response to discharges of oil and releases of other hazardous substances in Alaska and surrounding waters.

The ARRT is an interagency, intergovernmental coordinating group consisting of representatives of 14 federal agencies, the State of Alaska Department of Environmental Conservation and federally-recognized tribes responsible for developing and maintaining policies for preparedness and response to discharges of oil and releases of other hazardous substances in Alaska and surrounding waters. The agenda included updates on recent responses in

Alaska and on-going contingency planning efforts. The ARRT meetings rotate around the state to allow input from communities and provide RRT members a chance to meet local responders.

Sitka, in southeast Alaska, is a busy fishing port and cruise destination, and ship traffic is a concern for responders. Sitka is celebrating its 150th year as a U.S. city, but was founded as New Archangel under Russian rule in 1804. *NOAA OR&R Weekly Report* [Read more](#)

USA: WASHINGTON - AGENCIES TO PRACTICE RESPONSE TO MAJOR OIL SPILL

June 6 - U.S. Coast Guard, Army Corps of Engineers and Navy personnel are teaming up near Blake Island Tuesday morning to practice how they would respond to a major oil spill in Puget Sound.

The exercise will depict a large oil or fuel spill threatening wildlife, aquatic species and shoreline habitat. *Kiro7* [Read more and watch video](#)

USA: TRUMP SAID TO MULL COMBINING AGENCIES SEPARATED AFTER GULF OIL SPILL

June 8 - After the 2010 Gulf oil spill, the Obama administration broke the scandal-plagued federal agency that policed offshore drilling into separate bureaus. Now the Trump administration is considering putting it back together again.

The change, described by Interior Department officials and lobbyists familiar with the deliberations, would combine two agencies: one that enforces regulations on offshore drilling safety and another in charge of leasing offshore tracts. Keeping those roles separate was a key recommendation of a presidential commission that investigated the Deepwater Horizon blast that killed 11 men and sent oil gushing into the Gulf of Mexico for months.

Merging the bureaus could send a signal that Interior is easing off on enforcement, right as President Donald Trump expands areas available for offshore oil drilling, according to Bob Graham, a former Florida senator who led the commission.

News reports from around the world (continued)

"I have heard no indication of why we're doing this," Graham said in an interview. "It's just seven years after this enormous disaster — and this was one of the key steps in at least mitigating the chances of a repetition."

Officials are still weighing the reorganization, according to the people, who declined to be identified discussing internal deliberations. Interior Department spokesmen didn't respond to requests to comment on the possible change.
gCaptain [Read more](#)

USA: OIL COMPANY INVESTS IN PRESERVING LOUISIANA'S COAST, ITS BUSINESS: REPORT

June 8 - While six Louisiana parishes are blaming oil and gas companies in a lawsuit for coastal wetland loss, one such company is contributing to a project aimed at saving the state's coastline. ConocoPhillips is the main investor for an effort to disrupt storm surges by seeding wetlands with black mangroves, according to WBUR radio in Boston.

Saving the coast is important to the company. If a hurricane disrupted business at Port Fourchon, which services 90 percent of deepwater oil industry in the Gulf of Mexico, that area would lose more than \$11 billion.

The Times Picayune [Read more](#)

ISCO news

FORTHCOMING LAUNCH OF RESPONSECON MARKS A NEW MILESTONE IN THE WORK THAT ISCO DOES FOR ITS MEMBERS AND THE WIDER SPILL RESPONSE COMMUNITY

ISCO was responsible for the initiative that led to the inception of this new development and thanks are due to the ISCO team in the Working Group who generously gave of their time and effort in bringing the project to a successful conclusion.

The Spill Response Community also owes a very considerable debt of gratitude to the other members of the WG and especially to the BIMCO team and the WG Chairman, Tony Paulson. Equally essential were the inputs of other members of the WG, including the representatives of the International Group of P&I Clubs, ISU, ITOFF, SCAA and other interested parties. Also, the help received from all who responded to the invitation to comment during the wider consultation process.

The main beneficiary will be the environment because utilisation of the new contracts will help speed response to oil and chemical spills at sea and on land. Quicker response will help to limit adverse environmental impacts.

It is planned to make the RESPONSECON contracts available for free download via the ISCO and BIMCO websites and more detailed information will be provided in the very near future.

Science and technology

NEW ANALYTICAL TOOL COULD AID IN EFFECTIVE CLEANUP OF OIL SPILLS



June 6 - Researchers at Florida International University are developing an analytical tool that can help determine what happens to oil after it spills or leaks into the environment—technology that could lead to improved cleanup methods.

Francisco Fernandez-Lima, a Ph.D. chemist and director of the project at FIU's Center for Aquatic Chemistry and Environment, said the lab's analytical method can help determine the photo and biological transformations oil undergoes after it enters the environment.

"There is always a question of what happens with the environment around the oil," he said. "There is a contribution from the environment. It turns out that one of the transformations for the oil is the bio-transformation—the cellular and

microorganisms that live in the environment. They contribute heavily to oil's degradation."

By combining information about oil's photo and the biological transformations, researchers can better understand how the degradation occurs and what effect it has. Although the process is currently being tested on oil spills in saltwater settings, Fernandez-Lima said it could be used in any environment, including onshore spills in freshwater settings.

"The idea of the tool is to break down the crude oil sample," he explained. "What we want to do is determine the transformation process and the final fate of the original crude oil. We want to build a model of the structure we start with, the structure we go through and what will be the final product."

What's unique about the technology is that it combines two techniques to analyze how sunlight and microorganisms

Science and technology (continued)

degrade and transform oil in the environment. It uses high-resolution trapped ion mobility spectrometry (TIMS) and ultrahigh-resolution Fourier transform ion cyclotron resonance mass spectrometry (FT-ICR MS) to separate and characterize complex mixtures.

"It's able to pull hundreds of thousands of components apart and give you the spectrometry," Fernandez-Lima said. "We now have a tool that can actually give you all these pieces of information. Eventually, that will help us develop a theoretical model of the main transformations that occur."

The goal is to evaluate the environmental effects of the final products, as well as their intermediate components. "Sometimes the intermediates are more active than the final product," Fernandez-Lima said.

The new tool could change how oil spills are cleaned up because workers will have more and better information that can be used to determine the ideal remediation strategy. The analytical tool can help predict the toxicity of spilled oil, how far it can travel and how long it might stay in the environment. *North American Shale Magazine* [Read more](#)

USING DOGS TO FIND OIL DURING SPILL RESPONSE



In the picture - Paul Bunker and Haiden Montgomery assessing the odor of residual Exxon Valdez oil, while Pepper closely supervises the collection of an oil sample by Scott Pegau of the Oil Spill Recovery Institute. Image credit: NOAA.

May 8 - NOAA's Office of Response and Restoration's [Emergency Response Division](#) returned to Prince William Sound to use some of the old buried oil from the [Exxon Valdez oil spill](#) to improve how we can find oil on the shoreline in the future. This time, the key player was an enthusiastic black Labrador retriever named Pepper.

This project was to validate and better understand the capabilities of trained oil detection canines to locate and delineate subsurface stranded oil.

The results of the study have a high probability of immediate, short-term applications and long-term real

benefits in the design and implementation of [shoreline cleanup and assessment technique](#) surveys for stranded oil.

Photo right - Catherine Berg, Pepper, and Gary Shigenaka. Image credit: NOAA

Usually, teams of people trained in the shoreline assessment cleanup techniques, called SCAT, comb for oil buried along shorelines and other areas affected by oil spills.

The technique has been an integral part of oil spill response since the Exxon Valdez spill in 1989. It is a systematic approach to describing the "where" and "how much" for spilled oil, and directs cleanup activities during moderate and larger spill incidents.

The process is labor-intensive and time-consuming, and requires trained personnel to survey areas possibly impacted by an oil spill. In certain habitats—like gravel or sand beaches—oil either penetrates deeply below the surface or becomes buried by material deposited on top, making oil assessment even more difficult. In these cases, SCAT teams must dig pits to determine the existence and extent of buried oil that would require excavation and other more complicated cleanup approaches.

The limitations of human-centric SCAT surveys led one of the originators of the first SCAT programs during Exxon Valdez, Ed Owens of Owens Coastal Consultants, to begin discussions with Paul Bunker's K2 Solutions to determine if the high sensitivity, accuracy and precision of canine noses could be adapted and applied to the task of oil spill shoreline assessment.

This is what led Ed, Paul, Pepper the black lab, her handler Haiden Montgomery, and a host of interested observers from NOAA, the Coast Guard, Exxon-Mobil, Chevron, Polaris Environmental, and the Oil Spill Recovery Institute to make the trip to Prince William Sound, the Alaskan region impacted by Exxon Valdez. The Oil Spill Recovery Institute sponsored the project.



Science and technology (continued)

Dog teams are already being productively employed for oil assessment in actual spills (Pepper will be traveling to Canada to join her canine colleagues for a river spill assessment).

Scientists from the Office of Response and Restoration observed the trials, assisted in the verification of oil presence, and provided feedback on the use of oil detection dogs in real-time spill situations.

Canine detection of buried oil holds real promise for improving the effectiveness and efficiency of oil spill assessment surveys. The methodology will continue to be refined and improved as it is used in real oil spill situations, and as we increase our understanding of how and what the dogs are actually detecting.

Gary Shigenaka and Catherine Berg with the Office of Response and Restoration contributed to this article.

Thanks to NOAA Office of R&R for permission to reprint this article. <http://response.restoration.noaa.gov/>

Note from Editor -

Interested readers may also like to visit a Poster Presentation "Field trials to locate and delineate subsurface oil on land and shorelines using detection dogs" by E.H. Owens, H.C. Dubach, R.W. Castle, and P. Bunker.

<http://www.shorelinescat.com/Documents/Subsurface%20Oil/Clean%20Pacific%20Poster.pdf>

More information can also be accessed in the Members' Area of the ISCO website – Look under "Technical & Reference" and select "Oil Spill Response", scroll down to "Shoreline Clean-up Assessment Technique" and click on "Manuals". There are three relevant articles listed under "Sub-surface Oil Detection".

Publications

ANATOMY OF AN ACCIDENT: MARINE INSURER DISSECTS MAJOR CASUALTY RESPONSE

June 6 - Picture this scenario... a chemical tanker laden with caustic soda has lost engine power and is drifting in high winds and seas just 43 nautical miles from shore. Tugs attempt to control the drifting tanker, but the attempt fails and the vessel runs aground.

This nightmare scenario is the focus of a new publication titled "Anatomy of an Accident" by the marine insurance company, The Swedish Club, providing a unique insight into a massive coordinated exercise surrounding a serious vessel casualty.

The guide, illustrating just how easily an incident can escalate, explores the various parties and processes involved in dealing with an emergency situation, and the complicated interplay between the cast of professionals involved in bringing an incident to a resolution.

You can find the full whitepaper Anatomy of an Accident on the [Swedish Club's website](#).

gCaptain [Read more](#)

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

AMSA Aboard	News from the Australian Maritime Safety Authority	December 2016
ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	April 2017
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	May 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	May-June 2017
Intertanko Weekly News	International news for the oil tanker community	June 2, 2017
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q2 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	May 2017 issue
Pollution Online Newsletter	News for prevention & control professionals	June 7, 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	Spring 2017 issue
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	February 1-28, 2017
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	June 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
SPAIN	June 14-16	National Pollution Exercise POLEX 24-17	Santander
UK	June 20-21	Wreck Removal Contracts & Operations Seminar	London
IRELAND	June 26-29	OSPAR Commission 2017	Cork
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
NIGERIA	July 13-14	Marine Safety & Fisheries Protection Conference	Lagos
CHINA	July 14	6th NOWPAP DELTA Exercise	Weihai
SENEGAL	July 17-20	International Workshop on Dispersant and NEBA	Dakar
SINGAPORE	Sept. 4-6	Salvage & Wreck Asia	Singapore
NIGERIA	Sept. 5-7	National Workshop on Liability and Compensation	TBA
UK	Sept. 5-8	SPE Offshore Europe	Aberdeen
UK	Sept. 6-7	8th Maritime and Salvage Response	London
UK	Sept. 27-28	Contamination Expo Series 2017	London
FRANCE	Sept. 28	CEDRE Information Day – “Spills in Ports”	Paris
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			
UAE	Feb 28 – Mar 1	Offshore Arabia Conference & Exhibition	Dubai
UK	March 13-15	2018 INTERSPILL Conference and Exhibition	London
UK	March 13-15	Oceanology International 2018	London
USA	June 19-21	Clean Pacific Conference and Exhibition	Portland, OR
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Training

LLOYDS MARITIME ACADEMY - CERTIFICATE IN MARINE POLLUTION PREVENTION AND MANAGEMENT

Study marine pollution issues, management strategies and contingency planning to minimise the environmental impact of shipping. Starts 24 Oct 2017 Online Learning [More info](#)

OHMSETT: OIL SPILL RESPONSE STRATEGIES & TACTICS TRAINING

Hands-on training course where you will learn the strategies and tactics for successful spill response operations. August 15-18, 2017 [More info](#)

Company news

June 5 - Oil Spill Response Limited (OSRL) will be putting one of its two Boeing 727 aerial dispersant aircraft through its paces on Wednesday. Flying off the coast of Lee-on-the-Solent, the specially-adapted 727 will be spraying fresh water to simulate the application of dispersant chemicals onto an oil slick. The Boeing 727 will be joined in the skies by another OSRL plane, a Cessna Navajo PA-31 surveillance aircraft.

Read more - http://www.dailyecho.co.uk/news/15327508.Oil_spill_company_to_run_test_flight_over_the_Solent/

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this newsletter is accurate unintentional mistakes can occur. No liability for consequences of errors is accepted but, if an error is brought to our attention, a correction will be printed in a following issue of this newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. It should not be assumed that views and opinions expressed in linked reports, articles and other content reflect the views of the organization. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website www.spillcontrol.org