

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.

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International news

IMO: MARINE ENVIRONMENT PROTECTION COMMITTEE

July 7 - This week saw the 72nd meeting of the International Maritime Organisations, Marine Environmental Protection Committee to which over 150 papers had been submitted by government delegations and industry and NGO bodies such as ISCO.

ISCO was represented at the meeting by Matthew Sommerville and Douglas Cormack who will report more on the wider subjects discussed next week but for now in brief three issues of interest to ISCO members.

The first is that we that we presented the RESPONSECON contracts to the meeting. These contracts developed with BIMCO, ISU, P+I clubs, ITOF and SCAA are now available to download via links on the BIMCO and ISCO web pages. Delegations were asked to note these and raise awareness of them with stakeholders in their respective countries and organisations. A number of delegations requested further information on the contracts from the ISCO delegates and feedback was very supportive of the 2 years effort by all the organisations involved to develop the contracts.

Our colleagues from IPIECA raised and advised delegates regarding the INTERSPILL conference in 2018 and the current call for papers. Our colleagues at UK Spill, IMO, IOPC Fund and IPIECA are keen to see input from around the globe so please do take the time to check out the call for papers (see Page 11). It is already known that the opening plenary speech at Interspill will be made by IMO secretary general, Kitack Lim, who in his earlier career was heavily involved in the establishment of first oil spill response bases and capability building in Korea.

Finally, the IMO secretariat presented and received approval to publish the updated IMO model oil spill courses. These update the current model course and while much of the content is carried over they will require those companies who deliver training to review and update their training.

The OPRC Model training courses have been revised to provide up to date guidance for preparedness and response to marine oil spills. There are four courses in the series, which comprise an Introductory Level – aimed at providing a general introduction and awareness to oil spill preparedness and response; Level 1 (Operational) – aimed at Team Leaders, First Responders and all those working in the field during a response; Level 2 (Tactical) – aimed at Incident Managers, On-Scene Commanders, Supervisors and those working in an incident command centre or managing a response operation; and Level 3 (Strategic) – aimed at administrators and senior managers with responsibility for determining preparedness levels and developing strategy in the response to a marine oil spill.

EUROPE: PLACE OF REFUGE CO-ORDINATION AND PLANNING FOR SHIPS IN NEED OF ASSISTANCE

EMSA is currently preparing the next biennial table top exercise on places of refuge which is to be held in Norway on 27-28 September.

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International news (continued)



Previous editions were held in the Netherlands (2013) and Malta (2015).

The focus of this year's exercise is to be on the use of info exchange tools, particularly those related to chemical pollution, analysing the liability and financial guarantee aspects of place-of-refuge requests and testing the general applicability of the EU Operational Guidelines on Places of Refuge.

On 14 June EMSA hosted a meeting of the planning group which consists of the representatives of member states and industry.

The next meeting of the planning group will be an on-site dry run of the exercise the day preceding the actual table top exercise. Both member state and industry representatives are actively involved in preparing presentations and input to support group dynamics and overall coordination with a view to ensuring the success of the exercise. <http://www.emsa.europa.eu/>

IOPC FUNDS: SERIES OF ONE-DAY WORKSHOPS IN EL SALVADOR, HONDURAS AND COSTA RICA

The IOPC Funds participated in a series of one-day workshops in El Salvador, Honduras and Costa Rica, respectively, between 26-30 June. The Director, Mr José Maura, and Head of Claims, Ms Liliana Monsalve, delivered the three workshops at the request of the Central American Commission for Maritime Transport (COCATRAM), providing an overview of the international liability and compensation regime and in particular promoting accession to the 1992 Civil Liability and Fund Conventions by those countries. El Salvador and Costa Rica are Parties to the 1992 CLC but have yet to ratify the 1992 Fund Convention. Honduras is Party to the 1969 CLC only.

The Director was very pleased with the participation and interaction at all three events and was particularly pleased to have the opportunity to meet with the El Salvador Maritime Port Authority, the Honduras Dirección General de la Marina Mercante and the Costa Rican Ministry of Transport with whom he intends to continue discussions in relation to the importance of the protection provided to Member States by the 1992 Fund Convention. <http://www.iopcfunds.org/>



Incident reports

YEMEN: ONE MISSING FROM SUNKEN OIL TANKER OFF YEMEN

June 26 - One mariner remains missing after 13 of 14 crewmembers were recovered from the sea following the sinking of their oil tanker in severe weather conditions 240 miles off the coast of Yemen. At around 4:30 a.m. June 26, the U.K. Coastguard received a Mayday distress call issued by a 99-meter-long Panamanian flagged oil tanker believed to be carrying crude oil, reporting that the vessel was sinking.

The Yemen Maritime Rescue Coordination Centre (MRCC) were unable to assist, so the U.K. Coastguard stepped in to coordinate the rescue, issuing a Satellite Communication Mayday relay broadcast to all shipping in the area. There is evidence that the 3,000 metric tons of oil the tanker was carrying has gone down with the vessel, the U.K. Coastguard said. *Marine Link* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

Incident reports (continued)

June 28 – From Insurance Marine News - Oil products tanker Rama 2 (IMO 8819720) sank on June 26th in the Gulf of Aden about 130m northeast of the easternmost Socotra tip, while en route from Mogadishu to Al Hamriya. Explosions were heard and flames seen prior to a distress call being sent and subsequent sinking. An SAR operation was launched in adverse weather, rescuing 13 of the 14 crew. The tanker had about 3,000 tons of fuel on board. 1989built, Panama-flagged, 3,987 gt Rama 2 is owned and managed by HF Marine Fleet Inc of Abu Dhabi, UAE. It is entered with British Marine. <http://insurancemarinenews.com/insurance-marine-news/marine-accident-round-28th-june-2017/> [Thanks to ISCO Secretary, Matthew Sommerville]

June 28 – From Maritime Bulletin - Tanker RAMA 2 sinking and SAR Report UPDATE - Download this hour by hour account at <http://maritimebulletin.net/2017/06/29/tanker-rama-2-sinking-and-sar-report/> [Thanks to ISCO Secretary, Matthew Sommerville]

USA: OHIO - CLEANUP CREWS ADDRESS FORD PLANT CHEMICAL SPILL INTO LAKE ERIE

June 26 - A spill of a chemical paint primer from Ford Motor Co.'s Ohio Assembly Plant has been flowing into Lake Erie at Miller Road Park since Saturday. Avon Lake Assistant Fire Chief Jeff Moore said today that the leak of e-coat, an electrically-charged paint primer used to prevent corrosion, isn't considered overly toxic to humans and isn't a water pollutant. He said the material would be irritating if it were to come into contact with human skin. *The Chronicle* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: CALIFORNIA - CREWS RESPONDING TO OIL SPILL NEAR CASMALIA

June 27 - Emergency crews responded to an oil spill in the area of 5080 Black Road west of Orcutt and north of Casmalia, near a Greka oil facility Tuesday afternoon. Greka personnel were quick to shut down the pipeline. Fire crews stopped the spread of oil into the surrounding areas. *Keyt.com* [Read more](#)

CANADA: DIESEL LEAKING FROM SINKING BOAT ON TRENT-SEVERN WATERWAY NEAR HAMLET

June 30 - OPP marine officers were at the scene about an hour after the call came in. When word came the boat was leaking fuel, a full response from local authorities, Parks Canada, the TSW, Transport Canada and the federal Ministry of the Environment and Climate Change (MOECC) took hold. The boater, from Toronto, estimated he had nearly a full tank when he started sinking. Smith estimates that to be about 900 gallons. *Orillia Packet* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: CRUDE OIL PIPELINE HAS TWO LEAKS SOUTHWEST OF EDMONTON

June 30 - A pipeline belonging to Journey Energy Inc. leaked crude oil twice this week, according to the Alberta Energy Regulator (AER). The incidents happened near Winfield, Alberta, about 120 kilometres southwest of Edmonton.

AER said Journey notified them Wednesday of a release of about one cubic metre of crude oil. An inspector on scene believes that volume could be larger. That leak didn't affect any bodies of water, AER confirmed Friday.

On Thursday, another leak was discovered in the same area with an unknown amount of crude spilling out. The second leak impacted an unnamed creek that contains fish and is a habitat for other wildlife, according to AER. *Global News* [Read more](#)

UK: SHIPS COLLIDE IN THE DOVER STRAIT

July 1 - The UK Coastguard report that a bulk carrier and an oil tanker collided in the Dover Strait. Although both vessels have been damaged, there is no water ingress and no pollution. A French tug is on scene with the vessels. There are no injuries and all of the crew are accounted for. The tanker, 'Seafrontier', which is loaded with 37953mt of gasoline, has 27 people on board. The bulk carrier 'Huayang Endeavour' is in ballast and has 22 people on board. *Maritime Professional* [Read more](#)

ISRAEL: ACID SPILL IN JUDEAN DESERT

July 1 - An ecological disaster in the Judean Desert, where the wall of a reservoir collapsed on Friday, June 30, 2017, sending 100,000 cubic meters of acid flowing into Ashalim Stream. The reservoir, or evaporation pond, near Route 90, belongs to the Rotem Fertilizer plant, a Rotem Amfert Negev company. *Israel Foreign Affairs*

July 5 - 'Tsunami' of toxic wastewater kills plants, animals in Israel's desert - Toxic wastewater that surged

Incident reports (continued)

through a dry riverbed in southern Israel at the weekend left a wake of ecological destruction more than 20 km (12 miles) long. The flood began last Friday when the 60 meter (yard) high wall of a reservoir at a phosphate factory partially collapsed, letting loose 100,000 cubic meters (26.4 million gallons) of highly acidic wastewater in the Ashalim riverbed. *Reuters* [Read more](#)

USA: ILLINOIS - CLEANUP CONTINUES AT DERAILED FREIGHT TRAIN SITE, OIL SPILL



In this July, 1, 2017, file photo, cleanup and containment continues, following the derailment of 20 Canadian National railroad tanker in Plainfield, Ill. Most roads have reopened in Plainfield after the train carrying crude oil derailed about 40 miles southwest of Chicago. Plainfield police say it will take several days to clean up the oil near the village's downtown business district. (Daniel White/Daily Herald via AP, File)

July 3 - The effort to clean up 40,000 gallons of crude oil continues south of Chicago where a freight train derailed last week.

Canadian National Railways spokesman Patrick Waldron said Monday the company is investigating the cause and circumstances of the derailment in Plainfield, Illinois.

Federal Railroad Administration officials say the agency is also investigating Friday's derailment of 20 tank cars of the 115-car train. Oil leaked from three of the cars, much of it flowing into trenches alongside the tracks. *News1130.com* [Read more](#)

USA: MASSACHUSETTS - 1,500 GALLONS OF FUEL SPILLED INTO FAIRHAVEN WATERFRONT

July 3 - Roughly 1,500 gallons of fuel spilled into the Fairhaven waterfront early Monday morning, according to the Fairhaven Fire Department. The spill, he said, was located south of the Steamship Authority Dock and north of Fairhaven Shipyard. According to Oliveira, officials were able to contain the area with spill control boom and absorbent pads. *South Coast Today* [Read more](#)

USA: ALABAMA - STOCKTON FIRE CAUSES CRUDE OIL SPILL NEAR TENSAW RIVER AREA

July 5 - A fire in Stockton has led to the collapse of an oil holding tank and spillage of nearly 6,400 gallons of crude oil in an area near the Tensaw River. The release of all that liquid caused oil to overflow the retention pond and flow out around the surrounding area. *Gulf Coast News* [Read more](#)

BELIZE AND GUATEMALA: CRUDE OIL SPILL IN BORDERING GUATEMALA COULD THREATEN THE SARSTOON

July 5 - An oil spill in the vicinity of the Sarstoon River in southern Belize has sparked outcry from the Guatemalan environmental agency, Centro de Acción Legal Ambiental y Social (CALAS), which has called for immediate action to mitigate the devastation caused by the spillage of an estimated 4,000 gallons of crude petroleum into the adjacent Gracias a Dios River, in the village of El Arenal, Livingston, Izabal, Guatemala. *Amandala* [Read more](#)

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

CANADA: TRANSPORT CANADA INTRODUCES NEW RAIL SECURITY MEASURES

June 26 - Transport Canada is proposing new regulations to reduce the risks of terror attacks on the Canadian rail system.

The proposed regulations, which were published on Friday, would apply to freight carriers that transport dangerous goods, such as flammable or radioactive materials. Transport Canada estimates that of 30 million shipments of dangerous goods that occur in Canada each year, about 24 per cent occur on rail. *CBC News* [Read more](#)

News reports from around the world (continued)

CHINA: ITOPF PRESENTS SEMINAR & VISITS P&I CLUBS IN HONG KONG

July 4 - ITOPF worked with the Hong Kong Shipping Association to provide an oil spill response seminar to a number of their members on 19th June. The afternoon seminar was delivered by Richard Johnson, Tim Wadsworth and David Campion and attended by representatives from the world of shipping, salvage and P&I. *ITOPF* [Read more](#)

CONGO: OIL SPILL PREPAREDNESS



June 29 - Dealing with an oil spill requires effective management of waste created by a spill. A national workshop in the Republic of the Congo (27-29 June) has provided an opportunity for officials who may be involved in dealing with a spill under national contingency plans to get updated on the latest technical and regulatory knowledge and best practices to establish and manage effective waste management operations. The workshop was organized under the auspices of the Global Initiative for West, Central and Southern Africa (GI WACAF) – a joint IMO-IPIECA project.

IMO's Julien Favier of the GI WACAF project and a team of consultants facilitated the event, which was hosted by the Ministry of Transport, Aviation and Merchant Marine.

<http://www.imo.org/EN/Pages/Default.aspx>

GHANA: WORKSHOP ON OIL SPILL PREPAREDNESS AND RESPONSE ENDS

July 4 - A workshop to exercise and test the current National Oil Spill Contingency Plan (NOSCP), and build on the previous work of improving and developing Ghana's capacity to respond to oil spills has ended at Amasaman in the Greater Accra region.

About 60 participants attended the four-day workshop which provided training to the relevant national authorities on contingency planning, the use of Incident Management Systems (IMS), Net Environmental Benefit Analysis (NEBA) and Incident Response Communications.

The workshop reviewed the lessons learned from this and recent exercises and provided insight to the relevant national authorities on how to improve the NOSCP, based on the results of the exercise. *All Africa* [Read more](#)

INDIA: OIL SPILL ALONG CHENNAI COAST: FISHERIES DEPARTMENT SUBMITS REPORT TO NGT

July 7 - Six months after the oil spill along the coast in Chennai, the Fisheries department officials on Thursday submitted an interim report to the National Green Tribunal.

The report said: "As per the directions of the NGT (SZ) Chennai, the joint director of Fisheries (Regional), Chennai has been suitably instructed to hear and provide sufficient opportunity to the petitioner to submit his claims with necessary documents, evidences for inclusion if any in the proposal seeking compensation from insurance companies towards the livelihood loss to the fishermen. The report on the outcome of the proposed discussion with the petitioner will be submitted to the NGT at the earliest." *The Times of India* [Read more](#)

NEW ZEALAND: TANKER DRIVERS PUT TO THE TEST



Picture: More than 30 tanker drivers will test their emergency response skills for the next two days at ASB Baypark. Supplied photo.

The exercise will involve scenarios such as a tanker transporting a dangerous chemical colliding with a car, resulting in a fire, serious injuries and chemicals running into nearby waterways.

The training exercise is being managed by Ixom, which is one of New Zealand's largest suppliers that delivers chemical products such as, pulp, paper, food, beverage, dairy and water treatment.

The annual emergency response exercise is designed to prepare for the possibility of a serious on-road incident.

SunLive.com [Read more](#)

News reports from around the world (continued)

NIGERIA: U.S. SEEKS ACCELERATED CLEAN-UP OF OGONI LAND

June 13 - The United States government says it is keenly interested in the cleanup of Ogoni land in Rivers State, South-South Nigeria. The U.S. government also expressed its willingness to partner with the operators of the process for upliftment of people of the affected communities.

The U.S. Ambassador to Nigeria, Stuart Symington stated this during a visit to the headquarters of the Hydrocarbon Pollution Remediation Project (HYPREP) in Port Harcourt, the Rivers State capital. [ChannelSTV.com](#) [Read more](#)

NIGERIA: HYPREP ASSURES OGONIS WATER SUPPLY IN THREE MONTHS ... AS MOSOP INSISTS ON RESTRUCTURING

July 5 - The Coordinator of HYPREP, Dr Marvin Dekii has assured that stakeholders are working on a comprehensive plan to provide integrated water supply to the people in the four Ogoni local government areas in line with the recommendations of the UNEP report.

The assurance came even as Leaders of Thought from Ogoni polluted communities called for adequate funding by the Federal Government and other stakeholders for the clean-up of polluted sites in the area.

The Ogoni leaders, who include the Senior Advocate of Nigeria (SAN), Barinua Nwifa, former Vice Chancellor of Rivers State University, Prof Barineme Fakae, traditional rulers, politicians, businessmen and community leaders, made their position known at a meeting with the Hydrocarbon Pollution and Restoration Programme (HYPREP) in Port Harcourt. [The Tide News Online](#) [Read more](#)

PAKISTAN: 85% OF OIL TANKERS DON'T MEET STANDARDS: OGRA



June 6 - Estimating up to 85% of all tanker lorries transporting oil products are not complying with prescribed standards, the Oil and Gas Regulatory Authority (Ogra) will ask the oil market company (OMC) concerned to pay Rs10 million in fines and compensation to the families affected by recent oil spill and subsequent inferno in Ahmedpur East.

Sources told Dawn that Ogra had hired the services of two separate third-party inspection companies to ascertain whether the OMC had complied with the 2009 Ogra technical standards for the transportation of petrol, and to identify the reasons for the tragic accident of June 25. With the death of three more victims on Wednesday, the toll in the tragedy rose to 214. [Dawn](#) [Read more](#)

THAILAND ACCEDES TO CONVENTIONS COVERING OIL POLLUTION DAMAGE

July 7 - Thailand has become the latest State to accede to the international conventions on Civil Liability for Oil Pollution Damage (CLC) and the Establishment of an International Fund for Compensation for Oil Pollution Damage (Fund).

The CLC Convention ensures that compensation is available to people who suffer oil pollution damage from maritime casualties involving oil-carrying ships, and places liability on the owner of the ship from which the polluting oil escaped or was discharged.

The International Oil Pollution Compensation Funds (IOPC Funds) provide additional financial compensation for oil pollution damage that occurs in Member States, resulting from spills of persistent oil from tankers.

<http://www.imo.org/EN/Pages/Default.aspx>



OIL SPILLS: INLAND RESPONSE GOOD PRACTICE GUIDELINES FOR INCIDENT MANAGEMENT AND EMERGENCY RESPONSE PERSONNEL

Part 3 of a new serialised article contributed by IPIECA and IOGP



Inland aquatic environments (continued)

Sensitivity

Habitat sensitivity to oil takes into account several factors, including: the potential for natural removal processes; biological productivity and the ability to recover following oiling; socio-economic use of the habitat; and the ease of oil removal. These factors can be used to rank the overall sensitivity of habitats as part of an Environmental Sensitivity Index (ESI). Use of an ESI is common for marine habitats, and has been used for freshwater shores.

An ESI typically uses a scale from 1–10 to indicate increasing sensitivity. An example is provided in Table 1.

Ecologists differentiate between types of freshwater wetlands, which include marshes, swamps, bogs and fens.

To response personnel, these differences often have low relevance. Inland wetlands (ESI 10A and 10B) consist of marshes, bogs, fens and swamps. In any of these habitats, the water can be stagnant, oxygen levels can be low, and nutrient levels can be high. Low oxygen levels, uncommon in marine wetlands because of tidal water exchange, can make it much more difficult for spilled oil to degrade aerobically. The soft sediment that comprises these wetlands brings specific challenges to response techniques, as there is heightened risk of clean-up activities exacerbating damage.

Table 1 ESI scale

ESI	Shore type
1A	Exposed rocky cliffs
1B	Exposed solid walls
2	Shelving bedrock shores
3	Eroding scarps in unconsolidated sediments
4	Sand beaches
5	Mixed sand and gravel beaches
6A	Gravel beaches
6B	Riprap structures
7	Exposed tidal flats
8A	Sheltered rocky shores
8B	Sheltered, solid, man-made structures
9A	Sheltered vegetated low banks/bluffs
9B	Sheltered sand/mud flats
10A	Freshwater marshes (herbaceous vegetation)
10B	Freshwater swamps (woody vegetation)

Socio-economic effects

Drinking water and industrial water abstraction

A major concern for inland spills is the potential for contamination of drinking water supplies and industrial water abstraction sources. The three main routes for exposure are:

- oil spilled directly into surface waters that serve as water supplies and sources;
- oil-contaminated run-off from roadways, which flows to wetlands or spills directly to wetlands that serve as recharge areas for groundwater supplies; and
- spilled oil that penetrates soils and migrates down to groundwater.

Contributed article (continued)

Municipal drinking water intakes, cooling water intakes for industrial power plants and other industrial or agricultural water abstraction points can utilize surface water. Protecting these water intakes is often a major objective of inland spill response.

A major water intake protection effort occurred in January 1988 when a storage tank containing about 3.9 million US gallons (14,800 m³) of diesel oil collapsed in Pennsylvania, USA. About 750,000 gallons of spilled fuel reached the Monongahela River approximately 25 miles upstream of Pittsburgh. The oil mixed into the water column as it passed over dams, and the cold temperatures and significant ice cover limited the amount of evaporation. As the oil travelled 200 river miles along the Monongahela and Ohio Rivers, drinking water intakes were closed (some for a week), and both large and small communities found alternative water sources until the oil concentrations in the river decreased to safe levels. A robust effort to track the oil movement, coupled with an outreach programme to alert communities to the threat of contamination, contributed to the ability to protect communities.

Traffic disruption

Many inland spills are relatively small and occur on or adjacent to roads or railways. In recognition of the priority placed on open roadways, the response to a truck rollover is usually to quickly establish safe conditions, clear the roadway, and reopen it to traffic. Many local fire departments are experienced in responding to truck rollovers or train derailments that spill fuel and/or refined products or, more rarely, crude oil. If gasoline is spilled, fire departments may first apply firefighting foam to suppress volatile hydrocarbon vapours and limit the potential for a fire.



Left: an overturned road tanker causing disruption to a highway.

The urgency to reopen roadways often results in flushing the spilled oil and any foam to the side of the road or into a storm drain as part of clearing the roadway. Firefighting foam contains a surfactant that can disperse the oil into water. If this mixture of oil and foam flows to a stream or river, it could unintentionally cause pollution itself and spread oil over a

larger area. If possible, responders should limit run-off or recover these liquids to avoid the possibility of further contamination.

Traffic disruption is also a common consequence of transporting responders, support personnel and equipment to a spill location. Road access may be restricted to facilitate responder access, secure a site, provide temporary storage and establish staging areas.

Relocation of the community

When an oil spill occurs on water near a residential neighbourhood, residents and others in the vicinity could be relocated for health and safety reasons, e.g. the potential impact on water supplies. Caring for these community members' immediate needs for food, water and shelter can be a significant response effort. Property that is oiled can be difficult and time consuming to clean.

Local health departments can be engaged by response teams to help identify acceptable levels of hydrocarbon vapours in residential dwellings or commercial/industrial facilities, and to determine when they can be re-opened.

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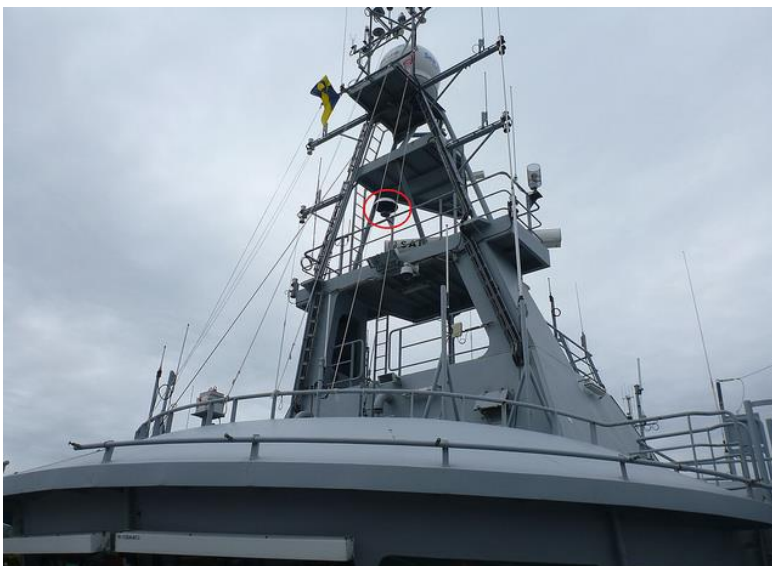
To be continued next week

WORLD'S FIRST WIRELESS NETWORK AT SEA



June 28 - Norway is the first nation in the world to implement maritime broadband communication on ships and planes in public service. The system enables exchange of information that can be crucial in limiting damage when accidents occur.

The Norwegian companies Kongsberg Seatex and Radionor have teamed up to develop Maritime Broadband Radio (MBR). In contrast to previous systems, MBR is highly stable and with extensive reach. Among other capabilities, MBR enables streaming of HD-video. MBR does not require an Internet connection to connect units in the network, though it is possible to transfer data from the network using Internet.



Left: The Maritime Broadband Radio is now installed on all vessels equipped with oil recovery equipment in Norway. The MBR antennae (in the red circle) is shown here on board the KV Bergen. (Photo: Norwegian Coastal Administration)

On board ships and aircraft

The Coastal Administration and NOFO (Norwegian Clean Seas Association for Operating Companies) are the first in the world to deploy the Norwegian-developed and produced innovation. The Coastal Administration will install MBR on all its oil recovery vessels, and on 10 additional vessels with oil recovery equipment on board. NOFO will do the same with all its oil recovery vessels.

MBR is already installed on the surveillance aircraft LN-KYV, a joint initiative between the Coastal Administration, NOFO and the Norwegian Coast Guard.

Stronger oil recovery preparedness

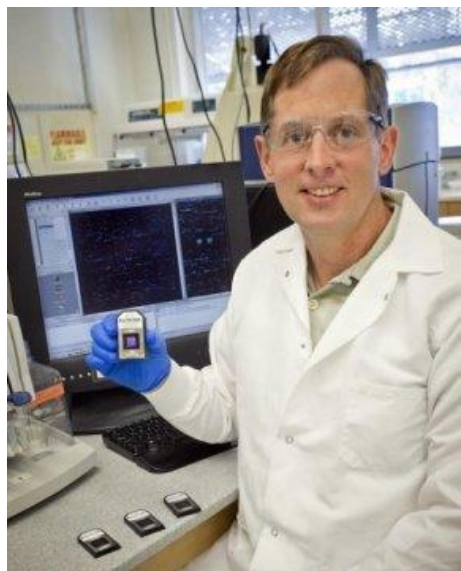
In the event of a critical oil spill, MBR will enable a significantly faster and higher quality exchange of information between the various units engaged in a response effort. Images, maps and video can be transferred instantaneously, and response can be initiated based on a shared, real-time awareness of the situation.

“This is a significant improvement that allows us to communicate with all units participating in an oil recovery mission, and share the data without an Internet connection. MBR allows us to respond faster with the right actions,” says Kjetil Aasebø, senior advisor in the Coastal Administration. <http://www.kystverket.no/en/> [Thanks to Marianne Henriksen, Senior Communication advisor, KYSTVERKET Norwegian Coastal Administration]



Science and technology (continued)

MICROBE MYSTERY SOLVED: WHAT HAPPENED TO THE DEEPWATER HORIZON OIL PLUME?



Left: Berkeley Lab scientist Gary Andersen led a study that identified all of the principal oil-degrading bacteria in the 2010 Deepwater Horizon oil spill. Credit: Berkeley Lab

June 26 - The Deepwater Horizon oil spill in the Gulf of Mexico in 2010 is one of the most studied spills in history, yet scientists haven't agreed on the role of microbes in eating up the oil. Now a research team at the Department of Energy's Lawrence Berkeley National Laboratory (Berkeley Lab) has identified all of the principal oil-degrading bacteria as well as their mechanisms for chewing up the many different components that make up the released crude oil.

The team, led by Berkeley Lab microbial ecologist Gary Andersen, is the first to simulate the conditions that occurred in the aftermath of the spill. Their study, "Simulation of Deepwater Horizon oil plume reveals substrate specialization within a complex community of hydrocarbon-degraders," was just published in the *Proceedings of the National Academy of Sciences*.

"This provides the most complete account yet of what was happening in the hydrocarbon plumes in the deep ocean during the event," said Andersen. Berkeley Lab's Ping Hu, the lead author of the study, added: "We simulated the conditions of the Gulf of Mexico oil spill in the lab and were able to

understand the mechanisms for oil degradation from all of the principal oil-degrading bacteria that were observed in the original oil spill." *Science Daily* [Read more](#) [Thanks to Michael Rancilio, Marine Pollution Control]

Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
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	Abuja (TBC)
UK	Sept. 5-8	SPE Offshore Europe	Aberdeen
UK	Sept. 6-7	8th Maritime and Salvage Response	London
FRANCE	Sept. 12-14	Cedre Mariner Project Workshop	Brest
UK	Sept. 20-21	The Emergency Services Show	Birmingham
UK	Sept. 27-28	Contamination Expo Series 2017	London
FRANCE	Sept. 28	CEDRE Information Day – "Spills in Ports"	Paris
TUNISIA	Oct. 10-11	Oiled Shoreline Clean-up W'shop & Tier1 Exercise	Sfax City
CANADA	Oct.30-Nov.1	Arctic Shipping North America Forum	Montreal
CHINA	Nov. 1-3	Oceanology International China	Qingdao
IVORY COAST	Nov. 6-9	GI WACAF Regional Conference	Abidjan
UAE	Nov. 13-16	Abu Dhabi Int'l Petroleum Exhibition & Conference	Abu Dhabi
UK	Nov. 29-30	11th Arctic Shipping Summit	London
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	April 4-5	Clean Waterways Conference	St. Louis, MO
UK	May 23-24	HAZMAT 2018	Stratford on Avon
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			

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	May 2017
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	July 2017 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	April 2017 issue
IMO News Magazine	News from the International Maritime Organization	Summer 2017 issue
IMO Publishing News	New and forthcoming IMO publications	May-June 2017
Intertanko Weekly News	International news for the oil tanker community	July 7, 2017
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q2 2017 issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	May-June 2017
MOIG Newsletter	News from the Mediterranean Oil Industry Group	April 2017 issue
NOWPAP Quarterly	News from the North West Pacific Action Plan	Quarter 1, 2017 issue
Ocean Orbit	Newsletter from the International Tanker Owners Pollution Federation	May 2016
OCIMF Newsletter	News from the Oil Companies International Marine Forum	2017 issue
Pollution Online Newsletter	News for prevention & control professionals	July 5, 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	March 1-31, 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	July 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

Interspill Conference – Call for papers

Authors are requested to submit a short abstract, up to 250 words, to the committee by email, addressed to info@interspill.org no later than **31st July 2017**

Authors are requested to confirm whether their paper is for the conference, for the poster exhibition, for the science workshops or the spill industry seminars and to indicate which stream(s) they wish their paper to be considered under. Authors will be notified of acceptance by 30 September 2017, and full papers should be received by 31 December 2017.

Training

TRAINING EVENT FOR RESPONSE TO MARITIME HNS INCIDENTS AT CEDRE IN FRANCE

From 12th to 14th September Cedre will hold a workshop in their facilities in Brest to test the training materials developed in the framework of MARINER. The main objectives are to present existing response protocols and equipment, and teach good practice and lessons drawn from incident reviews. The 3-day course will also include the presentation of e-learning tools related to risk and impact assessment. Finally the last afternoon will be dedicated to a demonstration of a free web-based interactive tool that can generate maritime exercise scenarios to support preparedness.

This workshop is aimed at officers likely to attend command and control units set up during an incident such as Tactical, Scientific, Technical Advisory, Environment Groups or officers who are part of the planning and response arrangements to shoreline pollution incidents. Download the flyer of the event for further information – Click on http://mariner-project.eu/assets/uploads/mariner/eventos/1e57e-mariner-workshop-flyer_brest.pdf

Company news

INDIA: BANGALORE-BASED ALPHAMERS PRESENTS INNOVATIVE MARITIME SECURITY SOLUTIONS AT COMMONWEALTH SME SUMMIT



June 5 –Bangalore-based AlphaMERS presented its indigenous innovative solutions for maritime security during the two day Commonwealth SME Trade Summit on 30th-31st of May 2017 in New Delhi.

AphaMERS presented a solution, a floating physical barrier which would act as a fence designed to stop boat intrusion into the waterfront perimeter boundary of their facility.

DC Sekhar, Executive Director of the company said there has been serious interest from the security forces, ports and dam reservoirs. AlphaMERS has further developed an underwater net barrier to prevent human intrusion below the barrier. For more info, please contact sekhar@alphamers.com

AlphaMERS is a Corporate Member of ISCO

Company news (continued)

SMART BOOMS LAUNCHED TO MONITOR OIL POLLUTION



Photo: Smart boom buoy monitors oil pollution and transmits its location over Iridium satellites

DESMI Pumping Technology and InterOcean Systems have teamed up to develop the smart boom which includes a monitoring system and satellite data transmission link.

The system combines a proven DESMI oil spill containment boom that could be deployed by tugs, with the boom guard monitoring buoy. This houses a device that detects, and then monitors, the presence of oil pollution within the boom containment area.

DESMI said if oil pollution is detected, then the buoy transmits an alert to authorities via Iridium's constellation of low-Earth orbit satellites in real time.

When the smart boom drifts, the buoy will monitor the location and heading. The buoy reports its current location and heading, transmits an alert, and continues to transmit hourly allowing users to locate and recover the boom and buoy.
<http://www.desmi.com/pumps.aspx>

Desmi is a Corporate Member of ISCO

KOSEQ AND VIKOMA ON-WATER DEMONSTRATION



June 27 - This past week, Koseq organised an event with Vikoma for the purpose of having demonstrations of the newest equipment for oil spill clean-up. The demonstration was received by all guests positive and took place in Thecla Bodewes Shipyard in Kampen in the Netherlands. We also had the privilege of doing the demonstration in Kampen since the

Hanzesteden (boat show) was taking place at the same time.

Koseq started off demonstrating on water the Victory Oil Sweeper. It was an excellent place to demonstrate these types of equipment so that people could see how they work in water. Later on, Koseq demonstrated the Compact 502. Following this, Vikoma demonstrated their equipment - The HiSpray boom, the new Vikoseal, and the MiniVac, which acts as a mini vacuum cleaner for oil spills in land.

Now more than ever, Koseq and Vikoma have a strong partnership with the variety of equipment that we can offer. We believe that this partnership will only get stronger and better in the future. We are going to plan more demonstrations because we believe that it is important for people to get to know how we work and who we are and to show how our different equipment actually working on water. <http://www.koseq.com/> <https://www.vikoma.com/>

Koseq and Vikoma are both Corporate Members of ISCO

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