

## 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

### WMU, NIPPON FOUNDATION LAUNCH OCEAN INSTITUTE



July 9 - During the 71st Session of the Marine Environment Protection Committee, the World Maritime University (WMU) and The Nippon Foundation announced the establishment of the WMU-Sasakawa Global Ocean Institute (Ocean Institute).

The Ocean Institute is a concrete response to the United Nations Sustainable Development Goals and in particular Goal 14 - the Ocean Goal- that commits governments to “conserve and sustainably use the oceans, seas, and marine resources for sustainable development”.

The Ocean Institute will be an independent focal point for ocean, science, policy, law and industry interaction to discuss how best to manage and use ocean spaces and their resources for the sustainable development, supported by evidence-based research, educational programs and capacity building. *The Maritime Executive* [Read more](#)

### EUROPE: INTERAGENCY CO-OPERATION ON COAST GUARD FUNCTIONS ENTERS NEW PHASE

July 6 - The steering committee set up to manage European interagency cooperation on coast guard functions met for the first time on 22 June, in Vigo, Spain. It gathered the executive directors of the European Border and Coast Guard Agency (Frontex), the European Fisheries Control Agency (EFCA) and EMSA. The directors put in place three technical sub-committees that will handle operational cooperation in the following areas: sharing of information and surveillance services; capacity building and risk assessment; sharing capacities and legal issues. The steering committee also endorsed the draft common 2018 Strategic Annual Plan

The steering committee also endorsed the draft common 2018 Strategic Annual Plan which will be submitted for adoption to the governing bodies of the three agencies later this year. The interagency co-operation was incorporated in the mandates of the three agencies with the adoption of the European Border and Coastguard Package in September 2016. <http://www.emsa.europa.eu/>

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## International news (continued)

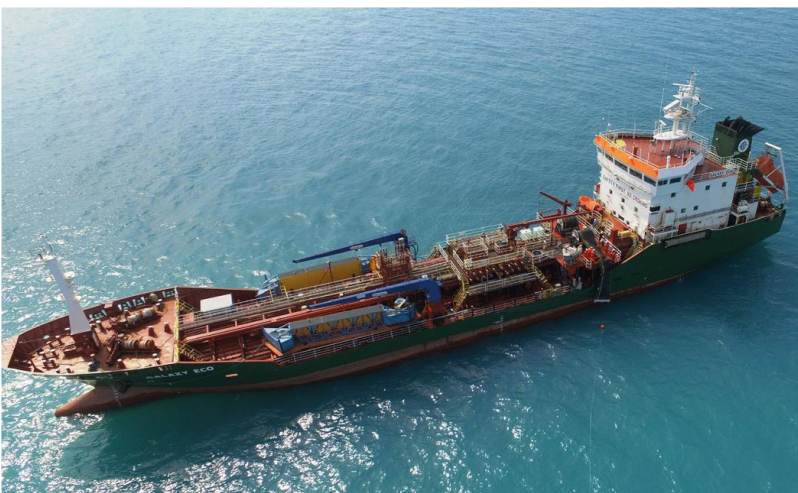
### DRAMATIC DROP IN CONTAINERS LOST AT SEA



July 10 - The World Shipping Council (WSC) estimates that the average number of containers lost each year has dropped since 2014 by 48 percent. Based on the most recent survey results, an average of 568 containers are lost at sea each year, not including catastrophic events.

If catastrophic events are included, that average more than doubles to 1,582. In 2014, these figures were 733 containers and 2,683 containers respectively. The larger number of losses in 2014 was due primarily to the complete loss in 2013 of the MOL Comfort in the Indian Ocean and all of the 4,293 containers on board and, in 2011, the grounding and loss of the M/V Rena off New Zealand, which resulted in a loss overboard of roughly 900 containers. *The Maritime Executive* [Read more](#)

## EUROPE: STRENGTHENING EMSA'S POLLUTION RESPONSE SERVICES IN THE BLACK SEA



July 6 - The oil tanker, Galaxy Eco, based in Varna (Bulgaria) and engaged in bunkering activities in the area, entered the operational phase of its contract with EMSA in June.

Contracted from Cosmos Shipping AD, the Galaxy Eco enhances the existing response capacities in the Black Sea region thanks to its tank capacity of 2 969 m3 for recovered oil.

The vessel is equipped with sweeping arms as well as with heavy duty ocean booms and offshore skimmer for mechanical recovery of oil.

The primary area of operation of the vessel will be the Southern Black Sea.

<http://www.emsa.europa.eu/>

## Incident reports

### USA: FLORIDA - 10K GALLONS OF METHYLENE CHLORIDE RELEASED DURING EXPLOSION AT EGLIN AIR FORCE BASE

July 7 - A new report from the Florida Department of Environmental Protection is shedding new light on the explosion that occurred on Eglin Air Force Base Wednesday. The explosion happened at the McKinley Climatic Lab, which simulates all weather conditions inside the facility.

According to the new report, the fire occurred in an air handling unit that caused major damage to the facility and its cooling system. As a result of the damage to the cooling system, it is estimated that 10,000 gallons of methylene chloride were released during the fire. Methylene Chloride is used as a refrigerant and is a colorless liquid with a chloroform-like odor. *Wkr.com* [Read more](#) [Thanks to Don Johnston of ISCO Partner DG & Hazmat Group]

## Incident reports (continued)

### USA: OHIO - SPILL STOPPED BEFORE REACHING YELLOW CREEK

July 7 - Investigators are working to find out how and why nearly 30 large drums of an unknown, possibly petroleum-based substance, were dumped at the end of Sprouse Road in Yellow Creek Township, causing them to leak into Rocky Run Creek outside of Wellsville on Wednesday night.

According to Sheriff Ray Stone, his office was notified at 9:35 p.m. Wednesday about a suspicious, red flatbed truck quickly leaving the Sprouse Road area, as well as the dumping of 55-gallon drums over an embankment. *Review Online* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### USA: TOWBOAT SINKS ON UPPER MISSISSIPPI



July 10 - On Sunday, the towing vessel Eric Haney sank on the Upper Mississippi at mile 9.7, settling to the bottom near the riverbank with about 80,000 gallons of diesel and 1,600 gallons of lube oil on board. Her nine crew safely evacuated the vessel and there were no injuries.

A Coast Guard response team out of Paducah, Kentucky arrived to assess the scene, and an oil response contractor deployed a containment boom. The Coast Guard says that an unknown quantity of diesel was discharged from the vessel, but divers have plugged up the source of the leak. No further signs of pollution have been observed. *The Maritime Executive* [Read more](#)

### KOREA: OIL SPILL IN BUSAN

July 13 - Oil spilled from reefer POHAH NO.1 in Busan Port, Korea, in the morning July 13. Leak occurred during bunkering operation, reefer was taking fuel from a tanker moored alongside. Quantity of fuel leaked overboard unknown. Fuel spilled from tank via air vent, most probably negligence is to blame. *Maritime Bulletin* [Read more](#)

### USA; TEXAS - RESIDENTS ALLOWED TO RETURN HOME AFTER BASTROP CO. OIL SPILL

July 13 - Residents are returning home after a crude oil line rupture in Bastrop County prompted an evacuation order. According to local emergency management officials, a maintenance contractor struck the pipeline just before 9 a.m. Thursday. An estimated 50,000 gallons of oil leaked out of the ruptured pipeline. *ABC News* [Read more](#)

### MEXICO: OIL LEAKING FROM GROUNDED BULK CARRIER

*Photo: Los Llanitos aground in Punta Graham, Jalisco, Mexico. Photo: PROFEPA*

July 13 - Oil has been spotted in the water surrounding the grounded bulk carrier Los Llanitos in Punta Graham, Mexico, the country's environmental agency PROFEPA said Thursday.

Officials were in the area recently for a routine inspection of the ship when the sheen of oil was discovered in the waters surrounding the vessel.

The Los Llanitos ran aground along the rock coastline of Jalisco, Mexico on October 23, 2015 during Hurricane Patricia and began to break up. Damage to the vessel was so bad that officials determined that it was too risky to try to remove the ship from the coast, rather it would need to be broken up on-site.



The operation to remove all oil and other pollutants from the ship was supposed to be completed in May 2016. PROFEPA said no oil has been observed on the beaches and coastline near the ship, but there is an ongoing concern that the ship could break up even further as more storms hit the area. *gCaptain* [Read more](#)

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## CROATIA: WRECK REMOVAL TREATY RATIFIED

July 11 - IMO's Nairobi International Convention on the Removal of Wrecks has been ratified by Croatia, bringing the total number of States to accede to the treaty to 37.

The Convention, which entered into force in 2015, provides the legal basis for States to remove, or have removed, shipwrecks that may threaten the safety of lives, goods and property at sea, as well as the marine environment.

The treaty was adopted in 2007 and its Contracting States currently represent just over 70% of the world's merchant fleet tonnage. Mr. H.E. Mr. Ivan Grdešić, Ambassador of Croatia to the United Kingdom, met IMO Secretary-General Kitack Lim to deposit the instrument of accession (11 July).

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



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## FRANCE: CEDRE – ACTION FILLED MONTH OF JUNE

July 10 - The month of June saw two new MAR-ICE exercises. The Finnish Environment Institute SYKE called on Cedre to determine the risks and hazards of organometallic compounds, adhesive products and batteries for human health. As part of the Poles exercise, SASEMAR (Spain) via MRCC Madrid, asked us to model the behaviour and drift of a spill of 3,000 tonnes of IFO 380 at sea as well as its ecological impact. Two exercises were organised by Vigipol in Finistère to test French intermunicipality contingency plans. Finally, an oil company organised an exercise simulating a crude oil spill. Cedre was called upon to provide an MSDS, a simulation of the product's behaviour and a slick drift forecast. An association reported strandings of chunks of paraffin on the beaches in the north of France (Nord department). Cedre provided the MSDS for paraffin to the local authorities (DDTM 59) together with information on debris collection, the tests to be carried out to determine the nature of the substance, the storage conditions and the disposal methods for such waste. The Alpes-Maritimes fire department (CODIS 06) and a local authority for the Var department also reported paraffin washed up on their shorelines. Cedre analysed a sample and confirmed the nature of the product. The Bas-Rhin fire brigade (SDIS 67) requested information on modelling the drift of floating pollutants in a watercourse. The Seineet-Marne fire brigade (SDIS 77) contacted us for information on the risks related to products used in printing works, heavily diluted in fire extinguishing water. Finally, we were contacted by a privately-owned French shipyard for information on the regulations on the use of dispersants outside of French waters.

Read more in CEDRE's June 2017 Newsletter at [http://wwz.cedre.fr/en/content/download/8923/141906/file/258\\_E.pdf](http://wwz.cedre.fr/en/content/download/8923/141906/file/258_E.pdf)

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## GUATEMALA AND BELIZE: ENVIRONMENTALISTS FOLLOW-UP ON OIL SPILL

July 6 - The negative effects of an oil spill was what sent environmental activists and the media on a 2-hour boat trip from Punta Gorda Town to the Cadenas Belize Defence Force outpost area along the Sarstoon River on Wednesday.

As KREM News has been reporting, this past weekend there was an oil spill not in Belize's territorial waters, but rather, inland in Guatemala at the Gracias a Dios river. The concern was that since the said river runs into the Chocon River, the Sarstoon was also at risk because the Chocon empties into it.

The Belize Coalition to Save Our Natural Heritage, Wil Maheia of the Belize Territorial Volunteers and SATIIM coordinated the mission. *Amandala* [Read more](#)

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## NEW ZEALAND: SYSTEM FOR THE MANAGEMENT OF HAZARDOUS SUBSTANCES IN THE WORKPLACE IS CHANGING

July 6 - New Zealand's system for the management of hazardous substances in the Workplace is changing. The Health and Safety at Work (Hazardous Substances) Regulations will come into force in December 2017. The Regulations are aimed at reducing both immediate harm and longer-term illness that can result from the work-related use of hazardous substances.

If yours is one of the 150,000 businesses across New Zealand that manufacture, use, handle, store or transport hazardous substances, take note that the rules that govern the use of hazardous substances in the workplace are moving from the Hazardous Substances and New Organisms (HSNO) Act (administered by the EPA) into a new Health and Safety at Work (HSW) Act (administered by WorkSafe). *PRWire* [Read more](#)

## News reports from around the world (continued)

### **NIGERIA: OGONI IN AGONY: ONE YEAR AFTER FLAG-OFF, NOT A DROP OF SPILLED OIL HAS BEEN CLEANED AS RESIDENTS AWAIT 'DUE DATE WITH DEATH'**

July 10 - As the ecosystem degenerates into a shadow of itself, residents fear that they are inevitably the next set of casualties to fade off the face of this portion of earth they once — and always will — call home. They now have a date with death.

Agony does not begin to define what it means for a people to lose their loved ones, yield their homes to unwanted agents, watch their children drop out of school, and bury their livelihood — all to keep alive the hopes of the nation they call home. This is the story of Ogoniland. *The Cable* [Read more](#)

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### **NIGERIA: OGONI CLEAN UP: HYPREP SET TO ASSESS FIRMS**

July 10 - The Hydrocarbon Pollution Remediation Project (HYPREP), the body in-charge of implementation of the United Nations Environmental Programme (UNEP) report on Ogoniland has opened doors for companies that have the technological know-how to come and display their technology.

HYPREP has also began training of women on alternative sources of income and livelihood in Ogoniland as a way to empower them.

Project Coordinator of HYPREP, Dr Marvin Dekil, who disclosed this to aviation correspondents at the Port Harcourt International Airport, Omagwa, last Thursday, noted that remediation processes are highly scientific and require companies that have the technical know-how to handle the processes.

He said that about 12 companies have so far indicated interest to participate and showcase their technical know-how for HYPREP's assessment. *The Tide* [Read more](#)

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### **NIGERIA: NORWEGIAN EMBASSY, UNITAR HOLD CONFERENCE ON MARINE SAFETY**

June 17 - The Norwegian Embassy in Nigeria and the United Nations Institute for Training and Research (UNITAR) will hold a two-day International Conference on Marine Safety and Fisheries Protection for professionals from governments, regulatory agencies, private sector, and other relevant stakeholders in Lagos from July 13 –14, 2017.

A statement from UNITAR said the key goal of the conference was to highlight environmental issues connecting to oil spill and facilitate discussion on the deployment of mechanical tools rather than the use of chemical dispersants as a first response. "The conference will provide opportunity to deliberate on how to strengthen regional cooperation when huge accidents occur, discuss how national contingency plans can be followed up to invest in relevant equipment, and training, and facilitate discussions between public and private sectors to enhance effective oil spill prevention and responses through mechanical means. Series of conferences have been planned to sensitize critical stakeholders in West, Central and Southern Africa region on this important issue. The regional conference in Lagos is the first of the series. *This Day* [Read more](#)

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### **PAKISTAN: STRICTER LAW IS OVERDUE FOR 'MOVING BOMBS'**

July 10 - In Pakistan, the law is generally silent about such spillages or incidents are buried under the carpet even though the country offers one of the highest lucrative returns and incentives to oil and gas firms. Pakistan meets almost 85 per cent of its fuel requirements through imports.

The maximum penalty under Pakistan Oil (Refining, Blending, Transportation, Storage and Marketing) Rules, 2016 is Rs10 million or about \$93,000 — peanuts in a country where oil firms earn billions of dollars in profit every year and where libel and defamation cases can attract Rs10-20bn in compensation.

Rule 69 of the said Rules say: "A person, who contravenes any provisions of the Ordinance, these rules, terms and conditions of the licence, or the decisions of the Authority (Oil & Gas Regulatory Authority), shall be punishable with a fine which may extend to Rs10m and in case of a continuing contravention with a further fine which may extend to Rs1m for every day during which such contravention continues".

The Ogra exercised its powers from the said rule and imposed a penalty of Rs10m on Shell Pakistan Limited for failing to fulfil its legal responsibility (that led to the Bahawalpur accident and oil spill on June 25).

Investigation proved that the said tank lorry (TLJ-352) was hired by the SPL from its haulier, Marwat Enterprises and the lorry was found to be non-compliant to the Pakistan Petroleum Rules 1937. *Dawn* [Read more](#)

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## News reports from around the world (continued)

### TURKEY: THE CHAIRMAN AND DIRECTOR OF MOIG VISITED TURKISH MEMBERS



From the July 2017 issue of the Newsletter of the Mediterranean Oil Industry Group – “As a part of the visit to Istanbul and Ankara in Turkey, several meetings were performed between the Chairman and Director of MOIG and Turkish Petroleum, Shell Shipping & Maritime, Europe & Africa, Meke Marine, Ministry of Environment and Urbanization and Ministry of Transport Maritime Affairs and Communication representatives.

The main objectives of these meetings were to exchange information related to oil spill preparedness and response, continue development of MOIG in full collaboration with the Turkish members as well as promote the forthcoming regional workshop on Oiled Shoreline Cleanup and Skhira Tier 1 Oil Spill Response Exercise scheduled to be held over 10-11 October 2017 in Sfax city and TRAPSA Terminal in Tunisia. We had the great pleasure to meet with senior representatives from Oil&Gas and Government in Turkey. MOIG has

long history and maintains a solid relationship with Turkish members through several workshops and oil spill response exercises organized over the last years in Turkey. The MOIG Management Committee Members firmly believe that Turkey is ideally located to service the environmental protection needs beyond its own coastline and neighboring countries in the Mediterranean region.

We are very delighted with the outcome of these meetings, MOIG and Turkish members agreed to further strengthen cooperation, exchange information and work together towards common objectives related to oil spill prevention, preparedness and response in the region.

During this visit, the Chairman and MOIG Director accompanied by M. Kerem Kemerli, Meke Marine General Manager afforded the opportunity to see the oil spill response equipment and Marine assets of Meke Marine and make a trip on boat in the Bosphorus enabling MOIG representatives to see many sensitive areas in Istanbul. Read more from MOIG in the latest MOIG Newsletter at [http://www.moig.org/newsletters/Newsletter\\_Issue\\_23.pdf](http://www.moig.org/newsletters/Newsletter_Issue_23.pdf)

### UK: IOPC FUNDS' SHORT COURSE 2017

June 30 - The annual IOPC Funds' Short Course took place from Monday 26 June to Friday 30 June at the Funds' headquarters in London.

With participants from nine 1992 Fund Member States, the Short Course covered all aspects of the work of the IOPC Funds and the international liability and compensation regime in general. The programme included presentations from a variety of speakers, practical exercises allowing participants to study a theoretical incident and the subsequent claims submission process as well as visits to the IMO Headquarters, the International Group of P&I Associations, the Britannia P&I Club, and a guided tour of the Lloyd's of London building, courtesy of Miller Insurance Services.

The Secretariat has received very positive feedback from participants and the continuing success of the course has demonstrated its usefulness, enabling the Secretariat to connect with both delegates to Funds' meetings and those government officials who have responsibility in areas of oil reporting and oil spill preparedness and response.

This year, the course was supported by the International Maritime Organization (IMO), the International Group of P&I Associations, the Britannia P&I Club, the International Tanker Owners Pollution Federation Ltd (ITOPF), the International Chamber of Shipping (ICS) and INTERTANKO.

The dates for the 2018 IOPC Funds' Short Course and the deadline for nomination by governments will be announced later this year. <http://www.iopcfunds.org/news-events/detail/item/746/>

### UK: OIL RECOVERY OPERATIONS - NEW MGN RELEASED BY THE MCA, BLACK CODE WITHDRAWN

July 10 - On the 6 July the MCA Code of Practice for Vessels Engaged in Oil Recovery Operations, the “Black Code” (including Merchant Shipping Notice No: M.1663) was withdrawn in favour of “Alternative Arrangements to provide an equivalent level of safety and environmental protection”. These alternative arrangements are set out in a new Marine Guidance Note (MGN 457(M)) and its Corrigendum.

The new Marine Guidance Note should be considered by all Ship owners and operators of vessels, of any size, engaged in oil recovery operations; and those who may commission vessels to engage in such activity (including Ports and Harbours) and policies updated as required.

It is considered that the prescriptive requirements placed on operators of oil recovery vessels in the Black Code have

## News reports from around the world (continued)

the potential to be counterproductive to the intended outcome of recovering oil after a spill.

The aim of its withdrawal is to ease the mandatory provisions in favour of an improved risk-based approach, and is an opportunity for sensible safety and marine pollution control measures in what may be difficult and ill-defined circumstances.

The new MGN 457 (M) and its Corrigendum can be accessed [here](#). [With thanks to Ashfords LLP] <https://www.ashfords.co.uk/article/oil-recovery-operations-new-mgn-released-by-the-mca-black-code-withdrawn>

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### USA: TRUMP ADMINISTRATION TO PROPOSE REPEALING RULE GIVING EPA BROAD AUTHORITY OVER WATER POLLUTION

June 27 - President Trump's administration will revoke a rule that gives the Environmental Protection Agency broad authority over regulating the pollution of wetlands and tributaries that run into the nation's largest rivers, EPA Administrator Scott Pruitt said Tuesday.

Testifying before Congress, Pruitt — who earlier said he would recuse himself from working on active litigation related to the rule — said that the agency would “provide clarity” by “withdrawing” the rule and reverting standards to those adopted in 2008.

The current rule, known as Waters of the United States (WOTUS), unambiguously gives EPA and the Army Corps of Engineers authority that many think the agencies already possessed under the Clean Water Act. The 1972 law gave the agencies control over navigable rivers and interstate waterways, but a series of court rulings left the extent of that power ambiguous.

The Obama administration sought to end a decade of confusion by finalizing the WOTUS rule, which took effect in August 2015, triggering protests from a variety of real estate development, agricultural and industrial interests. *The Washington Post* [Read more](#)

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### USA: OREGON - LAWMAKERS ADVANCE MEASURE AIMED AT RAIL SPILL DISASTERS

June 27 - Oregon lawmakers are moving ahead with a measure that [would require railroads to explain how they'd deal with hazardous spills](#). A legislative budget subcommittee voted Tuesday to advance the measure.

It comes just over a year after a Union Pacific freight train carrying crude oil derailed and burned in the Columbia Gorge town of Mosier. *Kuow.org* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### USA: NTSB PUBLISHES TWO RULES GOVERNING AGENCY INVESTIGATIVE REGULATIONS

June 30 - HIGHLIGHTS:

- The National Transportation Safety Board (NTSB) has published a final rule covering 49 C.F.R. 831 subparts A-D and an interim final rule for 49 C.F.R. 831 subpart E, both of which are effective July 31, 2017.
- Subparts A-D update the NTSB regulations for general investigative procedures (subpart A) and mode-specific regulations for aviation (subpart B), highway (subpart C), and railroad, pipeline and hazardous materials (subpart D) accidents.

Due to the nature of the authorities governing marine casualty investigations by both the NTSB and the U.S. Coast Guard (USCG), the NTSB created subpart E as a stand-alone regulation applicable to marine investigations.

Read more at <https://www.hklaw.com/Publications/NTSB-Publishes-Two-Rules-Governing-Agency-Investigative-Regulations-06-30-2017/>

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### USA: EXXON VALDEZ IMPACT RESEARCH COULD HELP MITIGATE FUTURE SPILLS

July 6 - After more than a quarter-century of research and monitoring, scientists now know how the 1989 Exxon Valdez oil spill affected wildlife species and how long it took most populations to recover, information that might help in future spills.

“Because wildlife species in the spill area vary so much in terms of what they eat, habitats that they use and their ability to rebound after a drop in numbers, researchers saw huge differences in how long it took for populations to recover,” says Daniel Esler, a research wildlife biologist with the U.S. Geological Survey (USGS) and lead author of the report *Timelines and mechanisms of wildlife population recovery following the Exxon Valdez oil spill*.

*JWN Energy* [Read more](#)

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## News reports from around the world (continued)

### USA: POLLUTION WHISTLEBLOWERS CAN EARN OUTSIZE REWARDS

July 7 - The United States has several laws that aim to prevent ocean pollution, including the Marine Debris Research, Prevention and Reduction Act; the Shore Protection Act; and the Marine Protection, Research and Sanctuaries Act.

However, the Act to Prevent Pollution from Ships ("APPS") is the only law that has a whistleblower reward provision, which helps to incentivize and enable workers to come forward and combat pollution. APPS was the United States' first adoption of the international Convention for the Prevention of Pollution from Ships (MARPOL). APPS allows for potential whistleblowers to receive up to one-half of an assessed fine as a reward, and whistleblowers do not need to be U.S. nationals. *The Maritime Executive* [Read more](#)

### USA: WASHINGTON - OIL SPILL PLANS COMPLETE FOR PARTS OF SKAGIT, SAMISH RIVERS

July 7 - The state now has oil spill response plans in place for the lower Skagit River and the Samish River that it developed in response to concerns over increasing oil train traffic through the area.

The plans cover about 250 square miles where salmon, bald eagles, harbor seals, Oregon spotted frogs and other protected species and their habitats could be at risk in the event of an oil spill, according to the documents.

The state Department of Ecology completed the plans in late June, according to the agency's website. The plans, called geographic response plans, focus on protecting sensitive natural, cultural and economic sites in the event of an oil spill. *Goscagit.com* [Read more](#)

### USA: IS THE U.S. READY FOR AN ARCTIC OIL SPILL?

July 10 - This article is part of an Arctic in Context series featuring Winter 2017 Arctic Research Fellows from the International Policy Institute, in the Henry M. Jackson School at the University of Washington. This Arctic research program is dedicated to improving the transfer of research and expertise between higher education and the policy world in the area of global affairs. *WorldPolicy.org* [Read the article](#)

## ISCO news

### ISCO REPRESENTATION AT CONFERENCE ON MARINE SAFETY AND FISHERIES PROTECTION

July 14 – Lord Rickaby, Member of the ISCO Executive Committee and Chief Kola Agboke, Member of ISCO Council for Nigeria are attending this conference in Nigeria today. A report on this will be published in next week's ISCO Newsletter. (See also news item on Page 5)

## Correspondence

### WITHDRAWAL OF THE UK, MARITIME AND COASTGUARD AGENCY, MARINE GUIDANCE NOTE, OIL RECOVERY VESSEL CODE MGN 457

*July 14 - A letter from ISCO Secretary, Matthew Sommerville. (See also news item on Page 6)*

"I read with interest this week the press release announcing the withdrawal of the UK, Maritime and Coastguard Agency, Marine guidance note, Oil Recovery Vessel Code MGN 457.

It is common to see information regarding the introduction of new rules and regulations but far less common to see the proactive action being taken to reduce, consolidate or eliminate rules and regulations. In this case, it is part of a wider UK government "better regulation and de-regulation initiatives

MGN 457 is one of a series of guidance documents M1234, M1668 which successively sought to ensure that ships intended to be used in oil recovery were suitably equipped and safe to do so.

My own experience with these requirements started in 1988 when I joined Warren Spring Laboratory and with the UK Governments, spill research vessel the Sea Spring. This vessel was in many respects the model on which M1234 was developed and based on adaptation of a vessel to oil recovery rather than limited to a purpose designed vessel or tanker. It was not intended however to be for ships of opportunity but for cases where ships were modified in advance to meet the requirements. We must recall that this was in the period post-Torrey Canyon when governments globally were looking to establish and build capabilities and stockpiles. It the UK that included a programme to equip vessels for dispersant application and oil recovery.



## Correspondence (continued)

Meeting the requirements of M1234, M1669 or MGN 457 has never been straightforward. The Briggs Marine chemical/product tanker British Shield being an example as while commercially she was capable of transporting a wide range of flammable and toxic and hazardous products. For notation for oil recovery, in which role she later operated at the Prestige and Erica spills, significant sums had to be spent adapting the vessel and fitting additional equipment such as spark arrest on the ships funnel. Other requirements such as the testing of the flash point of oil were equally problematic as to obtain a sample one would first need to enter the slick and thus determining of flash point became irrelevant, but the equipment had to be carried and maintained.

It is reasonable to conclude that these difficulties and the infrequent requirement were a significant limiting factor on the number of vessels adapted to comply with the requirements in the UK. Other factors such as the waiving of oil recovery notation when larger incidents did occur would also have contributed. However, the latter was a necessary step to widen the field of available vessels, and MCA themselves have reported that they recognised that the prescriptive requirements placed on operators of oil recovery vessels had the potential to be counter-productive with regard to recovering oil after a spill.

MCA has been clear that responsibility to have suitable vessels available still falls on offshore operators, vessel operators, ports and, while not specifically mentioned, one assumes in an instance involving the National Contingency Plan, the MCA. One final observation on the previous requirements was that they did include the need for crew training and it must be hoped that in undertaking risk assessment parties will identify how they proposed to train vessel crews. Completion of this training could create a significant delay in commencing oil recovery operations and, while it may be possible to deploy personnel familiar with the oil recovery system itself, that is not the same as ensuring they and the ship's crew are adequately trained.

One final observation - in the MCA document they note:

“It is inappropriate to treat oil requiring recovery as having the same properties and therefore presenting exactly the same risk to people, property and the environment as crude or refined petroleum products.”

In reading, this I was reminded of the issue of flash point and why testing was originally included. A common assumption regarding light ends (the normal alkanes with a boiling range of 0-250°C) might be expected to be lost in the first 8-10 hours after the oil is spilt. Therefore they come to believe that evaporation will produce a residue that is below the flash point (61°C as it was in the regulations being just above the boiling point of Butane) by the time they arrive on the scene. This is however not true of continuous release scenarios where there will be a temptation to move closer to the source where oil is thicker but also will contain more volatile components. Linked to this is the assumption that heavy crudes or heavy oils must have less volatile components than light crudes. For example Beatrice crude a very viscous product almost solid at ambient temperatures (viscosity 80cSt, pour point 20°C and 18% wax) has only slightly less percentage by weight of volatile components as Ekofisk oil (viscosity 9.3cSt, pour point -12°C and 6.5% wax). Experiments in 1977 / 78 demonstrated that the rate of evaporation was linked to spreading and in the case of heavy crudes or heavy oils volatile components may be present for longer than in light rapidly spreading and evaporating products”. Matthew Sommerville

## Contributed article

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

*Part 4 of a new serialised article contributed by IPIECA and IOGP*



## Response management

The basic principles of incident management are the same for all spills:

- current and future actions are proposed based on an incident assessment within the framework of oil spill contingency plans;
- response objectives and actions are set and approved by those in command;
- field crews are directed by operations personnel; and logistical and financial activities are performed to support the operations.

These response activities take place regardless of incident complexity, whether a large formal organization is created or a small group of responders handles a spill. In many countries, government agencies lead and coordinate the response to an oil spill, and the government expects the spiller to compensate them for their efforts and to provide support. Management of an incident is often carried out by a government official from a regulatory, law enforcement or military organization. In some countries, the spiller is required to respond at their own expense and under the direction of government officials. Ideally, everyone involved works together in a coordinated and unified effort to limit the ecological and socio-economic effects.

Since the majority of inland oil spills are relatively small, the scale of most inland response operations is also proportionately small, and such operations are usually handled by small teams on site. One notable difference between managing inland spills versus marine spills is that the initial responders are often from local municipalities, i.e. from fire and law enforcement agencies. For oil spills resulting from vehicle rollovers, these local agencies often conduct the whole response without any assistance from external resources (such as regional, provincial, state or national response organizations). However, a larger incident will often quickly overwhelm local capabilities and expertise, and local officials may be supplemented or even replaced by external responders. Regional and national agencies responsible for inland oil spill response may differ from those responsible for marine spills.

Inland spills can occur at varied locations—along a highway, railroad, river or pipeline—virtually everywhere oil is produced, used or transported. Response organizations need to be prepared to cover large geographic areas with a greater variety of habitats than offshore:

- Many inland spills occur at fixed facilities, so oil spill contingency planning will be specific to a location. Scenarios can be developed, detailed contingency plans written, suitable response capability can be procured or identified, communities can be engaged and exercises can be performed that specifically address potential incidents for that facility.
- Transportation-related spills are more difficult to predict and plan for. Pipelines, railways and roadways represent a route over which spills can occur. Oil spill contingency planning will need to encompass greater geographic areas in a manner suitable to provide response resources.
- Response resources tend to be concentrated at or near to major facilities or ports and responders may be a considerable distance from a potential spill site.

The probability of inland oil spills occurring near populated areas is relatively high, and impacts on the public can occur immediately. Public demands for a quick, robust response can be intense and can outstrip local governments' resources.

- For smaller oil spills, simple containment (keeping the oil from spreading or from reaching flowing water) is the overriding initial goal, and simple construction equipment (bulldozers, front-end loaders, etc.) are often more than adequate to contain the spill. Vacuum trucks can be used to suck up the oil, and these are usually available because they are used for other purposes.
- Specialized oil spill response equipment, such as containment booms and skimmers, may be located hours away from the spill site, resulting in a potential for considerable delays in initiating a comprehensive response.

Care should be taken when considering the use of oil spill trajectory models as part of an inland response. Most oil spill trajectory models were developed for forecasting the fate and transport of spills on open waters (ocean or inland seas) and are not appropriate for spills on rivers, streams and lakes, or on land. Simple calculations tracking the progress of a slick downriver as a function of the water current do not account for loss by sinking or stranding as oil encounters the river banks, especially at bends. Models can be applied to rivers to predict the timing and extent of the oiling downstream, but their resolution may not yield reliable results.

The process of setting response priorities using shoreline clean-up and assessment techniques applies to both marine and inland habitats. Assessment methodologies may have to be expanded because of the greater number of shore types encountered during an inland spill, and as tidal influences are replaced by possible fluctuations due to varied water flows.



*Above: An oil spill response operation is conducted around a private residence.*

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**To be continued next week**

## Company news

### **OIL SPILLS, TRASH, DEBRIS, SEDIMENT, CHEMICALS: HOW DO WE KEEP OUR WATERWAYS CLEAN?**

June 30 – The Metropolitan Water Reclamation District of Greater Chicago (MWRD) is using Omni Catamarans to Skim Floatables from the River. One of the many initiatives in the MWRD plan was to skim floatables to keep the Chicago River clean. A Carmi, Illinois company, Elastec, with a core competency in oil spill recovery systems, worked with MWRD to develop two custom trash and debris skimming and collection boats, the ELASTEC Omni Catamarans. Originally characterized as a “trash boat,” this 23-foot/7-meter aluminum vessel has interchangeable pods for various waterway tasks. One of the pods that can be positioned between the hulls is designed specifically for floating trash collection. [Marine Link](#) [Read more](#) *Elastec is a Corporate Member of ISCO*

## Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
SINGAPORE	Sept. 4-6	<a href="#">Salvage &amp; Wreck Asia</a>	Singapore
NIGERIA	Sept. 5-7	<a href="#">National Workshop on Liability and Compensation</a>	Abuja (TBC)
UK	Sept. 5-8	<a href="#">SPE Offshore Europe</a>	Aberdeen
UK	Sept. 6-7	<a href="#">8<sup>th</sup> Maritime and Salvage Response</a>	London
FRANCE	Sept. 12-14	<a href="#">Cedre Mariner Project Workshop</a>	Brest
UK	Sept. 20-21	<a href="#">The Emergency Services Show</a>	Birmingham
UK	Sept. 27-28	<a href="#">Contamination Expo Series 2017</a>	London
FRANCE	Sept. 28	<a href="#">CEDRE Information Day – “Spills in Ports”</a>	Paris
TUNISIA	Oct. 10-11	<a href="#">Oiled Shoreline Clean-up W'shop &amp; Tier1 Exercise</a>	Sfax City
CANADA	Oct.30-Nov.1	<a href="#">Arctic Shipping North America Forum</a>	Montreal
CHINA	Nov. 1-3	<a href="#">Oceanology International China</a>	Qingdao
IVORY COAST	Nov. 6-9	GI WACAF Regional Conference	Abidjan
UAE	Nov. 13-16	<a href="#">Abu Dhabi Int'l Petroleum Exhibition &amp; Conference</a>	Abu Dhabi
UK	Nov. 29-30	<a href="#">11th Arctic Shipping Summit</a>	London
USA	Dec. 5-7	<a href="#">Clean Gulf Conference and Exhibition</a>	Houston, TX
<b>2018</b>			
UAE	Feb 28 – Mar 1	<a href="#">Offshore Arabia Conference &amp; Exhibition</a>	Dubai
UK	March 13-15	<a href="#">2018 INTERSPILL Conference and Exhibition</a>	London
UK	March 13-15	<a href="#">Oceanology International 2018</a>	London
USA	April 4-5	<a href="#">Clean Waterways Conference</a>	St. Louis, MO
UK	May 23-24	<a href="#">HAZMAT 2018</a>	Stratford on Avon
USA	June 19-21	<a href="#">Clean Pacific Conference and Exhibition</a>	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)

<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	December 2016
<a href="#">ASME EED EHS Newsletter</a>	News and commentary on HSE issues from George Holliday	Most recent issue
<a href="#">Bow Wave</a>	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	June 2017
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	Current issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	July 2017 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	July 2017 issue
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	Summer 2017 issue
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	May-June 2017
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	July 14, 2017
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	Q2 2017 issue
<a href="#">Maritime Executive Magazine</a>	Often contains articles of interest to the spill response community	May-June 2017
<a href="#">MOIG Newsletter</a>	News from the Mediterranean Oil Industry Group	July 2017 issue
<a href="#">NOWPAP Quarterly</a>	News from the North West Pacific Action Plan	Quarter 1, 2017 issue
<a href="#">Ocean Orbit</a>	Newsletter from the International Tanker Owners Pollution Federation	May 2016
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	June 2017 issue
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	July 12, 2017
<a href="#">Safe Seas, Clean Seas</a>	Quarterly Newsletter from Maritime New Zealand	December 2016 issue
<a href="#">Sea Alarm Foundation Newsletter</a>	Oiled wildlife Preparedness and Response news from Sea Alarm	Spring 2017 issue
<a href="#">Technology Innovation News Survey</a>	News from US EPA – Contaminated Site Decontamination	March 1-31, 2017
<a href="#">Transport Canada Newsletter</a>	News and articles re transport of dangerous goods in Canada	December 2016 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	July 1, 2017
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	Spring 2016 issue
<a href="#">WMU Newsletter</a>	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

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