

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

For more information on the event featured below, click on the banner



TOP U.S., CANADIAN COAST GUARD LEADERS HOLD SUMMIT IN GRAND HAVEN



Above: Members of the Canada/United States Coast Guard Summit gather in Grand Haven on Thursday, Aug. 3, 2017. The summit was held during Coast Guard Festival to celebrate the long history of cooperation between the two agencies.

August 3 - Members of the Canada/United States Coast Guard Summit gather in Grand Haven on Thursday, Aug. 3, 2017. The summit was held during Coast Guard Festival to celebrate the long history of cooperation between the two agencies.

The U.S. Coast Guard and the Canadian Coast Guard share a long history of cooperation in numerous missions across their shared maritime border and the Summit provided a great opportunity for both organizations to continue to strengthen that cooperation.

During the Summit, senior representatives from each organization discussed issues specific to executing responsibilities to prepare for and respond to oil and hazardous substance events under the auspices of their bilateral Joint Marine Pollution Contingency Plan.

In addition, the group provided updates on joint initiatives specific to the Arctic, enhancing shipping safety and security, and enhancing cooperation with the critical Indigenous populations of the U.S. and Canada. *Grand Haven Tribune* [Read more](#)

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International news (continued)

Oil Spill Response: SCOPE 2017



August 2 - Later this year a major oil and chemical protection exercise dubbed SCOPE 2017 will be carried out in Norway. A joint project including major European and Scandinavian stakeholders, the simulated response to a combined oil and chemical spill aims to foster clearer communication and coordination of spill response across agencies and physical country boundaries. *Marine Link* [Read more](#)
See also the article in Issue 588 of the ISCO newsletter.

SEKIMIZU TO RECEIVE INTERNATIONAL MARITIME PRIZE



August 2 - The prestigious International Maritime Prize for 2016 is to be awarded to former Secretary General of the IMO, Koji Sekimizu, for his contribution to the work of the IMO over many years.

The Council unanimously decided to award the Prize to Sekimizu in recognition of his invaluable contribution to the work and objectives of the IMO and the international maritime community as a whole. Sekimizu held a long and distinguished career with the IMO, culminating in his four-year stewardship as Secretary-General from 2012 to 2016.

In nominating his candidature for the International Maritime Prize, the Government of Japan recognized Sekimizu's lifetime dedication to promoting safety of life at sea and protecting the marine environment as well as his outstanding leadership and contribution to the work and objectives of the IMO. *The Maritime Executive* [Read more](#)

UNIQUE SEAFLOOR DATA PROVIDES UNPRECEDENTED INSIGHT TO SCIENTIFIC COMMUNITIES

August 2 - The release this month of bathymetry data by Geoscience Australia has revealed seafloor maps with a resolution 15 times higher than those previously produced using satellite data. The bathymetric survey, conducted by Fugro during Phase One of the search for missing flight MH370, has provided a detailed map of the seafloor topography in the search area.

Following the disappearance in March 2014 of the Malaysia Airlines flight, the southern Indian Ocean search, led by the Australian Transport Safety Bureau (ATSB), was acknowledged as one of the largest marine surveys ever conducted. Geoscience Australia supported the ATSB, providing specialist advice and capability and an understanding of the remote environment in which the search was conducted.

The seafloor data is expected to contribute to a better understanding of the formation of the southern Indian Ocean. The unique information could provide unprecedented insights for scientific communities, benefiting research in areas such as continental margin geology; plate tectonic history; seabed processes; unique flora and fauna; and future survey expeditions. Geoscience Australia expects to release the complex Phase Two data in mid-2018. For more information, visit <http://www.fugro.com/mh370> [Thanks to the Oceanbuzz Team] www.oceanbusiness.com.

International news (continued)

INTERSPILL ANNOUNCES EXTENSION OF PAPER SUBMISSION DEADLINE TO 30th SEPTEMBER

July 31 - There's more time for you to get involved by showcasing your industry knowledge and business achievements at Interspill 2018. It's the perfect International platform to position your brand in front of top decision makers and industry leaders.

- Share your views and ideas with the spill prevention industry
- Inspire and excite our audience with your latest project developments
- Propose a topic for an industry seminar or conference session

View our website for more information on this year's topics and conference streams, and to submit your abstract today [More information](#)

NAMEPA AND RESTORE AMERICA'S ESTUARIES ESTABLISH A STRATEGIC ALLIANCE

August 3 - Providing A Platform to Collaborate with Leaders from the Estuarine Protection and Restoration Sector and The Marine Industry

Carleen Lyden Walker, Co-Founder and Executive Director of North American Marine Environment Protection Association (NAMEPA) announced today that NAMEPA and Restore America's Estuaries (RAE) will join as strategic partners. The goal is to create a platform to discuss marine environment topics relative to America's estuaries and the marine industry and develop new avenues to protect the valuable resources of the seas.

"Restore America's Estuaries is excited to partner with NAMEPA to bring together leaders from the estuarine protection and restoration sector, and the shipping and maritime industry. This partnership will foster collaboration in tackling some of our coasts' most pressing challenges and provide a strong foundation working towards protecting our coastal systems, resources, and economies. The nexus between our two organizations provides a natural platform for our partnership and we look forward to working with NAMEPA." Jeff Benoit, President and CEO. *The Maritime Executive* [Read more](#)

CENTRAL AMERICA PORTS FORUM HELD IN BELIZE 25-28 JULY 2018

August 5 – A report and photos have just been received from Carlos Sagrera MSc, MISCO, HSE & Oil Spill Control Advisor and Member of ISCO Council for Panama. See under CORRESPONDENCE on Page 10.

Incident reports

USA: KENTUCKY - NUMBER OF FISH KILLED AFTER TRUCK PLANT CHEMICAL LEAK GREATER THAN INITIALLY THOUGHT

July 24 - Kentucky Division of Water officials doubled the estimated number of dead fish tied to a chemical release at Ford's Kentucky Truck Plant in Louisville. Investigators now believe between 600 and 700 fish died in Hite Creek and Harrod's Creek after coming in contact with water contaminated by Urea. Urea is an ammonia-like substance that essentially sucks the oxygen out of the water. Officials said the fish -- including bass, minnows, sunfish, shad, suckers and mussels -- basically suffocated. *wrd.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: OHIO - FIRE DEPARTMENT: FUEL SPILL CONTAINED FROM YOUNGSTOWN DERAILMENT

July 30 - A spill of 1,700 gallons of diesel fuel that leaked from a derailed train engine has been kept from flowing into the Mahoning River in Youngstown, according to the Girard Fire department. *wfmj.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

SPAIN: FURY OVER ALGECIRAS OIL SPILL AS TOXIC SLICK NEARS WILDLIFE RESERVE

July 30 - An oil spill in the Strait of Gibraltar has sparked outrage with a 6,000 square metre slick dangerously close to El Estrecho Natural Park. Spots of toxic light hydrocarbon oil washed up on El Chinarral beach in Algeciras, Cadiz, earlier today (Sunday) following an incident involving a barge visiting a refuelling station. *Euro Weekly* [Read more](#)

AUSTRALIA: NSW - OIL SPILLS INTO MURRAY RIVER AT PORT OF ECHUCA

July 31 - More than a dozen CFA members, NSW Maritime Services and the Environment Protection Authority descended on Riverboat Dock after 11am to contain the spill. *Riverine Herald* [Read more](#)

Incident reports (continued)

USA: VIRGINIA - CHEMICAL SPILL ON TINKER CREEK CAUSED BY PUNCTURE TO STORAGE TANK, DEQ OFFICIALS SAY

July 31 - A small puncture in a plastic tank holding an agricultural-use chemical caused a spill that killed thousands of fish in Tinker Creek, environmental officials said Monday. Officials are investigating what caused a tank holding Termix 5301 to spring a leak over the weekend at Crop Production Services on Simmons Drive in Cloverdale. Termix 5301 is a substance that is added to herbicide and pesticide products before they are applied to crops. *Roanoke.com* [Read more](#)

CHINA: CARGO SHIP SANK AFTER COLLISION, 2 CREW MISSING, 180 CONTAINER LOST, SHANGHAI

August 1 - Two general cargo ships, CHONGLUNJ3010 and NEW SAILING 2, collided at 2229 Beijing time July 31 at Taicang, Yangtze river, Shanghai. NEW SAILING 2 with cargo of timber was to be berthed at Taicang, CHONGLUNJ3010 with containers and 15 crew was en route from Chongqing to Shanghai. CHONGLUNJ3010 sank after collision, 2 crew went missing. There were more than 180 containers on board, most part of them said to go overboard or surface after vessel sank. There are no containers with hazmat goods in them. *Maritime Bulletin* [Read more](#)

CHINA: CARGO SHIP SANK, CREW RESCUED, TAIWAN STRAIT

August 1 - Cargo ship XING HANG 868 reported water ingress and sinking at 1922 LT July 31 near Meizhou island, north of Quanzhou, Fujian Province, Taiwan Strait. Vessel with 900 tons of sand was en route from Hainan to Ningbo and was caught in adverse weather. *Maritime Bulletin* [Read more](#)

MALTA: OIL SPILL AT FREEPORT TERMINALS



August 1 - An oil spill clean-up operation is under way at Malta Freeport Terminals after the toxic liquid leaked into the sea while a berthed vessel underwent bunkering operations.

Teams from Malta Freeport Terminals, Cassar Ship Repair and Transport Malta have been working throughout the night and have managed to contain the spill within the basin between Terminals 1 and 2, a Malta Freeport Terminals spokesman said. *Times of Malta* [Read more](#)

August 3 - Protective boom installed as precaution outside Pretty Bay after oil spill

Malta Freeport Terminals has just installed a new 300-metre boom outside Birzebbuga's Pretty Bay, which provides effective protection for bathers against any spill or leak in the Port of Marsaxlokk.

The company said this was the first time this boom has been installed it has invested more than €30,000 to have this special protective barrier in place to protect Pretty Bay in Birzebbuga in cases of accidental oil spills caused by operators within the Port of Marsaxlokk. *Independent* [Read more](#)

TRINIDAD & TOBAGO - ANOTHER OIL-SPILL ON TWO LA BREA BEACHES

August 1 - Petrotrin says it is working with the Ministry of Energy and Energy Industries to identify the source of an oil spill on the shorelines of two La Brea beaches. Petrotrin says in a statement that it has already engaged in clean-up operations.

Petrotrin issued the following statement today. "Earlier today, Tuesday 2017 August 1, Petrotrin received reports of deposits of oil along the shorelines at the Point Sable and Carat Shed beaches in La Brea.

A team of Company personnel visited the area and has confirmed the presence of oil on the beaches.

Clean-up crews have been mobilized and clean-up activities are in progress along the shorelines of the affected areas. *CNC3* [Read more](#)

Incident reports (continued)

NEW CALEDONIA: FUEL REMOVAL FROM GROUNDED KEA TRADER IN PROGRESS

August 2 - Three weeks after the grounding of Kea Trader on a reef off New Caledonia, the removal of heavy fuel oil from the 2017-built containership is now underway and could be completed next week.



According to Radio New Zealand, helicopters are being used to remove fuel from a ship stuck on a reef off New Caledonia.

Oil is being moved from the vessel in tanks onto the nearby Chasseloup barge, London-based Lomar Shipping, the ship's owner, informed.

"The swells reportedly prevented the salvage teams to dock a barge next to the stricken ship as they plan to pump out the 750000 litres of fuel in its tanks. Due to the adverse sea conditions have made it impossible to extract the fuel direct to barges, hence helicopters are being used to shift the fuel," said the report. *Marine Link* [Read more](#) [Thanks to ISCO Secretary, Matthew Sommerville]

USA: WASHINGTON - ECOLOGY WORKS TO CLEAN UP AFTER OIL PIPELINE SPILL

August 3 - Up to twenty-five thousand gallons of jet fuel spilled from a pipeline Wednesday afternoon near Tacoma. A contractor working in the roadway accidentally drilled into the pipe, which was transporting jet fuel to Joint Base Lewis McChord.

The spill comes just as activists throughout the Pacific Northwest are protesting plans for new and expanded energy pipelines.

Sandy Howard, with the Washington Department of Ecology, said fuel spill was limited by intermittent shut-off valves on the pipeline. *NWPR* [Read more](#)

USA: PENNSYLVANIA - CSX TRAIN DERAILS IN HYNDMAN

August 3 - A CSX train derailment early Wednesday in Hyndman set a building ablaze, left dangerous chemicals burning and forced hundreds to evacuate as responders fought to reclaim the town.

Thirty-two cars jumped the tracks in the Bedford County borough about 5 a.m., sparking a fire that spread to liquefied petroleum gas and molten sulfur stored in tank cars, officials from CSX said. Other parts of the 178-car train carried paper and wood pulp, company representatives said. *Altoona Mirror* [Read more](#)

BRAZIL: NINE MISSING AFTER MERCOSUL LINE CONTAINERSHIP COLLIDES WITH TUG AND BARGES ON AMAZON RIVER

August 3 - A containership operated by Brazilian shipping company Mercosul Line was involved in a serious collision with a tug pushing barges down the Amazon River on Wednesday, with nine people reported missing from the tug.

The head-on collision occurred around 4:30 a.m. on Wednesday, August 2, near the town of Óbidos in Pará, Brazil, as the 210-meter MV MERCOSUL SANTOS was heading up river to the port of Manaus.

Nine of the eleven people on the tug are missing after the tug and some of the barges sank. A search and rescue operation continued throughout the day on Thursday.

The tug was reportedly pushing nine barges when the collision occurred.

gCaptain [Read more and watch video](#)



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

AUSTRALIA: VICTORIA - VOLUNTEERS CREATE AN URBAN EDEN OUT OF INDUSTRIAL WASTELAND IN ALTONA NORTH

July 26 - Geoff Mitchelmore is a mild-mannered former industrial chemist, not given to profanity, but even he admits that 16 years ago, the Kororoit Creek at Altona North was "a shithole".

It was an industrial wasteland of shopping trolleys, car wrecks, builders' rubble and weeds, a playground for motorcycle riders, drug dealers and snakes. The waterway had been a drain since colonial times, used to to dump abattoir blood, oil and other chemical nasties. *The Age* [Read more and watch video](#)

CANADA: CN RAIL STILL CLEANING UP AT GOGAMA OIL SPILL SITE

July 25 - Remediation work continues in the Gogama area as the result of the March 2015 train derailment and fire at the Makami River bridge crossing. A newly-released CN Environmental Update shows that environmental sampling and testing is continuing on the Makami River, in the groundwater at the derailment site and in Minisinakwa Lake in the nearby community of Gogama.

"The results of the sample analyses will be shared with government regulators, Science Table participants and the public as soon as they are available," said the new CN report entitled *The Work Continues*.

On March 7, 2015 an eastbound CN crude oil train hauling 94 tank cars was travelling about 43 miles per hour (69 kilometres per hour) and the front of the train had already crossed the Makami bridge just outside the village of Gogama, said the report from the Transportation Safety Board (TSB). *Timmins Press* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

INDIA: NORMS FOR MINOR PORTS NOTIFIED

July 28 - Six months after a major oil spill triggered by a collision of two ships off the Chennai coast caught officials of various agencies unaware and unprepared, the State government has notified the Tamil Nadu Maritime Board Port Regulations, 2017 which also frames procedures to be followed while vessels enter and exit minor ports and in case of mishaps.

The Tamil Nadu Maritime Board Port Regulations, 2017 notified by Tamil Nadu Maritime Board under Section 110 of the Tamil Nadu Maritime Board Act, 1995 provides for almost all possible cases for all minor ports across the State. The regulations have also prescribed the procedure to be followed by vessels for crossing the Pamban Bridge near Rameswaram.

The regulations restrict the handling of petroleum products and chemicals such as Liquefied Petroleum Gas (LPG), propylene and ammonia only to daylight hours, i.e. usually between 6 a.m. and 6 p.m. "The entire operation is to be under the continuous supervision of a Marine Terminal Operation Contractor," it states. *The Hindu* [Read more](#) [Thanks to Capt. D. C. Sekhar, Member of ISCO Council for India]

NEW ZEALAND: NEW HAZARDOUS SUBSTANCES REGULATIONS

July 25 - This relates to the new [Hazardous Substances Regulations](#) that will come into force on 1 December 2017.

The Health and Safety at Work (Hazardous Substances) Regulations bring focus to the safe management of hazardous substances in the workplace. They will affect the estimated 150,000 businesses that manufacture, use, handle and store hazardous substances in the workplace; and those that transport them.

It's not about wholesale change. The regulation of hazardous substances in the workplace is moving from one Act and set of regulations to another, but with some changes. If you are complying with the current hazardous substances law, then you may not need to change a lot but this is an important time for all businesses to review their processes for keeping people safe around hazardous substances.

What laws are changing?

The Hazardous Substances Regulations are part of a wider set of reforms. There are two main pieces of legislation that are affected:

- The Hazardous Substances and New Organisms Act 1996 (HSNO) and regulations will change.
- The Health and Safety at Work (Hazardous Substances) Regulations will be introduced.

Work Safe New Zealand [If the new regulations will affect you, you should read the complete text of this article](#)
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

News reports from around the world (continued)

PERU: \$1BN TO CLEAN UP THE OIL IN PERU'S NORTHERN AMAZON

August 3 - Over four decades of exploration and extraction have caused an environmental and health crisis in indigenous communities. A well-researched and interesting article in *The Guardian*. Lots of excellent photographs too. We recommend that you [Read this article](#)

THAILAND: RAYONG BAY A 'DEAD SEA' FOR FISHERMEN

July 27 - People in Rayong, especially fishermen, are still suffering the consequences of a major oil spill in Rayong Bay four years ago, because fish have not returned. However, PTT Global Chemical PLC (PTTGC), which took control of the cleanup, insists that the marine ecosystem has recovered to its normal state.

The accident happened on July 27, 2013, when a Greek tanker pumping crude oil to the PTTGC refinery at Map Taphut Industrial Estate leaked about 50,000 litres of oil into Rayong Bay. Soon after, an oil slick floated ashore at the famous tourist destination of Koh Samet.

Read more about the effects of the spill on the local people and claims that up to 80% of the oil remains on the ocean floor. *nationmultimedia.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

UK: NUMBER OF UK MARITIME ACCIDENTS UP SLIGHTLY IN 2016, MAIB REPORT SHOWS

July 31 - The UK Marine Accident Investigation Branch (MAIB) has published its Annual Report detailing the Branch's activities during 2016, revealing a slight uptick in the number of reported incidents compared to the previous year.

The annual report includes an overview of the accidents reported, summaries of investigations started, details of investigation reports released and recommendations issued, and marine accident statistics for the year.

According to the report, in 2016, the MAIB recorded a total of 1,190 accidents to UK vessels or in UK coastal waters, involving 1,310 vessels. Forty-two of these accidents involved only non-commercial vessels, while 471 were occupational accidents that did not involve any actual or potential casualty to a vessel. There were 687 accidents involving 750 commercial vessels that involved actual or potential casualties to vessels.

Read [MAIB's Annual Report 2016](#) *gCaptain* [Read more](#)

USA: OR&R STAFF RECEIVE NOAA ADMINISTRATOR'S AWARD FOR HUDSON RIVER MODELING WORK

In the picture: OR&R's Lisa Rosman and Jay Field. Image credit: NOAA

August 3 - OR&R's Jay Field and Lisa Rosman have been awarded the NOAA Administrator's Award for conducting new and innovative model emulation work to predict the rate of recovery for fish in the Hudson River. This modeling showed that after dredging, fish from the river will remain contaminated with PCBs and unfit for human consumption for decades longer than initially predicted.

The Hudson River Superfund site has been contaminated with millions of pounds of PCBs since the 1940s and 50s. With contamination found along 200 river miles, it is one of the largest natural resource damage assessment (NRDA) cases pursued by NOAA to date. [Read the complete article](#)

For further information, contact Diane.Wehner@noaa.gov



People in the news

USA: SPENCER SWORN IN AS 76TH SECRETARY OF THE NAVY



August 3 - Richard V. Spencer was sworn in as the 76th secretary of the Navy (SECNAV) on August 3.

Spencer delivered a message to the Navy and Marine Corps, saying: "Sailors, Marines and Civilian Teammates: "It is with great excitement and humility that I take on the role of your 76th Secretary of the Navy. The excitement is born from the challenges and opportunities that we face now and in the near future. *Maritime Executive* [Read more](#)

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

Part 7 of a new serialised article contributed by IPIECA and IOGP



Response techniques (continued)

Containment and recovery (continued)

For some incidents on large rivers, where it has proven difficult to deploy a boom effectively, barges have been driven onto the river bank to act as barriers. Oil can still entrain beneath the barges and they may need to be angled into the current, as with a containment boom.

Right: a vacuum truck used in conjunction with a drum skimmer to recover the spilled oil.

Recovery of spilled oil can be as simple as using vacuum trucks. Vacuum trucks are best used when connected to an oil skimmer or other recovery device, though they can be used alone when oil is accessible and pooled to larger thicknesses. However, an open suction hose on a vacuum truck can recover large volumes of water; this recovered water can significantly increase waste handling requirements and associated disposal costs.

The most common skimmers are the oleophilic types in which oil is adsorbed onto the skimmer surface with reduced water recovery. Of these, drum and disc skimmers are very popular and rope mops are desirable in locations with heavy debris. For simple suction operations, suction head skimmers that lay flat can be used to limit the amount of water recovered. Response stockpiles typically contain the types of skimmers most likely to be effective on the oils and in the conditions found in the local area.



Below left: oleophilic (oil-loving) drum skimmer. Below right: oleophilic rope mop in heavy debris.



Contributed article (continued)

Oil trapped on quiescent water can be physically herded to a skimming location by spraying water. The intent is to push oil towards containment booms and skimmers. Care must be taken not to mix the oil into the water column where it may come into contact with, and attach to, sediments and thereby become more difficult to remove.

Spills on snow and ice

Right: a slot cut into ice allowing oil to rise and flow to a collection point.

Locating oil beneath snow and ice can be challenging, and boring holes through the ice may be the only viable technique to find it. Remote sensing technologies to find the oil beneath the ice have been researched and a number of new promising techniques have been identified but none have yet made it into the response community.

Once located, oil in moving water under ice can be recovered by cutting slots in the ice or by inserting plywood sheets into the ice at appropriate angles to divert the oil (analogous to containment booms) to where it can be recovered. Chainsaws can be used to cut into the ice, and the safety risks when using these saws in adverse conditions while wearing bulky cold-weather protective clothing should be addressed.

For further information see the Arctic Oil Spill Response Technology Joint Industry Programme website (IOGP, 2012).



Sorbents

Sorbents (materials that can absorb or adsorb oil) are frequently used for collecting oil on hard surfaces. For small spills, they may be the only recovery method needed. Oil spilled on roads can be very slippery and must be removed before the road can be reopened. Often, mineral particulates (such as sand, vermiculite, clay mixtures) are used because they are inexpensive and can be easily applied and then collected.



Left: Workers recover sorbent material that has been used to clean an oiled road.

The use of straw bales and other sorbent barriers is a viable recovery technique, especially if only natural materials are available. Wire mesh fencing can be installed across narrow, slow moving waterways to support and anchor sorbent materials placed on the upstream side to contain and absorb floating oil while the water continues to flow through the barrier. These barriers will not stop the flow of high levels of oil but can adsorb light quantities of oil. While straw is most commonly used, other sorbent materials can also be substituted. A major operational challenge is the recovery, handling and disposal of the oiled sorbent. Controlled burning at the site is sometimes an option.

Traditional synthetic sorbents are often used to help contain and recover oil. They may be placed outside drains and along containment booms to adsorb small amounts of oil. They can be overused and create a recovery and waste disposal problem when it might have been better to use a skimmer or controlled in-situ burning. Used, oily sorbents create waste and usually have to be disposed of as hazardous waste. The logistics of moving them to the spill site, using them, recovering them and then removing them from the site need to be considered in advance.

Below left: straw used to hold back and absorb low quantities of oil. Below right: oiled straw is disposed of by burning on site.



Contributed article (continued)

Solidifiers

Solidifiers are products which mix with, and immobilize, oil. They consist of dry, granular polymers that partially melt when contacting petroleum oils, and which act to bind or encapsulate oil. Heavy, viscous oils and emulsified oils do not react well due to poor penetration and mixing. Manufacturers often recommend that they be broadcast over spilled oil as powders. These powders can be difficult to recover on water but can be easier to deploy and recover for small spills on land or hard surfaces.

Solidifiers can also be placed in disposable booms, pillows, sausages, etc., and deployed and recovered like sorbents. They create stronger bonds with oil than sorbents and will not leak oil as sorbents may do. They can remove oil sheens from water. There may be regulations restricting the use of solidifiers, particularly those in loose powder form.

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To be continued next week

Correspondence

CENTRAL AMERICA: REPORT ON REGIONAL CONFERENCE HELD IN BELIZE

August 5 – Letter and information just received from Carlos Sagrera, Member of ISCO Council for Panama.

“Here enclosed some pictures and media news about the successful conference of Belize at the XXXIX REPICA Meeting organized by COCATRAM and the Belize Port Authority with the presidency of the vice minister of Transport of Belize Mrs. Ruth Meighan. All the Maritime and Ports Authorities of the region were there and the Environmental and the Security Maritime aspects were central themes of the Event. It was a complete success with many exchanges on real environmental problems in the region, including oil & HNS spills. You can link with the presentations of the speakers at the Cocatram site:

<http://www.cocatram.org.ni/repica/Repicas/39Bz/expoBz39.html>

<https://www.breakingbelizenews.com/2017/07/22/belize-host-39th-central-american-port-forum/thme>

<http://www.lavozdebelice.com/2017/07/26/del-25-al-28-de-julio-belice-es-anfitrión-del-xxxix-foro-portuario/>



Science and technology

OIL SPILL RESPONSE: USCG TESTING EVOLVES

August 1 - An article by Kurt Hansen who has worked at the U.S. Coast Guard Research and Development Center in New London since 1993, working on projects dealing with oil spill prevention and response since 1998.

In 1972, the U.S. Coast Guard Research and Development Center (RDC) established the Fire and Safety Test Detachment (FSTD), which later became the Joint Maritime Test Facility (JMTF), at Coast Guard Sector Mobile in Mobile, Alabama. As part of the unit's establishment, test facilities were also built on nearby Little Sand Island in Mobile Bay. Since its inception, multiple retired commercial vessels were used as test platforms ending with the State of Maine, which was removed in 2010. These tests included evaluation of vessel and shipping container construction and the use of water for fire sprinkler systems.

Science and technology (continued)

In parallel, the Naval Research Laboratory (NRL) moored the ex-USS Shadwell at the island to perform fire research for combat ships. In 1990, RDC built a 50-foot by 50-foot shallow burn pan in collaboration with the National Institute of Standards and Testing (NIST) and several other Federal and International organizations to research in-situ burning (ISB) of oil spills. The pan enabled JMTF to collect burn testing data, including emissions (soot and smoke) and of the properties of remaining residue for crude oil and diesel.

The next facility improvement phase was the building of a larger pan (100 feet by 30 feet test section) mounted with a wave paddle. This test apparatus was used to develop a standard test to evaluate fire-resistant booms and was used for three years to test nine potential boom designs. Using the results from the test, the final American Society of Testing and Materials (ASTM) F2152, Standard Guide for In-Situ Burning of Spilled Oil: Fire-Resistant Boom, was developed. The boom design and ASTM standard proved effective during the Deepwater Horizon (DWH) Response which observed burns lasting over 11 hours. In 2005, the pan apparatus and supporting burn pan infrastructure was damaged during Hurricane Katrina making the system inoperable.

Today, the facility is close to returning to its full capability, thanks to RDC partners, BSEE and NRL; and will be open for external researchers later in 2017. At this time, RDC does not have a supply of crude oil, but may be able to obtain diesel fuel for some tests. The RDC expects the need for a burn pan with a wave making ability to continue into the foreseeable future, if government regulations reflect the use of ISB or future research requires this unique capability. Interested parties can contact the Coast Guard Research and Development Center for additional information on the use of this burn pan. *Marine Link* [Read the complete text of Kurt Hansen's article](#)

Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
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
GABON	Sept. 19-22	National workshop on waste management	Libreville
UK	Sept. 20-21	The Emergency Services Show	Birmingham
EQUATORIAL GUINEA	Sept. 26-29	National Workshop on Contingency Planning	Malabo
UK	Sept. 27-28	Contamination Expo Series 2017	London
FRANCE	Sept. 28	CEDRE Information Day – "Spills in Ports"	Paris
USA	Oct. 2-4	Elastec Inland Spill Workshop (Focus on Rivers)	Carmi, IL
CANADA	Oct. 3-5	40th AMOP Technical Seminar	Calgary
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
UK	Nov. 1-2	Offshore Decommissioning & Operations Seminar	London
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
FINLAND	April 17-20	Arctic Shipping Forum	Helsinki
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			

Training

USA: OIL SPILL TRAINING OPEN HOUSE AT TAMUCC

July 31 – Seeing and sharing new oil spill clean-up technologies was the theme of an open house today at Texas A&M Corpus Christ.

Students also had the chance to seek internships and jobs after graduation.

An industry film shows how a new electro-magnetic boom works on an oil spill using magnetized particles and electrified booms. That was just one of the methods on display today for local industry representatives and college students at the National Spill Control School at the Island University.

Arden Warner, a physicist with National Science LLC, based in Chicago says, "One of the reasons I came is to tell the industry about technology under development for cleaning oil spills using electro-magnetic principals and building hopefully one of the world's first electromagnetic booms."

Tony Wood, the director of the National Spill Control School at TAMUCC says, "These are environmental science, chemistry, geology majors who have been through hazmat training and oil spill response training. They're looking for opportunities to do one more step before they go out into the real job hunt."

Monday's school included the latest mobile clean-up equipment parked outside that shows some of the most common forms of clean-up gear.

Students, like Charles Judd who is graduating environmental sciences in just five days was glad to have the interaction with industry professionals, "Today I wanted to get just the experience. To see what's going on with people that are here who are operators, actually some pretty important people in that room right now. There's a lot of good things going on whether it's from the electromagnetic boom and flotation devices to just the microbiology and degrading biology of hydrocarbons."

This is the second annual oil spill response innovative technologies and industry day open house to be held at the school. [Read more and watch the video of the open house day](#) For more information visit <http://www.tamucc.edu/>

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	June 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	July 2017 issue
IMO News Magazine	News from the International Maritime Organization	Summer 2017 issue
IMO Publishing News	New and forthcoming IMO publications	July 2017
Intertanko Weekly News	International news for the oil tanker community	August 4, 2017
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q3 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	July 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	June 2017 issue
Pollution Online Newsletter	News for prevention & control professionals	August 2, 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	June 1-30, 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	August 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

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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