



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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ISCO & THE ISCO NEWSLETTER

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

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

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International news

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



INTERNATIONAL RESCUE AND OIL DISASTER DRILL IN THE BALTIC SEA COMPLETED SUCCESSFULLY



Above: Vessels working to extinguish the simulated fire on the platform C-9 "LUKOIL-Kaliningradmorneft" and to cover the fire fighting tug with water spray.

August 14 - The annual Baltic Sea exercise on pollution response BALEX DELTA 2017 was held off Kaliningrad in the Russian Federation last week. Sixteen ships and three helicopters from five Baltic coastal states formed the HELCOM fleet, simulating a real-time search and rescue operation and an oil spill response.

The scenario of the exercise was a fire on an oil production platform, involving a risk of loss of human life as well as a leak of 5,000 tons of crude oil threatening the nearby highly sensitive nature areas. "This amount of crude oil is too big for any Baltic country to combat alone", said exercise Commander Mr Andrey Khaustov, head of the Marine Rescue Service of Rosmorrechflot, Russian Federation.

A large-scale national on-shore exercise was organized simultaneously, rehearsing deployment of the clean-up units and coordination between all the actors involved. Almost 30 persons, some from outside the region, signed up as observers of the exercise.

The HELCOM BALEX DELTA 2017 exercise was hosted this year by the Marine Rescue Service of Rosmorrechflot in cooperation with Rosmorport, the Russian state enterprise that promotes safe navigation to Russian seaports.

HELCOM [Read more](#)

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International news (continued)

EMSA: NEW GRAPHICAL INTERFACE IN LIVE DEMO WITH REAL USE CASE SCENARIOS



A meeting and live demonstration of EMSA's SafeSeaNet Ecosystem Graphical User Interface (SEG) was attended by participants from various European Commission Directorates-General on 19 June, in Brussels. The SEG objectives and technical implementation were presented, followed by a live demonstration.

EMSA August 2017 Newsletter [Read more](#)

DATES ANNOUNCED FOR THE 2017 NOSCA SEMINAR

Over October 17-19th, responders from all over the world gather at the premises of the Norwegian Coastal Administration in Horten, Norway to share their vast experience and expertise of oil spill response and cutting-edge technologies. This year the seminar will address issues like:

Strategies for optimal recovery of oil; Spill response in ice-infested waters; Remote sensing and technologies of tomorrow □ Preparedness plans; how are they made, what is behind them and how do we dimension our ability to respond to an oil spill? Chemical spills - new challenges. This is only a preliminary list

In addition, listen to speakers addressing the preliminary results and lessons learned after the "Exercise SCOPE"; the largest emergency exercise ever held in Norway! [More info on the NOSCA Seminar](#)

40 YEARS SINCE THE BRAVO BLOW OUT – WHAT HAS BEEN DONE SINCE THEN?

August 7 – In the context of the anniversary of the Bravo blow-out and the upcoming international SCOPE exercise Johan Marius Ly, Emergency Response Director of the Norwegian Coastal Administration, looks at the status of emergency preparedness for oil recovery operations from a Norwegian perspective.

Many people remember the uncontrolled blow out at the "Bravo" platform in the North Sea in 1977. Some people also remember the hero of the moment, Red Adair, flown in to stop the spill. For those of us who work with emergency preparedness for oil recovery operations, the Bravo accident marks the beginning of the strengthening and development of Norwegian emergency preparedness for oil recovery operations.

Today, more than 40 years later, it is natural to pose questions on where we stand today, and look at the current state of our emergency preparedness for oil recovery operations from a perspective in the future. Norway can, and should be, a world-leader in oil recovery operations.

Our statistics show that each week there are between one and two groundings of vessels along the Norwegian coast. Most of these groundings, fortunately, do not cause oil spills, with the vessel usually being saved without any noteworthy drama. However, this has not always been the case.

International news (continued)



From 1970 through 1979, on an annual global basis, there was an average of 24.5 oil spills from vessels with volumes exceeding 700 tons. From 2010 to 2015, we had an average of 1.8 corresponding spills each year. This reduction shows very clearly that increasing environmental awareness, international regulations and preventive measures have indeed had an effect.

The blow out of Deepwater Horizon in the US in 2010 has contributed to an emphasis being placed the management of large spills from petroleum-related activities, also in Norway.

In Norway, we have up to now been spared from experiencing such large events. Our largest oil spill from a vessel in the past 10 years was from the Full City in 2009. Whereas the Exxon Valdez (in 1989) involved a spill of 33,000 tons of crude oil, the Full City only involved a spill of approx. 300 tons of heavy bunker oil, and consequent pollution along the coast from Stavern to Lillesand. Nor was the Bravo blow out in 1977 large in international terms.

In 1978, the oil companies established the Norwegian Clean Seas Association for Operating Companies (NOFO) in order to co-operate on emergency preparedness for oil recovery operations on the Norwegian Continental Shelf. This was a direct consequence of the experiences from the Bravo blow out. An oil recovery operations depot was established, more equipment procured and a technology development programme launched under the auspices of both the Norwegian state as well as the oil companies.

The technological level of equipment for oil recovery operations in 2017 contrasted with 1977 highlights the results of the focused efforts by the state and the oil companies.

This technological development has given rise to Norwegian export successes as well as laying the foundation for a world-leading industry in Norway involving equipment for emergency preparedness for oil recovery operations.

According to forecasts for maritime traffic along the Norwegian coast, an increase of 41% is anticipated during the period up to 2040. This can mean more frequent accidents and more oil spills. We expect to see new nautical routes be used in the Arctic and in combination with the introduction of new types of fuels we expect new challenges for our emergency preparedness oil recovery operations.

Offshore petroleum activities are establishing new areas for exploration activity further to the north, and with this activity being drawn in that direction the probability is also increasing that an oil spill might possibly reach the edge of the ice. These are areas that involve long distances and few resources.

What should we be doing in future? The most important emergency preparedness capacity will always comprise preventing accidents and spills from occurring.

On a national basis, the Norwegian Coastal Administration has seen a reduction in oil spills from ships. A number of maritime safety measures have contributed to this, such as the introduction of AIS, the establishment of maritime traffic centres and improved navigation aids. But accidents can still occur and our analyses show this. Hence both the Norwegian government and the oil companies spend large sums of money every year to maintain good emergency preparedness for any instances of acute contamination.

Education, training and exercises are central elements. Every year, we carry out a series of both large and small exercises focused on oil recovery operations. Based upon the Norwegian Coastal Administration's own experiences and knowledge acquired from the accidents mentioned above, we have drawn up a national emergency preparedness plan for events involving acute contamination. This encompasses the management of spills from ships and describes how the Norwegian Coastal Administration, in conjunction with the operator responsible, will establish state-level action management in the event of large offshore spills.

Development of emergency preparedness for oil recovery operations is a continuous process.

The challenges associated with maritime activity gradually moving towards the north, new traffic patterns, new types of fuels, increased traffic, etc., are all things we must find solutions to through continuing the efforts in emergency preparedness for oil recovery operations. The development of technology and methodology that has taken place over the past 40 years has resulted in emergency preparedness that is currently far better and more robust than it was back then. Yet the activity has also increased, and will continue to increase in future if the forecasts are correct.

International news (continued)

However, the total extent of the challenges cannot be fully countered by solely strengthening the plan for emergency preparedness for oil recovery operations. The existing preventive measures must be expanded and new measures established. Even though we can never eliminate all risks of oil spills, we must nevertheless always possess the best competence and the best equipment available to combat the effects. Continuing development to increase our effectiveness and capacity are central to achieving this.

[Read more about the upcoming SCOPE Exercise](#) Read also: [Nobody can cope on their own](#) [Thanks to Marianne Henriksen, Norwegian Coastal Administration]

EMERGENCY SPILL RESPONSE MARKET BY WORTH 34 BILLION USD BY 2022

August 15 - Global Emergency Spill Response Market Research Report 2017 to 2022 presents an in-depth assessment of the Emergency Spill Response including enabling technologies, key trends, market drivers, challenges, standardization, regulatory landscape, deployment models, operator case studies, opportunities, future roadmap, value chain, ecosystem player profiles and strategies. The report also presents forecasts for Emergency Spill Response investments from 2017 till 2022.

This study answers several questions for stakeholders, primarily which market segments they should focus upon during the next five years to prioritize their efforts and investments. These stakeholders include Emergency Spill Response manufacturers such as Oil Spill Response, Marine Well Containment, Polyecco, Vikoma International, Desmi A/S, Veolia Environnement, Clean Harbors, US Ecology, Adler and Allan, Markleen A/S, Elastec.

Primary sources are mainly industry experts from core and related industries, and suppliers, manufacturers, distributors, service providers, and organizations related to all segments of the industry's supply chain. The bottom-up approach was used to estimate the global market size of Emergency Spill Response based on end-use industry and region, in terms of value. With the data triangulation procedure and validation of data through primary interviews, the exact values of the overall parent market, and individual market sizes were determined and confirmed in this study.

Sample/Inquire at: <https://www.marketinsightsreports.com/reports/08152579/global-emergency-spill-response-market-research-report-2017/inquiry>

Incident reports

AUSTRALIA: QUEENSLAND - ACID FROM EXPLODED TANKER FOUND IN DRAINS BUT NOT IN LOGAN RIVER



Chemicals from an exploded tanker were contained over the weekend after some spilt into Logan's waterways and drains. A local creek was flushed but Environment Department officers said the Logan River was not contaminated. Picture Adam Head

August 9 - Authorities are assuring residents no contaminated water has entered Logan River after hazard crews spent the weekend monitoring chemicals spilt in a tanker explosion on the M1 on Friday.

The truck, carrying 15,000 litres of hydrochloric acid, caught fire on the M1 at Loganholme about 8.30am, spewing thick, black acrid smoke across the area and closing the road for eight hours.

Department of Environment and Heritage Protection (EHP) officers used soda ash to contain a large quantity of the acid which gushed through stormwater drains and into a creek flowing into the Logan River. *Courier Mail* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: ALASKA - CAELUS ENERGY'S NORTH SLOPE OIL SPILL ESTIMATED AT 7,000 GALLONS

August 10 - The Texas-based oil and gas company that discovered at least 6 billion barrels of oil under land in Northern Alaska last year is cleaning up more than 7,000 gallons of oil that leaked from their well.

Alaska's Energy Desk reports that Caelus Energy originally thought the spill in mid-June was just 5 gallons, but a gravel pad was brought in to prevent ground contamination after officials realized the scope.

Alaska Department of Environmental Conservation Northern Region Manager, Tom DeRuyter, who is overseeing the response to the leak, says state officials think most of the spill was contained to the gravel pad, but about 3 gallons of oil made it out to the tundra. Cleanup on the spill is ongoing. *Webcenter11.com* [Read more](#)

Incident reports (continued)

KUWAIT SAYS RESPONDING TO OIL SPILL IN RAS AL-ZOUR AREA

August 12 - Kuwaiti authorities on Saturday were working on containing and cleaning up a crude oil spill in the country's southern waters in the Gulf, Kuwait Petroleum Corporation (KPC) said in a statement. KPC did not give the magnitude of the spill nor its cause but said different services were investigating the incident. *Reuters* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

August 14 - Kuwait Cleans Up Oil Spill in Persian Gulf



Image courtesy of Kuwait's Environment Public Authority

The government of Kuwait said Monday that it has contained a large oil spill near Al-Zour, and it expects to finish the cleanup of adjacent shorelines within a week. Power and water plant intakes had been temporarily secured in order to prevent contamination, but as of Monday, Kuwaiti official news outlet Kuna said that production was back to normal.

Environmental activists say that the spill likely began the middle of last week. Experts estimate its size at about 35,000 barrels, and Kuwaiti media suggest that the source may

have been an aging pipeline from the Al-Khafji offshore oilfield. The Kuwaiti government has not publicly identified the size, source or timeline of the spill. *The Maritime Executive* [Read more](#)

August 15 - Kuwait reports second oil spill in less than a week - The Environmental Public Authority says the latest spill, discovered Tuesday, is one nautical mile long. Earlier this week, authorities were working to contain an oil spill to the south. *ABC News* [Read more](#)

August 15 - Second crude spill hits one mile of Kuwait coast: agency - Kuwaiti authorities said on Tuesday they were battling a new crude oil spill in the Abu Fatira area, a day after containing an initial leak that contaminated southern waters.

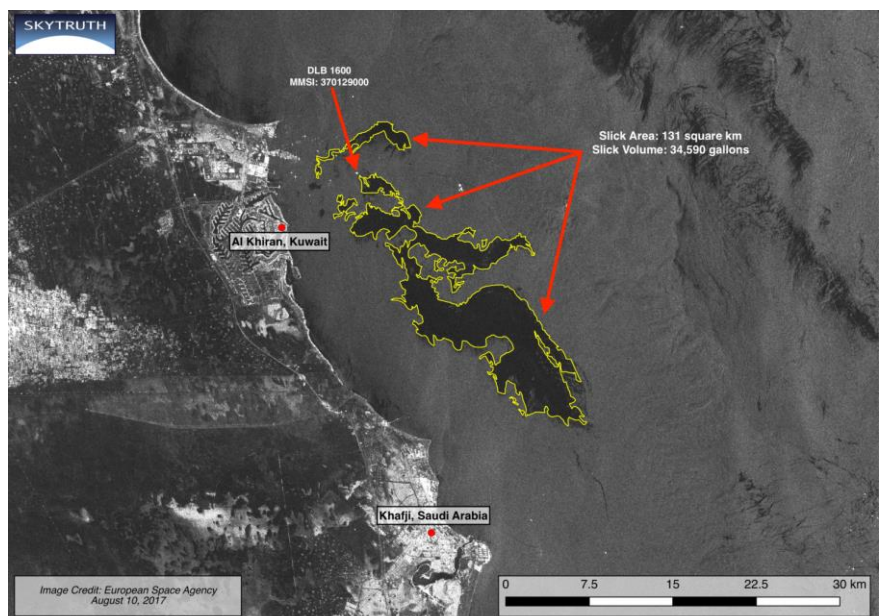
A statement carried by state news agency KUNA said the new oil leak was a nautical mile long. It did not give details of what caused the incident. "Kuwait's Environment Public Authority (EPA) announced a new one-nautical-mile-long oil spill in the coastal area of Abu Fatira," KUNA reported. Different services have been cooperating to decide on the best way to face the new oil leak, it said.

Abu Fatira is around 15 miles (25 km) south of Kuwait city, while Friday's spill occurred in the Ras al-Zour area near the southern border with Saudi Arabia. *Reuters* [Read more](#)

August 15 - Satellite Imagery Reveals Scope of Last Week's Oil Spill in Kuwait

Sentinel-1 satellite imagery collected on the day of the spill shows a slick that covers 131 square kilometers. Based on our conservative estimate, assuming the slick is on average only 1 micron (1/1,000th of a millimeter) thick, this slick holds at least 34,590 gallons of oil. Early media reports of 35,000 barrels (=1.47 million gallons) seem far too high, based on how quickly the spill broke up and dissipated.

Sentinel-2 multispectral satellite imagery collected on August 11 shows oil washing up on shore near Ras Al-Zour just north of Al Khiran, and Sentinel-1 imagery collected on August 14 shows remnants of the slick drifting along the coast to the north of Ras Al-Zour. *SkyTruth.org* [Read more](#) [Images courtesy of European Space Agency]



Incident reports (continued)

August 15 - Kuwait- KOC moves several vessels to control Messilah oil spill - oil minister - Minister of Oil Essam Al-Marzouq announced that the #Kuwait Oil Company (KOC) has moved a number of its vessels to the Messilah coast, south of the capital, to control a newly-discovered oil spill.

The revelation was made after authorities recently scrambled to deal with an oil slick that floated off the coast of Al-Zour, south of the country. KOC vessels and the #Kuwait Fire Service frigates will survey the surrounding areas for other oil spills, Al-Marzouq, also minister of electricity and water, told KUNA Tuesday. *menafn.com* [Read more](#)

USA: WYOMING - ACCIDENT CAUSES DIESEL SPILL INTO CHEYENNE LAKE

August 12 - Cheyenne residents are being advised not to use Lake Absaraca after a Friday night accident on nearby Interstate 25 caused diesel fuel to spill into the lake.

Calls to the Wyoming Highway Patrol to get details on the accident were not immediately returned. But tracks at the scene of the accident and damage to a fence between I-25 and the lake made it appear as though a truck may have run off of the northbound lane of I-25 and crashed through the fence. *KGAB* [Read more](#)

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

FINLAND: NEW METHOD OF SEA BOTTOM REMEDIATION TO BE STUDIED IN TÖÖLÖ BAY

August 11 - The sea bottom near cities is often damaged by harmful substances introduced through human activity. The same environments also often suffer from eutrophication. A research project is being carried out in Töölö Bay to ascertain how a method previously used in upgrading soils could affect contaminated sea sediments and the eutrophication of the bay.

Equipment is being set up in Töölö Bay in August whose potential for breaking up harmful substances in the sediment, such as oil and PAH compounds, will be studied. The method could help avoid extensive dredging in the upgrading of sea sediments.

"The method has been in use in land areas, and with its help it has been possible to improve spoiled areas. The equipment produces a weak electric field in the area, which has been shown to accelerate the decay of harmful substances in soil. Now the aim is to ascertain how the method will work in an aquatic environment", says Iisak Lusua of Eko Harden Technologies Oy. *SYKE* [Read more](#)

NEW ZEALAND: \$600,000 OIL SPILL RESPONSE VESSEL NAMED AFTER THE LATE TE AWANUIĀRANGI BLACK

August 16 - An oil spill response vessel has been named after Māori leader, the late Te Awanuiārangī Black, in honour of his legacy. Black passed away last year after winning re-election to the Tauranga City council Mauao seat.

Awanui is a \$600,000 oil spill response vessel commissioned by the Bay of Plenty Regional Council in honour of the late Te Awanuiārangī Black.

However, a close friend of the late Te Awanuiārangī Black says the council needs to look further than cleaning up oil spills in order to continue his legacy.

"The taniwha in the awa or the elephant in the room I believe is not the oil and good on the council for spending 600,000 for that waka but I think it could have been better spent looking at what we're doing to our harbour." *Maori Television* [Read more and watch video](#)

NIGERIA: Ogoni: KNOCKS, KUDOS FOR HYPREP AS UNEP REPORT CLOCKS 6

August 16 – The final report of the United Nations Environment Programme (UNEP) on the polluted Ogoni environment was submitted to the Federal Government in August 2011.

Addressing newsmen in Port Harcourt, Executive Director of ERA/FoEN, Dr. Godwin Uyi Ojo, condemned the piecemeal approach to the cleanup planning and implementation process by the HYPREP and the snail-pace approach of the federal government that is motion without movement. Ojo said, "Notwithstanding President Muhammadu Buhari's seemingly good intentions, there is gross inadequate funding and only US\$10 million has been released from the US\$200 million pledged by Shell and the Federal Government of Nigeria for the 2017 fiscal year.

"Furthermore, there is no statutory budgetary provision for the cleanup in the 2017 national budget. We condemn in strong terms the piecemeal approach to the clean-up planning and implementation process by the Hydrocarbon Pollution Restoration Project (HYPREP) and the 'snail-pace' approach of the federal government that is motion without movement. *Leadership* [Read more](#)

News reports from around the world (continued)

USA: SCAA PRESIDENT DEVIN GRENNAN INTERVIEWED BY GREG LEATHERMAN OF ECO MAGAZINE



July 24 - The following article was published in ECO (environment coastal & offshore) magazine in their July/August 2017 edition:

An Interview with Devon Grennan: President of the Spill Control Association of America (SCAA)

ECO Editor, Greg Leatherman, met with Grennan at the International Oil Spill Conference in May 2017 to discuss his work with SCAA and where he sees the organization going in the future.

SCAA [Read the article from ECO magazine here](#)

USA: POTENTIAL COAST GUARD BUDGET CUTS COULD AFFECT EMERGENCY RESPONSE, ECONOMY

August 11 - While Coast Guard Sector Corpus Christi's main duty is to guard what are frequently the calm waters of the Corpus Christi Bay, things aren't so calm behind the scenes of the Coast Guard at large.

President Donald Trump has proposed cutting that branch of service's budget by \$1.3 billion, or 12 percent, in fiscal year 2018, according to the USA Today Network.

Coast Guard Capt. Tony Hahn said the cuts could affect Coast Guardsmen's ability to complete their mission of protecting the public, the environment and economic interests in ports and waterways. *Emergency Management* [Read more](#)

USA: NOAA - KEEPING THE OIL POLLUTION ACT UPDATED

August 17 - Doug Helton, Regional Operations Supervisor writes - "On August 18, 1990, President H.W. Bush signed the Oil Pollution Act.

The act gave NOAA and other agencies improved authorities for spill prevention, response, and restoration in the nation's navigable waters and shorelines.

The act ensured those responsible for an oil spill must clean up and restore the environment, and compensate the public for its lost uses—like beach and recreational fishery closures—from the time of the incident until those natural resources fully recover.

Now 27 years old, some parts of the law are dated. But, the Act signed by President Bush was not the final word on oil pollution.

Like many other laws, it has been subject to various amendments over time to address emerging issues or to strengthen or clarify the original law.

Often, the amendments advance through related legislation that move through Congress and reach the president. For example, a number of Oil Pollution Act amendments were added to U.S. Coast Guard authorization bills". NOAA [Continue Reading](#)

People in the news

USA: REAR ADMIRAL MARK BUZBY SWORN IN AS U.S. MARITIME ADMINISTRATOR



In the picture: Secretary Elaine L. Chao swears in Rear Adm. Mark H. Buzby, USN, Ret. as the Administrator of the Maritime Administration, August 16, 2017.

August 16 - U.S. Transportation Secretary Elaine Chao has sworn in Rear Adm. Mark H. Buzby (USN, Ret.) as the Administrator of the Maritime Administration.

Prior to his appointment, Buzby served as president of the National Defense Transportation Association (NDTA), a global association of transportation and logistics professionals. Prior to his retirement from the U.S. Navy in 2013, Buzby served as the Commander of the Military Sealift Command (MSC) from 2009 to 2013. *gCaptain* [Read more](#)

Obituary

JOSEPH J. LEDBETTER – CHAIRMAN EMERITUS, MARITIME ALLIANCE GROUP

August 17 – Joe Ledbetter died on 9th August 2017. A memorial service "celebration of life" will take place on Sunday, August 27 2017. Bedell-Pizzo Funeral Home, 7447 Amboy Rd, Staten Island, NY 10307 Tel. (718) 984-0913 [Thanks to Ed Levine of NOAA for passing on this sad news]

ISCO News

ISCO WELCOMES NEW PROFESSIONAL MEMBER



Captain Ahmed Mostafa Fahmy has been elected as a Professional Member of ISCO (MISCO).

He graduated from the Arab Academy for Science & Technology & Marine Transport in 2001 and after a sea-going career gained oil spill response experience and qualifications with Briggs Egypt, Petrosafe and IEMS. Over the period 2003-2014 he served as M/V Captain and Oil Spill Operations Engineer at the Sharm El Sheikh Oil Spill Centre, Operations Team Leader with ADNOC in UAE, and Oil Spill Response Centre Manager at Abu Qir. In 2014 he was appointed to his present position as Manager of the Sharm El Sheikh Oil Spill Response Centre.

ISCO WECOMES NEW CORPORATE MEMBER IN ARGENTINA

ISCA is pleased to welcome Clean Sea SA as a new Corporate Member. Based in Buenos Aires, Clean Sea is a private owned company with more than 10 years expertise in the Shipping Industry. The company is a young, experienced and qualified OSRO also rendering launch and Emergency Response services (Salvage) in all Argentinean waters. With more than 30 people employed, state of the art portable equipment and a vast network of subcontractors Clean Sea gives coverage to most important ports/terminals and a rapid response throughout all Argentinean Sea, Rio de la Plata and the Hidrovía Paraná-Paraguay. The company's website is at <http://cleansea.com.ar/>

CONTAMINATION EXPO OFFERS A 10% DISCOUNT FOR MEMBERS EXHIBITING IN LONDON

The organisers of the Contamination Expo have just advised availability of an exclusive ISCO-member discount to exhibit at the Contamination Expo Series - Europe's leading 2017 exhibition & conference for spill response professionals.

If you're unfamiliar with the Contamination Expo Series, it's completely unique, unlike any other event in the sector, and has a strong emphasis on spill response. The show features over 120 CPD-accredited talks, over 150 innovative suppliers, revealing case studies, 1-2-1 advice from industry experts, networking opportunities, and more.

The show attracts over 3,000 representatives from Europe's leading organisations. Already registered to attend are key decision makers from the Crown Estates; Major Ports, Harbours & Marinas; Coast Guard; Oil, Gas and Other Utility Companies; Shipping Companies; and more.

Contact Daniel Rogers immediately on 0117 990 2005 or email Daniel.Rogers@prysmgroupp.co.uk if you want to take advantage of this discount which is only available to Corporate Members in good standing (subscription paid up-to-date). For more information on the event, click on the link -

<http://www.spillresponseexpo.com/tracker.asp?code=ISCOBanner>

ISCO WILL BE AT CONTAMINATION EXPO ON 27-28 SEPTEMBER IN LONDON

You are invited to visit the ISCO stand at Contamination Expo. ISCO Secretary, Matthew Somerville will be in attendance and is looking forward to seeing you.

ISCO SECRETARIAT WILL MOVE TO LONDON

Following on the retirement of John McMurtrie and the appointment of Matthew Somerville as the new Secretary of ISCO, formalised at the 2017 AGM at Long Beach, California, good progress is being made in effecting the transition.

At the AGM, the new Secretary gave a presentation on his vision for taking ISCO forward, increasing membership and further developing the role of the organization in the spill response community. A paper with detailed proposals is under preparation and will soon be circulated for comment to members of the Executive Committee and national representatives on the ISCO Council

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

Part 9 of a new serialised article contributed by IPIECA and IOGP



Response techniques (continued)

Shoreline Clean-up / Treatment

Shoreline Assessment

Oiled shoreline assessment surveys - also known as Shoreline Clean-up Assessment Technique (SCAT) surveys - are a critical component of a response operation. The information gathered by the survey teams is used by the response managers to set objectives, priorities, constraints and end points, all of which are essential in supporting the planning, decision making and implementation of an effective shoreline response programme.

Oiled shoreline assessment surveys of inland aquatic environments are carried out to:

- define and document the scale and character of shoreline oiling;
- identify and document the shoreline type and riverine or lacustrine character within the affected area;
- develop recommendations for treatment end points and treatment techniques which provide a net environmental benefit based on sound science;
- provide support throughout the treatment programme so that shore clean-up operations personnel understand the expectations and concerns of the response managers;
- provide a process for closure once treatment has been completed; and
- involve appropriate representatives to ensure consensus throughout the shoreline response programme.

Further details on how SCAT surveys are developed and implemented are provided in the IPIECA-IOGP Good Practice Guide on oiled shoreline assessment (SCAT) surveys (IPIECA-IOGP, 2014). The principles of SCAT can be applied equally to coastal or freshwater incidents. To facilitate standardization or a systematic approach to assessment and capturing field data, a series of forms for recording data on inland habitats have been produced (ORG, 2014)

For successful implementation of SCAT, a team of dedicated personnel is needed who are familiar with its aims and terminology. This team should be fully integrated within an incident management team to ensure that their data are utilized to support the decision making process.

Response Options

Techniques for cleaning oiled river banks and inland shorelines share similarities with marine shorelines (for more information on the latter see the IPIECA-IOGP Good Practice Guide on oiled shoreline clean-up techniques (IPIECA-IOGP, 2015a)). The term 'cleaning', in this context, is applied broadly and includes various water flushing options, manual and mechanical oil removal, and the removal of oiled vegetation and oiled debris; it may or may not remove all of the oil from the shoreline. The scale of response operations may be different for smaller inland spills, with the techniques requiring adjustment according to the specific circumstances of a spill.

While tides and waves typically dominate marine shoreline-oil interaction, it is waves in lakes, and water flow in streams and rivers that dominate freshwater shoreline-oil interactions. The tendency for freshwater systems to be more confined than marine environments leads to less dilution of oil in water, and less spreading. As a result, oil concentrations can be greater in freshwater habitats.



Above: Removing oil from a wetland contaminated with heavy fuel oil — planking is used to reduce trampling.

Many inland habitats have been transformed by human activity, including urban and suburban construction, the development of commercial and industrial facilities, and agricultural terraforming. As a result, the original landscape may have disappeared or been substantially altered.

These factors can result in less concern being shown for the ecological sensitivity of such habitats to oil exposure, and more aggressive clean-up techniques may be considered acceptable.

While marine shorelines are classified based on tidal zone, inland habitats are classified as follows:

- Lake shores are classified based on swash zone from wave action. The swash zones are analogous to marine tidal zones, and include the supra-wash, upper swash, lower swash and submerged zone (down to where rooted plants stop growing).
- River bank zones are classified based on water levels, and include the over-bank (flood plain), upper bank, lower bank, and mid-stream (exposed bars or shoals in the channel).

Marine tidal effects typically create wider shorelines than the swash zones do on freshwater shores. In a freshwater setting, a one-metre wide shoreline would be considered wide, whereas in a marine setting it would be considered narrow. Freshwater shores include various mud, clay, and other sediment banks and vegetated shorelines.

Water level variations in the marine environment are often predictable (e.g. those caused by tides) while variations in freshwater levels can be unpredictable (e.g. those caused by storm events and runoff from precipitation). These unpredictable changes in water levels can dramatically affect clean-up operations as well as the natural oil removal. Small streams and shallow water may become oiled across the whole channel, resulting in the need to clean the entire bottom of the water course from bank to bank. The ecological effects from this spreading of oil must be balanced against potential damage from manual and mechanical removal and the option of leaving some oil behind to degrade naturally.

All cleaning techniques can be intrusive and can damage habitats, even in the absence of oil. It is best to identify preferred techniques in advance when preparing oil spill contingency plans, and guidance is available to help make these judgments for freshwater habitats and associated shorelines. During a response, an informal and rapid NEBA (see Issue 595 page 7) can be used to confirm that appropriate decisions are made regarding the choice of response techniques, thereby ensuring that such actions are operationally feasible, effective and least intrusive to the environment. A summary of the relative effects of physical response techniques for use in freshwater habitats and shorelines in the absence of spilled oil is provided in Table 3 on the next page.

Table 3 A summary of the relative effects of physical response techniques for use in freshwater habitats and shorelines in the absence of spilled oil

Physical response method	Water environment				Shoreline habitat							
	Open water	Small lakes/ponds	Large rivers	Small rivers/streams	Bedrock	Man-made	Sand	Vegetated shores	Sand and gravel	Gravel	Mud	Wetlands
Natural Recovery	-	-	-	-	-	-	-	-	-	-	-	-
Booming	L	L	L	L	-	-	-	-	-	-	-	-
Skimming	L	L	L	L	-	-	-	-	-	-	-	-
Barriers/berms	-	-	-	H	-	-	-	-	-	-	-	-
Physical herding	L	L	L	L	-	-	-	-	-	-	-	-
Manual oil removal/cleaning	L	H	L	M	L	L	L	H	M	M	H	H
Mechanical removal	L	H	H	H	-	M	M	H	M	M	H	H
Sorbents	L	L	L	L	L	L	L	L	L	L	M	M
Vacuum	L	L	L	L	L	L	L	M	L	L	H	M
Debris removal	-	L	L	L	L	L	L	L	L	L	M	M
Sediment reworking	-	H	-	H	-	-	M	H	M	M	H	H
Vegetation removal	L	H	M	H	-	-	-	H	-	-	-	H
In-situ burning	L	M	L	M	L	L	M	M	M	M	H	M
Flooding	-	-	-	-	L	L	L	L	M	L	L	L
Low-pressure, cold-water flushing	-	-	-	-	L	L	M	L	L	M	H	L
High-pressure, cold-water flushing	-	-	-	-	L	L	H	H	H	H	H	H
Low-pressure, hot-water flushing	-	-	-	-	M	L	H	H	M	M	H	H
High-pressure, hot-water flushing	-	-	-	-	M	L	H	H	H	H	H	H
Steam cleaning	-	-	-	-	M	L	H	H	M	M	H	H
Sand blasting	-	-	-	-	H	M	-	-	-	-	-	-

L = Low M = Moderate H = High

From API-NOAA, 1994

Contributed article (continued)

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To be continued next week

Events

CASPIAN REGION: OIL SPILL CONTROL CASPIAN: ONSHORE AND OFFSHORE

This conference and exhibition will feature a full range of services and solutions related to oil spills response and management, environmental monitoring, pollutant processing and disposal. The event will take place in Baku on 20-22 November 2017. [More info](#) [Editor: Information about this event was not received until 15th August]

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
NORWAY	Sept. 25-29	International Oil Spill Exercise SCOPE 2017	Grenland Area
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
NORWAY	Oct. 17-19	NOSCA Seminar 2017	Horten
CANADA	Oct.30-Nov.1	Arctic Shipping North America Forum	Montreal
UK	Oct.30-Nov.2	IOPC Funds Meetings	London
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
AZERBAIJAN	Nov. 20-22	Oil Spill Control Caspian – Onshore & Offshore	Baku
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
INDIA	July 5-6	Oil Spill India 2018 Conference & Exhibition	New Delhi
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Events (continued)

UPDATED AGENDA FOR 8TH MARITIME SALVAGE & CASUALTY RESPONSE CONFERENCE IN LONDON

The conference is on 13th & 14th September 2017 in Regents Park Marriott Hotel London. This event will address both the technical challenges of salvage operations as well as the legal, insurance and commercial implications through recent case studies and expert views from senior level representatives in the salvage industry. Confirmed Speakers Include: Nick Sloane, Director, Resolve Marine; George Tsavlis, Principal, Tsavlis Salvage; Sam Kendall-Marsden, Head of Division, UK & Americas, Standard Club; Mauricio Garrido, President, T&T Salvage; Captain Mahamood Al-Alawi, Harbour Master, KOTC; and many more... [Updated Agenda](#)

Job Vacancy

HYDROCARBON SPILL PREPAREDNESS & RESPONSE ADVISER

The role is currently advertised and applications are open via the Woodside Careers page at <http://www.woodside.com.au/Careers/available-roles/Pages/Available-Roles.aspx>

Applications will close 31 August 2017 at 11:59PM AWST.

A high level overview of the role is as below and further details can be found in the job advertisement:

As Woodside's Hydrocarbon Spill Preparedness & Response Adviser, you will drive pan-Woodside capabilities and continuous improvement in hydrocarbon spill preparedness (Capability, Training & Deployment Drills, Exercise & Compliance) for a hydrocarbon spill event.

Woodside is an Australian oil and gas company with a global presence, recognised for its world-class capabilities.

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	August 2017 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	August 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 18, 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 16, 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
UK NCEC	News from the National Chemical Emergency Centre	July 2017 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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