

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

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CO-OPERATION FOR OIL SPILL PREPAREDNESS IN WEST, CENTRAL AND SOUTHERN AFRICA



Participants at the regional conference discussed a number of topics, including relevant international and regional legislation, exercise and training, use of oil spill dispersants, trans-boundary cooperation and shoreline clean-up.

November 17 - A regional conference of countries in west, central and southern Africa has committed to continue to work at both national and regional levels to boost preparedness to deal with oil spill incidents which could be devastating both for the marine environment and financially.

The conference (6-9 November) in Abidjan, Côte d'Ivoire, was hosted by CIAPOL, the Ivoirian pollution control centre. It brought together industry and government focal points from 20 out of 22 west, central and southern African countries covered by the Global Initiative for West, Central and Southern Africa (GI-WACAF). This project is run by the International Maritime Organization (IMO), the United Nations agency with responsibility for safety and security at sea and the prevention of pollution from ships, and IPIECA, the global oil and gas industry association for environmental and social issues.

The GI-WACAF project aims to enhance the level of oil-spill preparedness in a particularly vulnerable region, adjacent to international sea trade routes and significant and rapidly expanding offshore oil and gas activity. The regional conference is the largest event for oil spill preparedness, response and cooperation activities in west, central and southern Africa. It is held once every two years to review progress to date, provide a forum to share experiences and set the project's priorities for the next two years.

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International news (continued)

Participants discussed a number of topics, including relevant international and regional legislation, exercise and training, use of oil spill dispersants, trans-boundary cooperation and shoreline clean-up. Experts from Cedre, ITOPF, OSPRI, OSRL, SANCCOB and a number of international oil companies helped to facilitate* the conference, alongside the Project's network of dedicated focal points from the region.

The GI-WACAF project, which was initiated in 2006, focuses on strengthening national oil spill response capacities as well as transboundary response capabilities, in line with IMO's International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 (OPRC 90). This treaty is the international instrument that provides a framework designed to facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollution incidents. It requires States to plan and prepare by developing national systems for pollution response in their respective countries, and by maintaining adequate capacity and resources to address oil pollution emergencies.

Numerous activities designed to develop many aspects of national spill preparedness and response have been held over the past decade.

The 100th GI-WACAF activity, in Abidjan and Assinie, Côte d'Ivoire (8-9 June 2017), demonstrated the progress being made in the region. During that activity, GI-WACAF's primary role was the evaluation of a national exercise, planned and implemented by the national authorities, which simulated the collision of an oil tanker with an unknown ship off the Ivorian coast, causing a major oil spill. This oil spill training exercise involved more than 100 participants from various public institutions and the private sector, working together to respond to the simulated spill,

first at sea and then ashore. The exercise tested Côte d'Ivoire's National Oil Spill Contingency Plan, developed with support from the GI-WACAF project.

By the end of the 2016/2017 biennium, more than ten national workshops and three regional/sub-regional workshops will have been implemented, and one national exercise will have been supported by the project, where the principle focus has been on the development and testing of national contingency plans. GI-WACAF has also been working to coordinate with other entities and projects with similar mandates in the region, in order to avoid duplication and collectively build upon achievements and progress made.

These efforts aim to complement the work undertaken at the national level to ratify and fully implement relevant IMO treaties, including the OPRC Convention and liability and compensation treaties which cover pollution damage by oil from ships (such as the International Convention on Civil Liability for Oil Pollution Damage (CLC 1992) and the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001). Ratification amongst countries is steadily increasing. Most of the 22 countries have now ratified the OPRC and CLC conventions, while the pace of ratification of the Bunkers convention needs further commitment and focus since only six of the 22 have ratified this treaty to date.

Since the GI-WACAF project's inception, significant strides have been made throughout the region in the development of spill preparedness and response capacity, with nearly all countries now having a designated competent authority response for spill response. There has been a three-fold increase in the number of countries with a national oil spill contingency plan.

Further priorities for the next two years include more effective sharing of key information through the development of databases on available response resources, key contacts and response policies.

The need for improved inter-agency coordination and clear agreement and definition on the roles and responsibilities of those engaged in all aspects of oil preparedness and response at a national level were also highlighted at the conference. Further support in effectively addressing shoreline clean-up and waste management within national spill response systems, was also identified as a priority need for action in the next two years.

The 22 African countries in the GI-WACAF project are: Angola, Benin, Cameroon, Cape Verde, Congo, Côte d'Ivoire, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Mauritania, Namibia, Nigeria, Democratic Republic of the Congo, South Africa, Sao Tome and Principe, Senegal, Sierra Leone and Togo.

GI-WACAF website : <http://www.giwacaf.net/en/> IMO Briefing <http://www.imo.org/en>

International news (continued)

IAEA CLOSER TO FINALISING NEW SAFETY GUIDE FOR NUCLEAR TRANSPORT EMERGENCIES



Participants in the Technical Meeting to Review the Draft Safety Guide on Preparedness and Response for an Emergency during the Transport of Radioactive Material (DS469) in Vienna, Austria. (Photo: S. Harvey/IAEA)

October 31 - Radioactive material is used in a variety of fields such as medicine, agriculture, scientific research and industrial production. For each sector to function efficiently, it requires regular transport of radioactive material. In fact, the transportation of such materials within and between countries across the globe is estimated to reach as many as 20 million shipments per year*, by air, road, rail, marine or inland waterways.

In 2015, the IAEA published the revised Safety Requirements for Preparedness and Response for a Nuclear or Radiological Emergency (GSR Part 7). To assist Member States in implementing these requirements, the IAEA is currently in the final stages of updating its Safety Guide on Preparedness and Response for an Emergency during the Transport of Radioactive Material.

62 emergency response and transport safety experts from regulatory bodies, national competent authorities and emergency management agencies attended an IAEA Technical Meeting from 16 to 20 October to review the draft Safety Guide. The participants, representing a total of 44 Member States and one international organization, shared their past experience for emergencies during transport of radioactive materials and other dangerous goods, their national arrangements, as basis to identify areas for improvement in the draft text of the Safety Guide.

IAEA [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

EUROPE: EMSA RELEASES ANNUAL MARINE SAFETY REPORT

October 17 - The European Maritime Safety Agency (EMSA) has released its 2017 report on marine casualties, and the accident count is on the rise. During 2016, the agency recorded 3,145 casualties resulting in 106 deaths, 957 injuries and 26 total losses.

The review is concentrated on accidents involving foreign and domestic shipping in European waters – especially in the busy English Channel and the North Sea – but it also includes casualty figures from EU-flagged ships all over the globe. The total number of reported incidents last year was up by a third relative to the same period five years ago, and it may be higher due to under-reporting. However, the proportion of very serious casualties has remained relatively static at about three percent, and the number of ships lost has fallen by half relative to 2011. In addition, the number of multiple-vessel incidents (including collisions) remains a relatively small portion of the total.

The Maritime Executive [Read more](#)



Incident reports

BAHRAIN: BLAST CAUSES FIRE IN OIL PIPELINE

November 10 - An explosion caused a fire in an oil pipeline in Bahrain on Friday but there were no casualties and emergency services are bringing it under control, the Interior Ministry said in a statement on Twitter. The fire was near Buri village which lies about 15 km (10 miles) from the capital Manama. The ministry did not say what caused the blaze but a Reuters witness said there was a large fire and it had burst the pipeline. *New York Times* [Read more](#) [Thanks to Jack Cahit Kilavuz]

PHILIPPINES: DMCI POWER: 65% OF AREAS IN CALAPAN AFFECTED BY OIL SPILL CLEANED

November 11 - In a statement, DMCI Power said 2.5 hectares of rice land and one hectare of grassland were affected by the oil spill. "The accident occurred early morning last Monday, after faulty equipment caused the inadvertent overflow of around 800 liters of fuel into the power plant's tank yard, and surrounding creek and rice fields." DMCI Power said it has installed skimmers, booms, and absorbent pillows in the affected areas, and hired over 300 local workers to help in the 24-hour clean-up. *GMA* [Read more](#)

Incident reports (continued)

MEXICO: FISHERMEN CLEAN BEACHES AFTER OIL SPILL

November 11 - Fishermen on Mexico's southern Pacific coast were cleaning up beaches in the wake of an October 9 oil spill whose potential environmental impact remained unclear.

The spill was due to an "act of vandalism" against a pipeline at the maritime terminal in Salina Cruz, Oaxaca state, according to state-owned Petroleos Mexicanos (Pemex). *Gulf News* [Read more](#)

CONGO: 33 DEAD AFTER FREIGHT TRAIN CARRYING FUEL DERAILS

November 12 - The train, in which the victims were travelling illegally, was running between the country's second city Lubumbashi to Luena in Katanga.

The train was transporting 13 oil tankers and derailed while climbing a slope near the station of Lubudi. It fell into a ravine and the tankers caught fire, radio Okapi said. *Global News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NEW CALEDONIA: STRICKEN KEA TRADER BREAKS IN TWO



The 2017-built MV Kea Trader seen broken in two off New Caledonia.

November 13 - Severe weather in the South Pacific has caused the grounded Kea Trader to break in two over the weekend, further complicating an already difficult salvage operation that is now in its fifth month.

The Maltese-flagged MV Kea Trader was just a few months old when it ran aground on Durand Reef in New Caledonia on July 12, and it has remained stuck there ever since. Several attempts to refloat the vessel have been unsuccessful.

Although crews were able to remove the the bulk of the fuel and cargo on board, the vessel still contains an unspecified amount of residual oil and about 100 containers below deck. Authorities said a few containers were lost overboard when it broke up over the weekend. *gCaptain* [Read more](#)

PHILIPPINES: OIL SPILL HITS SORSOGON VILLAGES

November 14 - An oil spill, said to have come from a cargo vessel battered by strong winds as Tropical Storm "Salome" was crossing the Bicol region last week, had spread to at least 10 villages here, officials said. Mayor Manuel Fortes Jr. said "while the local government had yet to determine the volume of oil discharged by the vessel, he was worried that the spill would damage the town's 186-hectare marine reserve and fish sanctuary that was established in July 2001". *Inquirer* [Read more](#)

EUROPE: A RADIOACTIVE CLOUD WAFTS OVER EUROPE

November 15 - Scientists across Europe have been puzzling about a phenomenon that seemed laden with mystery and menace in somewhat uneven proportions — a concentration of radioactive pollution caused by a nuclide called ruthenium 106.

Official monitors in France and Germany concluded that, based on weather patterns, the contamination detected since late September had emanated from southern Russia or from Kazakhstan. *New York Times* [Read more](#)

TRINIDAD & TOBAGO: OIL IS SPILLING INTO THE GULF OF PARIÁ: EMA RESPONDING

November 16 - The Environmental Management Authority (EMA) says it has been notified by Petrotrin that there was an oil spill yesterday six nautical miles off Trinidad in the Soldado North Field, Gulf of Paria. The spill is from Petrotrin's Trinmar operations - Cluster 21 to platform 14. The source of the spill is above water.

"Petrotrin has informed the EMA that activities are underway to contain residual crude oil escaping from a pressurized pipeline, while assets have been mobilised to contain crude oil currently in the water. Trinmar is also carrying out assessments along the southwestern peninsula to determine whether there was any impacted shoreline".

Trinidad Express [Read more](#)

Incident reports (continued)

CANADA: ONE PERSON INJURED AFTER HEAVY OIL LEAK AT SHELL SCOTFORD NORTHEAST OF FORT SASKATCHEWAN

November 16 - One person was injured and the Shell Scotford site was evacuated for several hours after a heavy oil mixture leak on Wednesday afternoon. Shell Canada and Strathcona County emergency services went to the scene.

The “hydrocarbon release” happened around 12:30 p.m. inside a processing unit at the Scotford Facility near Fort Saskatchewan, according to a statement sent by Tara Lemay on behalf of Shell. The all-clear was sounded at 6:30 p.m. *Edmonton Journal* [Read more](#) [Thanks to Dr Merv Fingas Hon.FISCO, Member of ISCO Council for Canada]

USA: KEYSTONE PIPELINE LEAKS 210,000 GALLONS OF OIL IN SOUTH DAKOTA

November 17 - A total of 210,000 gallons of oil leaked Thursday from the Keystone Pipeline in South Dakota, the pipeline's operator, TransCanada, said.

Crews shut down the pipeline Thursday morning, and officials are investigating the cause of the leak, which occurred about three miles southeast of the town of Amherst, said Brian Walsh, a spokesman for the state's Department of Environment and Natural Resources.

This is the largest Keystone oil spill to date in South Dakota, Walsh said. The leak comes just days before Nebraska officials announce a decision on whether the proposed Keystone XL Pipeline, a sister project, can move forward. *CNN* [Read more](#)

RUSSIA: OIL SPILL IN KOMI VILLAGE COLORS LOCAL STREAM BLACK

November 17 - On November 15, deputy chairman of Committee Save Pechora Ivan Ivanov informed about oil spill in the village of Nizhny Odes, the Sosnogorsky district. On the morning of November 16, a commission including representatives of the local village administration, the Lukoil-Komi company, the regional Department of Civil Defense and Emergencies and the Ministry of Industry, Natural Resources and Transport, as well as police officers arrived to the accident scene. One of the workers of Lukoil-Komi told Ivanov that the contractors reported about loss of pressure in the pipe immediately, after which the company provided manpower to help liquidate the spill.

The Barents Observer [Read more](#)

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

CANADA: BRITISH COLUMBIA - NEW FEDERAL TRAINING PROGRAM BUILDS ON MARINE EMERGENCY RESPONSE IN INDIGENOUS COMMUNITIES ON B.C. COAST



Participants from B.C. coastal Indigenous communities and trainers at the first training session under the Indigenous Community Response Training project. The session was held during the last week of October 2017 at the Canadian Coast Guard station in Bamfield, B.C.

A new project from the Government of Canada is giving members of coastal Indigenous communities in British Columbia additional knowledge, skills and training to help build on the role they play in marine safety in their communities.

The first training session under the Indigenous Community Response Training project wrapped up this week at the Canadian Coast Guard

station in Bamfield, B.C. Nine members from seven northern First Nations in the province graduated from the Coastal Nations Search and Rescue course. The participants were on the water for four days of training, taking part in advanced search and rescue simulations and live exercises with Canadian Coast Guard vessels.

News reports from around the world (continued)

The Indigenous Community Response Training project helps to enhance important search and rescue and environmental response capabilities within Indigenous communities through the delivery of a training curriculum tailored to meet the needs of individual communities. This will enhance emergency response partnerships between the Coast Guard and Indigenous communities.

The project falls under one of the four main priority areas identified in the Oceans Protection Plan that aims to strengthen partnerships and launch co-management practices with Indigenous communities, including building local emergency response capacity. Canada's \$1.5-billion Oceans Protection Plan is designed to improve marine safety and protect Canada's marine environment and coastal communities. *Canadian Coastguard* [Read more](#)

CANADA: NEWFOUNDLAND & LABRADOR - CORNER BROOK HAZMAT TEAM RUNS MOCK CHEMICAL SPILL



November 11 - The Corner Brook Fire Department has been running drills this week to make sure their hazardous materials response team is in tip top shape. Working with the RNC and Western Health, the fire department ran a simulated chemical spill on Thursday morning. The exercise involved activating their HAZMAT team, and practicing victim removal, sample gathering and decontamination. *VOCM* [Read more](#)

CANADA: BRITISH COLUMBIA - FIRST NATION SAYS IT HAS CREATED WORLD-CLASS OIL SPILL RESPONSE PLAN

November 15 - A British Columbia First Nation has released a plan it says will give it a leading role in oil spill prevention and response on the province's central coast.

A report from the Heiltsuk Nation calls for the creation of an Indigenous Marine Response Centre capable of responding within five hours along a 350 kilometre stretch of the coast.

The centre proposal follows what the report calls the "inadequate, slow and unsafe" response to the October 2016 grounding of the tug the Nathan E. Stewart that spilled about 110,000 litres of diesel and other contaminants.

Heiltsuk Chief Councillor Marilyn Slett says during that disaster her people saw what senior governments had described as world-class spill response and she says the Heiltsuk promised themselves that this would never happen in their territory again.

The report says the proposed centre, on Denny Island across from Bella Bella, and satellite operations dotted along the central coast, would need a total investment of \$111.5 million to be operational by next summer.

CTV News [Read more](#)

CANADA: ALBERTA - 40TH AMOP TECHNICAL SEMINAR

The 40th AMOP Technical Seminar was held from 3rd to 5th October in Calgary (Alberta, Canada). Nearly 140 people from some twenty different countries discussed recent work carried out worldwide in the field of accidental water pollution, in particular relating to the fate of oil when spilt at sea, detection, modelling, contingency planning and feedback from recent incidents.

An engineer from Cedre took part in this event. Several topics were addressed, including the issue of clean-up, restoration and rehabilitation of the environment following a spill, the behaviour and physical and chemical characteristics of oil spills, and response technologies. The issue of diluted bitumen, or dilbit, was a key focus at this event. *CEDRE* [Read more](#)

News reports from around the world (continued)

FRANCE: OCTOBER NEWS FROM CEDRE

Following the sinking of oil tanker Agia Zoni II in Greece, an adviser from Cedre was sent on site (see article below). At the beginning of the month, the French authorities for the Manche area (DDTM 50) reported a brown foamy slick in the port of Cherbourg. Samples were analysed by our laboratory. The MRCC for the Mediterranean in Corsica contacted Cedre to request a slick drift forecast following satellite observations by the European detection service CleanSeaNet. The Finistère authorities (DDTM 29) also contacted us following the sinking of the tall ship Belle Angèle to conduct a study on the behaviour of the fuel which may still be contained within the wreck. The Pas-de-Calais Civil Protection and Defence Service (SIDPC) sent samples to Cedre for analysis when new episodes of strandings occurred along the shores of Pas-de-Calais. These tests confirmed that the product was paraffin. The Nantes Saint-Nazaire port authority reported sightings of oil slicks on the Loire, downstream of Nantes. As it happened, a team from Cedre was performing equipment trials nearby and immediately conducted a survey by boat, but the origin of the oil could not be identified. We were sent a sample of oil, believed to be from a recently discovered wreck, by the SAMM in order to determine its origin. Several exercises took place in October. The MRCC Madrid called on us through Mar-ice to model the behaviour and drift of acetone and phenol involved in a fictitious spill. Cedre took part in the French ANED Polmar Atlantique 2017 exercise, both at the incident command centre and at Cedre's response centre. **CEDRE** [Read more](#)

FRANCE: AMOCO CADIZ, 40 YEARS OF CHANGE(S): A DATE FOR THE DIARY!

Ever since the Amoco Cadiz spill off the coast of Brittany in March 1978, the French public and private sectors have been striving and continue to strive to innovate in many related fields. To gain a broader perspective on these 40 years of change(s), Cedre, in partnership with Océanopolis, is organising a special day on 16th March 2018. The morning will take the form of a forum for institutional stakeholders. In the afternoon, 4 round table sessions will be held on the following themes: toxicity, technologies, preparedness and rehabilitation. Further information will be provided in next month's Cedre newsletter. **CEDRE** [Read more](#)

HONDURAS: OIL SPILL AND HNS NATIONAL CONTINGENCY PLAN TESTED



November 10 - During this week a five-day training workshop got underway at Puerto Cortes in Honduras, on November 6th to 10th. The training was organized by the Marine Merchant General Direction, first Responsible and leadership of the National Contingency Plan. The event brought together personnel of the principal national institutions like the Ministry of Environment (MiAmbiente), the Municipality of Puerto Cortes, the Honduras Navy, the oil companies of the country (Chevron, Puma, Uno, Lufussa, BIP, RECO), and other chemical companies that handle chemicals and other HNS (Operadora Portuaria Centroamericana, Empresa Nacional Portuaria, GTM-Quimiquera, LUFFUSA, OLEPSA, Terminal Especializada de Honduras – Graneles Sólidos).

A 3-day theoretical course (IMO Model Course on Oil Pollution Preparedness, Response and Cooperation – Level 1 Operational) is being conducted by the direction of the Instructor Carlos Sagrera (ISCO Council Member) and finally a functional exercise (SCAT and Clean up Shoreline) and an operational maritime drill were developed with the participation of the principal OSRO of the country Ocean Pollution Control of Honduras.

At the end of the drill Mr Juan Carlos Rivera, Head of the National Contingency Plan, had said “These course and drills with most of the principal stakeholders with risk oil scenarios of the country had improved response coordination between the industry, ports and Government agencies with responsibility for oil spill responses, assess and validated local plans and procedures, equipment, training and contract agreements with the OSROs according the new national Regulation. Honduras now is ready to response for these emergencies here in the area of Puerto Cortes and we are working to expand to all the country.”

For more information: Call + 504 98273483 - Sara Zelaya - Departamento de Protección del Medio Marino Honduras

[Thanks, to Carlos Sagrera, MISCO, Member of ISCO Council for Panama for sending in this report.]

News reports from around the world (continued)

NIGERIA: Ogoni Clean-up: HYPREP Begins Selection of Firms

November 16 – The Hydrocarbon Pollution Remediation Project (HYREP) yesterday disclosed that it has commenced the selection process for companies that would be involved in the clean-up of Ogoniland. *Vanguard* [Read more](#)

Portugal: MARPOCS Project Meeting in Madeira

November 15 - As part of the European project MARPOCS, Cedre attended a meeting organised by the Madeira port authority (APRAM) on 10th and 11th October. The aim was to raise awareness among local stakeholders involved in spill response actions on the various tools and studies developed through this project. Cedre presented its actions in terms of research into the behaviour of chemicals as well as a set of training materials on spill response.

CEDRE [Read more](#)

South Africa: Update on the Nurdle Spill Received from Cedre

November 15 - On 10th October, in the port of Durban, in the wake of extreme weather conditions, the container ship MSC Susanna collided with another vessel. Two badly damaged containers, each containing 990 bags of polyethylene pellets, known as nurdles, representing a total of around 49 tonnes, fell overboard. The containers were retrieved in the days following the incident, but millions of nurdles had already escaped.

Two weeks after the incident, nurdles washed up on the shores to the north and south of Durban, from Richards Bay to the Eastern Cape. Clean-up teams were deployed along some 200 km of coastline by Drizit Environmental and specialised response vessels recovered the plastic pellets floating in the port. This disaster was likened to an oil spill by experts and caused concern among the many fishermen in the affected area in terms of the ingestion of the plastic nurdles by fish and their impact on human health.

MSC declined responsibility for the spill claiming that it was due to adverse weather conditions, but is nevertheless covering the cost of clean-up in the port. All stakeholders in this incident, including SAMSA and the TNPA port authority, are working together to respond to the disaster. *CEDRE* [Read more](#)

Spain: Court Awards Spain \$1.9B for Prestige Spill

November 15 - On Wednesday, a court in the city of A Coruña (or La Coruña) awarded the Spanish government a total of \$1.9 billion in damages for the 2002 oil spill from the tanker Prestige, which broke up and sank after she was refused entry to a harbor of refuge.

The London Steam-Ship Owners' Mutual Insurance Association (The London Club) is obligated to pay \$1 billion of this amount, and shipowner Mare Shipping and the IOPC Funds are responsible for the balance, according to the Telegraph. A spokesman for the London Club said that the insurer "remains concerned at the direction that the Spanish court has taken generally."

The spill polluted thousands of miles of coastline and more than one thousand beaches on the Spanish, French and Portuguese coasts, and it caused significant damage to the region's fishing industry. It was the largest environmental disaster in Spain's history, with a total impact estimated at approximately \$6 billion. On Wednesday, the court left the door open to additional damage awards for individual localities along the coastline.

The Maritime Executive [Read more](#)

USA: Meaning of "in connection with" and "pursuant to" under Oil Pollution Act a Question of First Impression in Fifth Circuit

November 9 - On November 7, in *U.S. v. American Commercial Lines, LLC*, the U.S. Court of Appeals for the Fifth Circuit affirmed the District Court's ruling that American Commercial Lines (ACL), the owner of a tug boat whose contracted crew's actions caused a massive oil spill in the Mississippi River, cannot rely on the Oil Pollution Act's (OPA) third party defenses to avoid paying the U.S. Government another \$20 million to reimburse the government's response costs, and otherwise it was not entitled to limited liability because of the nature of the conduct of the operator's employees.

There is no dispute that the July 23, 2008 spill was caused by [DRD Towing Company's (DRD)] wrongful conduct and regulatory violations, committed in the course of carrying out its contractual obligation to transport ACL's fuel-filled barge. Accordingly, the spill was caused by the gross negligence, willful misconduct or regulatory violations of 'a person acting pursuant to a contractual relationship with' ACL, and ACL is therefore not entitled to limited liability.

ACL owns the tug boat, but it contracted with DRD to operate it. In 2008, the actions of DRD's crew resulted in criminal convictions under the Clean Water Act (CWA) and the Ports and Waterways Safety Act (PWSA) as well as significant monetary damages. With respect to vessels, the "responsible party" is "any person owning, operating, or

News reports from around the world (continued)

demise chartering the vessel.” ACL, as a responsible party, incurred approximately \$70M in cleanup costs and damages for the nearly 300,000 gallon spill. The U.S. also incurred approximately \$20M in cleanup costs and damages.

In 2014, the U.S. Government later sued both DRD and ACL to recover these costs. Believing that it was without fault, ACL cited OPA’s third party defenses, which can absolve “responsible parties” of liability in some instances. OPA provides for a complete defense to liability under four enumerated circumstances: *Lexology* [Continue reading](#)

USA: NON-FLOATING OIL SPILL MEETING IN CALIFORNIA

Workshop participants discussing a variety of planning and response capabilities and considerations related to potential spills of Non-Floating Oils. Image credit: NOAA.

November 17 - This week, California’s Office of Spill Prevention & Response (OSPR) hosted a multi-agency informational meeting for their Technical Advisory Committee on Non-Floating Oil (NFO) spill planning and response.

In an effort to prompt thoughtful discussion, the workshop was framed around ERD’s five response questions:

1. What might be spilled? – Which NFOs are being shipped within California, where, in what volumes, and by what method (ship/barge, pipeline, rail)?
2. Where will it go? – What affects oil fate & transport of different NFOs? Can they be reliably detected? Can transport be estimated (trajectory modeling)?
3. What might get hit? – What sensitive resources might be in the path of spilled NFO?
4. How will it hurt? – What affects might be expected from NFOs on sensitive resources?
5. What can be done about it? – What tools are available to contain and recover NFOs effectively and minimize additional response-related impacts?



Attendees included appointed Technical Advisory Committee members as well as representatives from the California Energy Commission, USCG, NOAA, and the response contractor community.

Additional information on the meeting (agenda, handouts, etc.) is available [here](#) (link is external), or contact [Jordan.Stout](mailto:Jordan.Stout@noaa.gov) (link sends e-mail)@noaa.gov. NOAA OR&R [Read more](#)

People in the news

UK: PETER TYLER APPOINTED AS NON-EXECUTIVE DIRECTOR AT DARCY PRODUCTS LTD.



Peter will be acting in an advisory role in support of the board of Darcy Products Ltd. Established in 1935, Darcy Spillcare Manufacture is at the forefront of Environmental Protection and specialises in the manufacture and provision of solutions helping sites to achieve environmental and ISO compliance and care for the environment in increasingly demanding circumstances. Darcy Spillcare Manufacture was founded by the great grandfather of the current MD, Richard Proctor, to develop, manufacture and market emulsifiers for the paper industry. The company then moved to its base at East Malling in 1949 and merged with Xzit (GB) Ltd. <http://www.darcy.co.uk/>

ISCO news

AZERBAIJAN: ISCO AT OIL SPILL CONTROL CASPIAN – ONSHORE & OFFSHORE – NOV. 27-28

ISCO Secretary, Matthew Sommerville, will be speaking in Baku next week at the ONSHORE AND OFFSHORE OIL SPILLS: HSE IN OIL AND GAS Conference. [More information about the conference](#)

INDIA: NEWS FROM CAPTAIN D. C. SEKHAR, MEMBER OF ISCO COUNCIL FOR INDIA

Capt. Sekhar met with fellow 'Captains' in Bangalore chapter of Company of Master Mariners of India and spoke on the status of oil spill response capability in India, and recent innovation in marine sector.

Earlier he spoke at the disaster management seminar in Bangalore on 2nd Nov organised by FICCI. The theme of his talk was – “How the regulatory regime and revenue model drive capacity building in the disaster management sector”.

Correspondence

FOR A LONG SERVICE LIFE, IT PAYS TO TAKE GOOD CARE OF YOUR EQUIPMENT

Allan Howarth reports on the excellent condition of a response trailer made in the early 90s



October 19 - I conducted a marine exercise today at Inverness with several companies. One of the companies arrived with a tanker rollover trailer. It was the one that we built in the Alba's workshop, Bob McWhinnie and I took it to Lerwick in the Shetland Islands for training.

The trailer and its contents were in an excellent condition.... I was totally amazed...this must have been built in the early 90's.

Allan Howarth was Alba International's Senior Response Team Leader. His first major spill response experience was during Alba's six-month operation in

Alaska in 1989. Robert McWhinnie BEM was Technical Director of Aberdeen-based Alba International Ltd. for nearly 20 years and was responsible for the design and build of many items of innovative equipment including Alba's air-operated hot tap system; vacuum oil recovery vehicle; containerised packages for fuel removal from wrecked vessels (ship-to-shore using jackstay line, at-sea transfer and by air in helicopter-underslung pillow tanks); mobile on-site processing system for economical emptying of oil interceptors (eliminating high transport and disposal costs); and a firewall boom that used water jets to contain burning oil.

Publications

EMSA: CELEBRATING THE CLEANSEANET SERVICE. A TEN YEAR ANNIVERSARY PUBLICATION

November 14 - CleanSeaNet is the European satellite-based Oil Spill Monitoring and Vessel Detection service. The service analyses images, mainly from SAR but also from optical missions, to detect possible oil spills on the sea surface, and identify potential polluters. The service was launched ten years ago in April 2007 and supports Member States' actions to combat deliberate or accidental pollution in the marine environment. EMSA developed and operates the CleanSeaNet service.

Over the past decade, almost 25,000 images have been delivered by the CleanSeaNet service, providing coverage of 4,300 million km² of sea surface. The number of possible spills detected in European waters has dropped by half during this period, from an average of 11 possible spills per km² monitored in 2007 to five possible spills per km² monitored in 2017.

In this period, CleanSeaNet also supported European coastal States in responding to 31 large accidental spills and oil related emergencies. Technical developments over the last ten years and the phasing in of a wide range of satellite missions have contributed to the accuracy of the service, improving value adding services. [Access the link for downloading the publication as a PDF file.](#)

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

[Newsletter from George Holliday](#)

[Bow Wave](#)

[Cedre Newsletter](#)

[CROIERG Enews](#)

[EMSA Newsletter](#)

[EUROWA Newsletter](#)

[IMO News Magazine](#)

[IMO Publishing News](#)

[Intertanko Weekly News](#)

[JOIFF "The Catalyst"](#)

[Maritime Executive Magazine](#)

[MOIG Newsletter](#)

[NOWPAP Quarterly](#)

[Ocean Orbit](#)

[OCIMF Newsletter](#)

[Pollution Online Newsletter](#)

[Safe Seas, Clean Seas](#)

[Sea Alarm Foundation Newsletter](#)

[Technology Innovation News Survey](#)

[Transport Canada Newsletter](#)

[UK NCEC](#)

[USA EPA Tech Direct](#)

News and commentary on HSE issues from George Holliday

Sam Ignarski's Ezine on Marine & Transport Matters

News from Cedre in Brittany, France

Canberra & Regions Oil Industry Emergency Response Group

News from the European Maritime Safety Agency

European Oiled Wildlife Response Assistance Module

News from the International Maritime Organization

New and forthcoming IMO publications

International news for the oil tanker community

Int'l Organisation for Industrial Hazard Management

Often contains articles of interest to the spill response community

News from the Mediterranean Oil Industry Group

News from the North West Pacific Action Plan

Newsletter from the International Tanker Owners Pollution Federation

News from the Oil Companies International Marine Forum

News for prevention & control professionals

Quarterly Newsletter from Maritime New Zealand

Oiled wildlife Preparedness and Response news from Sea Alarm

News from US EPA – Contaminated Site Decontamination

News and articles re transport of dangerous goods in Canada

News from the National Chemical Emergency Centre

Remediation of contaminated soil and groundwater

On request via email

Current issue

October 2017

October 2017

November 2017 issue

October 2017

Autumn 2017 issue

October 2017

November 17, 2017

Q4 2017 issue

Sept.-Oct. 2017

October 2017 issue

Quarter 1, 2017 issue

August 2017

October 2017 issue

November 15, 2017

August 2017 issue

Spring 2017 issue

Sept. 16-30, 2017

June 2017 issue

July 2017 issue

November 1, 2017

Your editor depends on regular receipt of updated links for listed publications. If these are not received, relevant entries may be discontinued

Training

OSRL HAS LAUNCHED ITS 2018 TRAINING COURSE CALENDAR

The OSRL 2018 [Global Training Course Calendar](#) is now available to view and download online. Find out more about OSRL's customised training services, E-learning courses and check out the new courses for 2018.

Upcoming events summary 2017

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
AZERBAIJAN	Nov. 27-28	Oil Spill Control Caspian – Onshore & Offshore	Baku
NIGERIA	Nov. 27-29	Nat'l W'shop on Oil Spill Liability & Compensation	TBA
UK	Nov. 29-30	11th Arctic Shipping Summit	London
USA	Dec. 5	SCAA Reception at CLEAN GULF	Houston, TX
USA	Dec. 5-7	Clean Gulf Conference and Exhibition	Houston, TX
UAE	Dec. 6-7	MENA Oil Spill Response & Management Workshop	Dubai
KOREA	Dec. 6-7	2017 NOWPAP MERRAC Expert Meeting	Busan
UK	Dec. 6-8	Salvage & Wreck Removal Conference	London
GABON	Dec. 11-14	GI WACAF Nat'l W'shop on Marine Oil Spill Waste	Libreville
UK (N. Ireland)	Dec 12	ISAA Christmas Meeting and Lunch	Lisburn
MALAYSIA	Dec. 13-15	Oil Spill Management and Response Workshop	Kuala Lumpur

Upcoming events summary 2018

COUNTRY	2018	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
USA	Jan. 3-5	28th Annual No Spills Conference	Grand Traverse MI
CANADA	Feb. 21-22	12th Arctic Shipping Summit	Montreal
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	March 20-21	SCAA Annual Meeting & Conference	Arlington VA
RUSSIA	March 22-23	Baltic Sea Day International Environmental Forum	St. Petersburg
USA	April 4-5	Clean Waterways Conference	St. Louis, MO
FINLAND	April 17-20	Arctic Shipping Forum	Helsinki
NEW ZEALAND	May 1-3	NZ 5th Contaminated Land Conference	Christchurch
USA	May 7-11	13th Int'l Effects of Oil on Wildlife Conference	Baltimore, MD
UK	May 23-24	HAZMAT 2018	Stratford on Avon
ITALY	June 20-22	INTERTANKO Annual Event 2018	Rome
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			

Correction

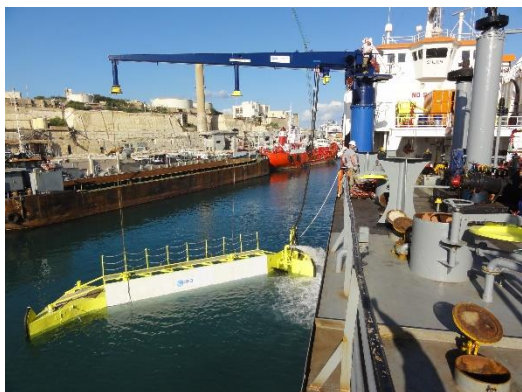
INCORRECT SPILL REPORT HEADING IN LAST WEEK'S STOP PRESS / BREAKING NEWS

The location of the reported spill "SPAIN: OIL SPILL SPOTTED FROM SHIP THAT RAN AGROUND IN SORSOGON" was in the Philippines, not in Spain.

The incident polluted the shoreline of Barcelona – but it was Barcelona in the Philippines, not the city of the same name in Spain. Apart from the reference to Spain, the report and provided link were both correct.

Company member news

KOSEQ SWEEPING ARMS MAINTENANCE UPDATE



Over the past few weeks, Koseq performed a maintenance of sweeping arms from an oil tanker in Malta. The maintenance overhauled all moving parts, hoses, cylinders etc of the sweeping arms. Cranes and powerpacks were replaced, and the sweeping arms were painted. As part of our maintenance, we ensure that Koseq sweeping arms are upgraded to the latest version. During week 43, the equipment was installed on board in Malta and tested successfully.

The revision is part of a longer 5-year contract with EMSA for all of the Koseq equipment on their ships. This is a major maintenance and upgrading of all Koseq systems to new-status wherever needed.

At this moment we are continuing adjacently with a second project in Italy.

Koseq offers maintenance for all Koseq sweeping arms with the latest innovations designed by our engineers to keep improving to have the latest technology and quality in every one of our sweeping arms worldwide. www.koseq.com/

KOSEQ is a Corporate Member of ISCO

OSRL AND BAYFIELD OIL SERVICES ANNOUNCE JOINT VENTURE AGREEMENT

Oil Spill Response Limited (OSRL), the largest international industry-funded cooperative, and Ghana's Bayfield Oil Services, today announced the establishment of a joint venture.



The new strategic alliance, which will be named OSRL Ghana Limited, will see the two companies sharing their expertise and resources.

OSRL will expand its current in-country presence for oil spill preparedness services, including the provision of specialist personnel to members, consultancy services, training and equipment hire. Bayfield's role will focus on its local expertise and experience of operating in Ghana, as well as providing local content and access to facilities in Accra and Takoradi.

OSRL has been providing its members with a comprehensive range of response, consultancy and training services for 30 years, with five years' direct involvement in Ghana providing local support, equipment hire, maintenance services, training, and Tier 2 Aerial Surveillance and Dispersant Spraying Services (WACAF). By combining this expertise with the significant Ghanaian market presence of Bayfield, the joint venture will provide clients with the experience, knowledge and resources needed to manage any requirement. Both companies have a strong reputation for health and safety, ensuring that projects are delivered safely, without incident, on time and to the highest industry standards. <https://www.oilspillresponse.com/>

OSRL IS A Corporate Member of ISCO

Last words

LAST WORDS – AN APOLOGY

Last week in "Last Words" we included 2 jokes which some readers found offensive. ISCO apologises to them and any anyone else offended. The jokes had been copied from another marine publication and we had clearly not considered fully the message they represented. We will endeavour to avoid any repetition in the future and encourage any readers to raise issues with us and to help us ensure the newsletter meets your expectations.

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