

ISCO & THE ISCO NEWSLETTER

The International Spill Control Organization, a not-for profit organization 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 Intergovernmental, Governmental, NGO's and interested groups and individuals

ISCO holds consultative status at the International Maritime Organisation and observer Status at International Oil Pollution Compensation Funds

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INTERNATIONAL NEWS

CLICK ON THE BANNERS BELOW FOR MORE INFORMATION ON THE EVENTS FEATURED



INTERNATIONAL EXPERTS TO DISCUSS PROTECTION OF PACIFIC WEST COAST FROM OIL SPILL

June 12 - International scholars and experts will meet next week to discuss how to best protect the West Coast of the Pacific Ocean from oil spills and pollution, the environment authorities of Oregon said Tuesday.

The Oregon Department of Environment Quality (DEQ) said in a statement that it will host the annual meeting in the coastal city of Portland on June 19, when members of the Pacific States-British Columbia of Canada Oil Spill Task Force will work together to share their views and progress on prevention of oil spills and pollution associated with derelict and abandoned vessels.

They will also discuss how to implement regional initiatives to help protect 56,600 miles (about 91,089 km) of coastline stretching from Alaska to California, including the Hawaiian Islands. [Xinhua / Read more](#)

MORE THAN 3,000 EVENTS DEDICATED TO WORLD ENVIRONMENT DAY 2018 WORLDWIDE!

June 8 - #WorldEnvironmentDay is the UN's most important day for encouraging worldwide awareness and action for the protection of our environment. Since it began in 1974, the Day has grown to become a global platform for public outreach that is widely celebrated in over 100 countries.

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INTERNATIONAL NEWS (CONTINUED)

Each World Environment Day is organized around a theme that focuses attention on a particularly pressing environmental concern. The theme for 2018 is "Beating Plastic Pollution" and the host country is India.

UN Environment's Europe Office joined the celebrations by organizing different events across the region. In Switzerland, in collaboration with the Net'Léman initiative, a massive clean-up took place in Lake Léman and a symbolic Race Against #Plastic sent a message on the effects of plastic pollution from the Olympic city of Lausanne to the world. UN Environment / [Read more](#)

NEW BROCHURE PUBLISHED BY IOPC FUNDS

June 14 - An updated version of the IOPC Funds' brochure which provides a general overview of the role of the organisation has been published in English, French and Spanish. IOPC Funds / [Read more](#)

EMSA HOSTS ECSA SAFETY & ENVIRONMENT COMMITTEE MEETING

May 16 – Europe: The Safety and Environment Committee (SEC) of the European Community Shipowners' Associations (ECSA) took place on 31 May-1 June at EMSA's premises in Lisbon.



Similar to past years, the ECSA committee and EMSA representatives had the chance to exchange technical views on topics of common interest. Among those covered, particular attention was given to EMSA's Guidance on the Inventory of Hazardous Materials (IHM) and to the current state of play of the [THETIS-MRV](#) system. EMSA Newsletter / [Read more](#)

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

USA: LOUISIANA - COAST GUARD RESPONDING TO OIL SPILL NEAR BRETON SOUND

June 8 - The Coast Guard responded to an oil spill near Breton Sound Thursday. Coast Guard Sector New Orleans watch standers received a call at 6:29 p.m. reporting a 61-foot motor vessel hitting the Breton Sound 18 production platform resulting in the spill of an estimated 840 gallons of crude oil from the platform, according to the report. Environmental Safety & Health arrived on scene and deployed boom around the platform to mitigate the spread of product. Platform personnel are working to secure the source of the leak. Fox News / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: OIL SPILLS FROM TRAIN CAR AFTER DERAILMENT NEAR RED DEER: TSB

June 8 - A section of Highway 2A was shut down south of Red Deer on Friday evening after a train derailment in the area.

A CP train heading south derailed shortly before 5 p.m. near McKenzie Road. Seven cars came off the tracks, according to Sophie Wistaff, a spokesperson with the Transportation Safety Board of Canada.

Six of the cars were carrying crude oil, Wistaff said, while the seventh was carrying sand. One of the cars was leaking oil, she said.

Global News / [Read more](#) [Thanks to Dr Merv Fingas, Hon.FISCO, Member of ISCO Council for Canada]

CANADA: SPILL AT KINDER MORGAN STATION NEAR KAMLOOPS, B.C. WAS LARGER THAN FIRST STATED BY PROVINCE

June 9 - An oil spill at a Kinder Morgan pipeline pump station north of Kamloops, B.C., was bigger than the province's environment ministry initially stated.

The May 27 spill occurred when a flow meter at the company's Darfield pump station leaked crude oil into the ground.

At the time, the B.C. environment ministry said about 100 litres of crude oil had been released and Kinder Morgan would not confirm the amount of the spill, pending an investigation. On Saturday, Ali Hounsell, a spokesperson for the Trans Mountain pipeline expansion project, said an estimated 4.8 cubic metres or 4,800 litres of medium crude was released. CBC News / [Read more](#) [Thanks to Dr Merv Fingas, Hon.FISCO, Member of ISCO Council for Canada]

SPAIN: FERRY AGROUND, PASSENGERS EVACUATED, IBIZA VIDEO

June 9 - Fast catamaran ferry PINAR DEL RIO ran aground on rocks at around 1530 UTC Jun 8 at San Antonio Harbor entrance, Ibiza, Balearic Archipelago. Ferry arrived from Denia and was to dock at San Antonio Ferry Terminal. No injuries reported, 181 passengers were evacuated. As of 0500 UTC Jun 9, ferry was still aground. Maritime Bulletin / [Read more](#)

COLOMBIA: NEW OIL SPILL AT MAGDALENA RIVER

June 13 – Report received from Carlos Sagrera, MSc, MISCO, Member of ISCO Council for Panama - After some months of the devastating oil spill in the Lizama 158 well at Barrancabermeja, in the middle Magdalena River, Colombia, Ecopetrol had warned about a new oil spill of crude oil in the same river, this time at the pipeline that crosses the area of Cantagallo, Bolívar, and Puerto Wilches in the province of Santander. It's an ongoing operation at the moment without too much official information except an initial Ecopetrol report. Here enclosed some Colombian links, video and photos.

<http://www.eltiempo.com/colombia/otras-ciudades/derrame-de-petroleo-en-el-rio-magdalena-229762>

<http://www.radiosantafe.com/2018/06/13/grave-contaminacion-del-rio-magdalena-por-rotura-de-tuberia-del-oleoducto-de-ecopetrol/>

<http://sostenibilidad.semana.com/medio-ambiente/multimedia/video-derrame-de-petroleo-santander-rio-magdalena/41027>

<http://cdn.radiosantafe.com/wp-content/uploads/2018/06/ecopetrol-comunicado.jpg>

THAILAND: THAI COASTAL CONTAINER SHIP SANK, DOZENS OF CONTAINERS AFLOAT

June 14 - River/coastal Thai cargo ship PATHARA MARINE 6 capsized and sank at around 2340 LT (UTC +7) Jun 13 off Ko Si Chang island, while en route from Laem Chabang Port to Bangkok, according to official statement cited by Bangkok Post. 4 crew safe. There were some 70 containers on board, an unknown number reported floating around, including Ko Si Chang Anchorage area. During last 2-3 days, the weather in the area is rather rough, with strong southern wind and high swell, which, it is believed, was the cause of an accident. Maritime Bulletin / [Read more](#)

INDIA: CONTAINER SHIP SUFFERS EXPLOSION AND FIRE OFF KOLKATA

June 14 - A total of 22 crewmen were evacuated from the general cargo vessel 'SSL Kolkata', after the vessel suffered an explosion to one of its containers and a subsequent fire, while underway off Sandheads, Bay of Bengal, in the early hours of Thursday.

Despite immediate response of the crew and company to control the situation, the fire quickly spread to the rest of the containers, due to high winds, according to data provided by local media.

As the ship started losing stability, the Captain decided to manoeuvre the vessel to a shallower part of the Sandheads. All of the crew were safely evacuated from the vessel and are in good health, while there were no reports of oil pollution, the Indian Coast Guard confirmed. However, authorities are monitoring the scene for a potential oil slick. Safety4Sea / [Read more](#) [Thanks to ISCO Secretary, Matthew Sommerville]

TAIWAN, CHINA: TWO TANKERS BEACHED BY STORM, SEA UPDATE VIDEO

June 15 - Reportedly, there's an oil leak from SHINE LUCK tanker, she's said to be in ballast, having some 200 tons of bunker fuel. Authorities are trying to siphon this fuel.

INCIDENT REPORTS (CONTINUED)



Update Jun 15: SHINE LUCK 17 crew were also evacuated by mobile crane. Both tankers understood to have cargo of fuel on board, authorities fearing possible leak.

Jun 14: Two tankers were beached by storm at southern Kaohsiung seaside in the evening Jun 14, SHINE LUCK and 19 WINNER. Product tanker SHINE LUCK, IMO 9047128, dwt 5245, built 1992, flag Panama, manager SINO Marine Ltd Hong Kong. Product tanker 19 WINNER, IMO 8613190, dwt 3042, built 1986, flag Fiji, manager AZER ENTERPRISES LTD, Indonesia.

Maritime Bulletin / [Read more and watch video](#)

NEWS REPORTS FROM AROUND THE WORLD (COUNTRIES LISTED IN ALPABETICAL ORDER)

AUSTRALIA: DANGEROUS GOODS TRANSPORT CHANGES COMING

June 6 - The Australian Code for the Transport of Dangerous Goods by Road and Rail is set to be updated to reduce the burden associated with transporting low-risk items, while also bringing it into line with new United Nations requirements.

The changes will be effective from 1 July 2018 and compulsory from 1 July 2019, after Transport ministers approved the updated version 7.6 of the Code in May.

National Transport Commission (NTC) Chief Executive Paul Retter says one of the key changes includes simplifying transport of lower-risk limited quantities of dangerous goods. Owner Driver / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

AUSTRALIA: NEXT STEPS CONSIDERED IN NSW CLEAN-UP EFFORT

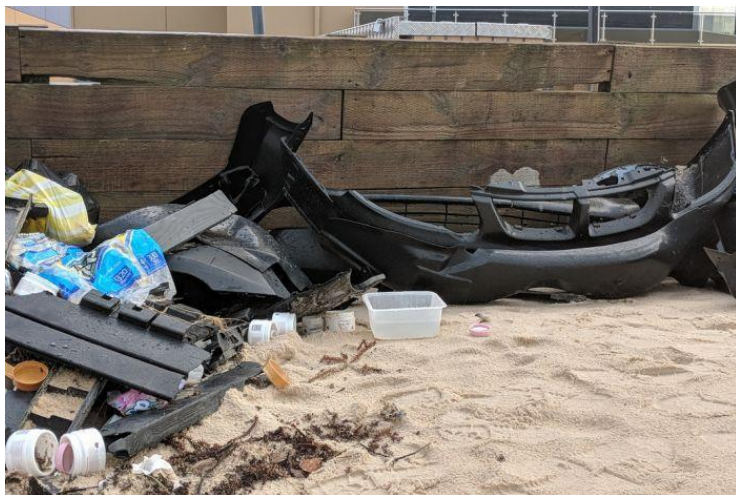


Photo: Debris from Liberian ship YM Efficiency washed up north of Newcastle. The ship lost part of its cargo during stormy weather last week. © ABC News: Nancy

June 12 - As the clean-up of the NSW Mid North Coast moved into day 12, Roads and Maritime Services is continuing to liaise with other NSW and Australian Government agencies and other stakeholders to determine the next steps.

Roads and Maritime Executive Director Maritime Angus Mitchell said the clean-up effort was continuing between Coffs Harbour and North Stockton, with a shoreline response and divers removing debris from the water.

"Weather and sea conditions continue to not be entirely on our side. However, the beaches and bays are mostly clear of debris.

The difficult part now is to retrieve debris from rocky outcrops and shoreline which is only accessible by boat," Mr. Mitchell said. Powerboat World / [Read more](#)

CANADA: FEDS SEEK INPUT ON RAILROAD INSURANCE RULES

June 6 - Should Canada's rules on railway insurance be changed?

If your answer is yes, contact the Canadian Transportation Agency (CTA) within the next four months explaining why.

CTA, which has the power to issue and revoke certificates of fitness for federally-regulated railways, announced Thursday it is launching consultations on regulations – including insurance.

Federal law requires railway companies to have anywhere from \$25 million to \$1 billion in liability insurance. The intent is to make sure people injured in accidents and people who suffer property losses can get compensated. It also ensures railways will pay to clean up pollution caused by accidents.

CTA is looking for feedback on whether the documentation it requires from railways is appropriate for either determining a railway's minimum insurance requirements or confirming whether they actually hold the required insurance amount.

The deadline to submit comments is Sept. 30. Canadian Underwriter / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: CANADA'S PIPELINE SPILL PLANS CRITICIZED BY WASHINGTON STATE AFTER DISASTER CLEAN-UP EXERCISE

June 10 - The last time Washington State officials put Kinder Morgan through a cross-border training exercise for a pipeline spill, the company earned high marks for its response. The biggest concern that emerged was the lack of preparation by officials on the Canadian side of the Puget Sound pipeline.

The 111-kilometre-long pipeline – a spur from the Trans Mountain system that Canada intends to buy from Kinder Morgan – delivers Alberta crude oil to Puget Sound refineries. The company is regularly required by Washington State's Department of Ecology to conduct different types of spill-response drills on the American portion of the line.

In May, 2017, Kinder Morgan conducted a mandatory "worst case scenario" exercise in Whatcom County, Wash., to demonstrate its ability to respond to an oil spill in a complex arena involving agencies on both sides of the border.

The participants simulated an early-morning spill of 3,024 barrels of heavy synthetic crude oil in the Sumas River, which crosses the border at Abbotsford in British Columbia's Fraser Valley. That drill left Washington State officials concerned that Canada is not prepared for heavy oil to sink in a marine environment. [The Globe & Mail / Read more](#)

CANADA: BROADWATER INDUSTRIES DELIVERS NEW OIL RESPONSE VESSEL FOR WCMRC'S TRANS MOUNTAIN OIL SPILL RESPONSE PROGRAM



Picture: A new vessel delivered for WCMRC as Broadwater Industries turned over the Sentinel 30 to the oil response organization (from the WCMRC website)

June 11 - The Western Canada Marine Response Corporation, the organization that is tasked with oil response calls on the North Coast and other jurisdictions, has added yet one more vessel to their fleet, with the organization launching the Sentinel 30 a 26 foot work boat and landing craft which was built by Prince Rupert's Broadwater Industries.

The vessel is powered by twin 150 Horsepower outboards and can travel up to 35 knots, it features a two boom as part of a sweep system, can deploy skimmers and can assist in waste removal. The Sentinel 30 is destined to be move to a new 24/7 response base located at Saanich on Vancouver island, part of an expansive approach towards oil response launched by the Federal Government under its Ocean Protection program. [North Coast Review / Read more](#)

June 12 - Related Report - Broadwater-built oil spill response vessel ready to launch

The first oil spill response vessel for the Trans Mountain project was launched in Prince Rupert on June 12. "We're having four built in Broadwater in Prince Rupert but a lot of the others being built overseas and in the U.S. We used a number of different shipyards," said Michael Lowry, Western Canada Marine Response Corp. (WCMRC) communications manager.

The spill response organization is adding 40 vessels to its fleet specifically for the Trans Mountain project to twin the crude oil pipeline from Edmonton to Burnaby.

Along with the project, Trans Mountain is funding WCMRC's spill response enhancement program. A total of \$150-million is being spent on new bases and vessels along the west coast.

Broadwater Industries, a Prince Rupert company, is receiving approximately \$800,000 to build four vessels for the program. The first vessel, launched on Tuesday, is the Sentinel 30, a 26-foot workboat powered by a twin 150 horse power counter-rotating Yamaha engine. [The Northern View / Read more](#)

GUYANA: MORE CONSULTATIONS NEEDED FOR OIL SPILL CONTINGENCY PLAN

June 10 - It will be about six more months until the annex for the National Oil Spill Contingency Plan is completed, Captain John Flores, Director of Maritime Safety has said, while noting that more stakeholder consultation meetings are needed. The first step towards developing the plan was made at the first stakeholder meeting held in March, at the Civil Defence Commission (CDC) headquarters. [Stabroek News / Read more](#)

INDIA: GOVT WORKING ON COMPREHENSIVE LAW FOR TRANSPORTING HAZARDOUS GOODS

June 5 - The government intends to bring a new comprehensive legislation for movement of hazardous goods.

At present, there are a number of regulations from different ministries making things difficult for effective implementation of the law. Accordingly, it has been planned to bring a single, but comprehensive regulation, for taking hazardous goods from one place to other.

“The proposed legislation will prescribe how to make the transportation of hazardous goods different from those of common goods. These will include signage, cover etc.,” a senior Government official told BusinessLine.

Hazardous goods can be divided into two categories: hazardous materials and hazardous waste. Any material or waste conforms to certain threshold in one or more criteria such as degree of toxicity (extremely or highly), flammable (flash point of 20 degree Celsius), explosive (under the effect of flame, heat or photo-chemical conditions), acidity (with pH ≤ 5), alkalinity (pH ≥ 9) and carcinogenicity (causing cancer) is classified as hazardous. Material or waste contains or contaminated with certain hazardous constituents are also called hazardous materials or waste. The Hindu / [Continue reading](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

UK: UK NATIONAL STANDARD FOR MARINE OIL SPILL RESPONSE ORGANISATIONS

June 8 - A document outlining standards to be met by organisations delivering Tier 2 response services in the UK.

The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention(OPRC)) Regulations 1998 (SI 1988 No.1056) (as amended) state that certain UK ports, harbours and oil-handling facilities and all offshore installations on the UK Continental Shelf must submit OPRC Plans to the Maritime and Coastguard Agency (MCA) (in the case of ports, harbours and oil handling facilities) or the Department for Business, Energy and Industrial Strategy (in the case of offshore installations, as defined in the Regulation) for approval.

As part of the approvals process for ports, harbours and oil handling facilities to which the Regulations apply, the MCA require contingency plans to detail the contract they hold with an accredited third-party Tier 2 Oil Spill Response Organisation (OSRO). BEIS similarly require responsible persons of offshore installations to detail in Oil Pollution Emergency Plans (OPEPs) any arrangements in place with an OSRO.

Following a consultation with industry on the creation of a UK National Standard for OSROs, carried out between January and March 2018, a final version has been published. The Standard will remain a living document, evolving with the requirements of industry and new best practice guidance, but any new amendments will be based on further dialogue and consultation between the appropriate government departments and agencies, approved Accrediting Bodies and the OSRO industry.

From the 10th of September 2018, the OPRC Guidelines for Ports and the Guidance Notes for Preparing Oil Pollution Emergency Plans will be amended to state that only Oil Spill Response Organisations accredited under the UK National Standard will be recognised for the purpose of fulfilling their specified Tier 2 response service requirements. From this date, a one-year grace period will be in effect. During this time OSROs will still be recognised by the MCA and BEIS in their review of OPRC Plans and OPEPs (respectively) for the purpose of Tier 2 service provision. Before the end of the grace period OSROs are expected to seek re-accreditation in accordance with the UK Standard from an Accrediting Body which has been approved by the MCA and BEIS to deliver this service. From the 10th September 2019, OSROs which have not been re-accredited in accordance with the UK Standard will no longer be recognised by the MCA and BEIS as fulfilling Tier 2 service requirements in their reviews of OPRC Plans and OPEPs.

The MCA and BEIS will now be accepting applications from Accrediting Bodies wishing to be approved to deliver the UK Standard. Details on the requirements for provision can be found in the final UK Standard document.

Proposed schemes of accreditation, detailing how the requirements have been fulfilled should be submitted by email to ukresponderstandard@mcga.gov.uk or by post to: Counter Pollution and Salvage Branch, Spring Place, 105 Commercial Road, Southampton SO15 1EG

Follow up meetings will be held after review of the proposed scheme by the MCA, at which point a Memorandum of Agreement for the delivery of this accreditation service on behalf of the MCA and BEIS will be signed.

The version of the UK Standard published here is Version 1.

Any questions can be submitted to: ukresponderstandard@mcga.gov.uk

For details on which ports and harbours the OPRC Regulations apply to, see: [The Merchant Shipping \(Oil Pollution Preparedness, Response and Co-operation Convention\) Regulations 1998, Regulation 3: Application](#)

Download the final document [UK National Standard for Marine Oil Spill Response Organisations](#)

Comment from your editor – “I don’t think many UK spill response contractors will be able to meet these requirements”

USA: TWIN PORTS FACES NUMEROUS CHEMICAL RISKS

June 2 - For decades, the majority of the Twin Ports lived under the threat of a concentrated chlorine spill, which could have spread over 10 miles and sickened up to 128,000 people in an unlikely, though technically possible, worst-case scenario.

Then in 2006, Western Lake Superior Sanitary District decided to do away with the risk altogether.

"While chlorine is undoubtedly an effective method of disinfection, wastewater treatment plants nationwide are shifting away from its use due to the dangers chlorine can pose when stored on site or during transportation," former WLSSD Executive Director Kurt Soderberg said in a statement at the time.

It cost \$1.5 million and 18 months to build a new disinfection process, but it meant an end to the storage of up to 220,000 pounds of chlorine at the facility along the St. Louis River in Duluth.

According to Environmental Protection Agency filings, the move eliminated the worst-case possibility that a 55-ton rail car could send a full tank of chlorine into the atmosphere in 10 minutes — at least from those tank cars traveling to WLSSD.

Duluth News Tribune / [Continue reading](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: PHMSA SEEKS FEEDBACK AHEAD OF EMERGENCY RESPONSE GUIDEBOOK REVISION



June 5 - The Pipeline and Hazardous Materials Safety Administration is seeking input on potential improvements to its [Emergency Response Guidebook](#) as the agency prepares a revised edition for release in 2020, according to a [notice published](#) in the May 23 Federal Register.

The resource "provides first responders with a go-to manual to help deal with hazmat transportation accidents during the critical first 30 minutes," PHMSA states.

PHMSA will accept suggestions on all topics related to the guide, but the notice provides stakeholders with 10 specific questions for consideration:

How can PHMSA make the ERG more user-friendly for first responders during the

initial response phase of a hazardous materials transportation incident?

Does ERG2016 effectively emphasize the most useful information for the initial response phase?

Have you encountered conflicting or ambiguous guidance messages when using the ERG and other sources of technical information?

Are there ways that the agency can improve the White Pages?

In ERG2016's Yellow or Blue Pages, have you found any identification number and/or material name that seems to be assigned to an incorrect guide number?

Do the Orange Guide Pages contain recommendations and responses that are appropriate to the material they are assigned?

How could PHMSA change/improve the introduction and description of the Green Pages, or tables 1, 2 and/or 3?

When calling any of the emergency response telephone numbers listed in ERG2016, have you experienced a busy telephone line, disconnection or no response?

Which formats of the ERG do you use and why?

How often do you use the ERG in a dangerous goods transportation emergency?

Feedback can be emailed to ERGComments@dot.gov PHMSA has distributed more than 14.5 million free ERG copies to emergency service agencies to date and offers online access.

Safety & Health Magazine / [Read source document](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: TOXIC WASTE SITS BURIED AT SEA. WILL IT BE RATTLED BY TRUMP'S PLANNED SEISMIC TESTING?

June 8 - In a long-shot bid to stop seismic testing for oil and gas in the Atlantic Ocean, coastal business leaders and elected officials are raising concerns the tests could cause toxins to leak from vast amounts of conventional munitions, chemical weapons and radioactive waste that now sits undisturbed on the ocean floor.

For decades, the U.S. military routinely dumped thousands of tons of obsolete, excess and captured munitions into U.S. coastal waters, thinking the high seas were the best place for the materials to safely decompose.

The Atomic Energy Commission likewise oversaw the ocean dumping of untold thousands of drums of low-level radioactive waste from the nation's manufacturing, research, medical and military sectors.



Photo: In this 1964 file photo provided by the U.S. Army, a forklift shovels one-ton containers of mustard gas over the side of a barge somewhere in the Atlantic Ocean. In 2005, a witness, Ellis R. Cole, said the Army also dumped radioactive waste along with chemical weapons off Virginia in 1960. (AP Photo/U.S. Army via Daily Press) AP Photo U.S. Army via Daily Press

As President Trump pushes to make more offshore waters available for oil and gas drilling, the administration wants to make it easier for companies to use seismic testing to aid in the exploration process. But coastal leaders say allowing seismic testing in the Atlantic Ocean could disturb the long-forgotten hazardous refuse and release toxic contaminants into the

marine environment.

“Over the last couple years, people have asked me why I have been so opposed to seismic surveys off our coast,” said Beaufort, South Carolina Mayor Billy Keyserling in a recent statement. “But when I now tell them about the radioactive waste and munition dumps, they are horrified and ask what they can do to help.” McClatchy DC / [Continue reading](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: NOAA SCIENTISTS ADDRESS OIL SPILL PREPAREDNESS AND SHARE BEST PRACTICES

Photo: Members of ORR's Assessment and Restoration Division oil spill responders group standing in front of an early underwater hydrolab on display in Silver Spring, MD. Image credit: NOAA

June 8 - An important part of the natural resource damage assessment process involves our immediate response to pollution that threatens marine resources and coastal habitats.

NOAA scientists collect data to determine if natural resources have been injured and then assess the injury. To do that better, oil spill responders from OR&R's Assessment and Restoration Division gathered in Silver Spring, Maryland, on June 5 - 7 to share strategies for getting assessment work initiated rapidly after an oil spill occurs. Time sensitive data collection, leveraging NOAA-wide assets, and recent science updates were focus areas during the meeting. Staff from the U.S. Coast Guard's National Pollution Funds Center participated in the second day of the meeting to share perspectives about funding requirements and paying assessment claims.



To review the agenda and selected materials from the meeting, contact Troy.Baker@noaa.com OR&R Weekly Report / [Read more](#)

USA: SPILL PREVENTION & RESPONSE: OLD LESSONS, NEW CHALLENGES

June 13 - Emerging spill response trends fit into two big categories: technology and a combination of economic and social forces. Both will shape what comes next.

Florida's stunning Tampa Bay stands out as exactly the kind of place where you have to think about hazardous materials emergencies. It was 25 years ago, on August 10, 1993, that a freighter collided with two barges near the entrance of Tampa Bay, causing a fire and spilling over 32,000 gallons of jet fuel, diesel, and gasoline and about 330,000 gallons of heavy fuel, devastating beaches, wildlife and habitat. Tampa Bay doesn't want to relive it.

At 400-square miles, Tampa Bay is the largest open-water estuary in Florida. It also boasts more than 80 miles of manmade deepwater shipping channels. The Port of Tampa is also among the nation's busiest. Every year, more than 4 billion gallons of oil, fertilizer components and other hazardous materials pass through Tampa Bay, all of it transiting the most diverse water bird nesting colonies in North America. Marine Link / [Continue reading this interesting article by Tom Ewing](#)

USA: WWII WRECK OFF LONG ISLAND MAY POSE POLLUTION RISK

June 13 - The U. S. Coast Guard has contracted salvage firm Resolve Marine to conduct an assessment of the wreck of the WWII-era tanker Coimbra. The operation will assess the condition of the tanker and the potential for environmental damage from any petroleum on board.

"We have assembled a team including members of the Navy Supervisor of Salvage, the Coast Guard Academy Science Department, the Coast Guard Atlantic Strike Team, National Oceanic and Atmospheric Administration, and New York Department of Environmental Conservation to provide consultation for this assessment," said Capt. Kevin Reed, commander Coast Guard Sector Long Island Sound. "This assessment will help determine any potential environmental threat the tanker poses. Our top priorities are safety of the public and protection of the marine environment."

A 1975 assessment of the wreck estimated the maximum contents of the Coimbra's cargo tanks at 28,500 barrels, not including any remaining bunkers. According to an analysis performed by NOAA, the most likely spill volume would be about one-tenth the maximum amount estimated on board, or about 2,900 barrels (120,000 gallons). Based on an analysis of surface currents, NOAA assessed that a worst-case spill could result in contamination at beaches between North Carolina and Cape Cod, depending upon prevailing conditions. The Maritime Executive / [Read more](#)

ISCO NEWS

ISCO IS AT CLEAN PACIFIC CONFERENCE & EXHIBITION IN PORTLAND THIS WEEK

Please make a point of calling at the ISCO booth – **No. 319** – in the Exhibition Hall.

The **2018 ISCO AGM** is scheduled to take place on Tuesday 19th May from 1715 to 1830. The location of the AGM is Room **C121**. This is on the ground floor and right next to the conference registration desk. There is no signage for the AGM but you can follow the signs for the Clean Pacific registration.

ISCO President David Usher, Secretary Matthew Sommerville and Membership VP Mary Ann Dagleish are looking forward to seeing you. They will be at the AGM and at the ISCO Booth 319 during the conference and exhibition – so plenty opportunity to ask questions and raise any matters you would like to discuss.

SCIENCE & TECHNOLOGY

SUNSHINE IS MAKING DEEPWATER HORIZON OIL STICK AROUND



Picture: JUST ADD SUNLIGHT Oil swirls at the water's surface after the 2010 Deepwater Horizon oil spill. Sunlight transformed the oil molecules on the surface into new molecules that are still sticking around.

June 12 - Nearly a decade after the spill, oxygen-rich by-products don't seem to be going anywhere - Sunlight shapes oil spills' long-term legacies.

In the days and weeks after the 2010 Deepwater Horizon oil spill in the Gulf of Mexico, sunlight hit the oil slicks on the surface of the water. That triggered chemical reactions that added oxygen to oil molecules that once were just chains of carbon and hydrogen

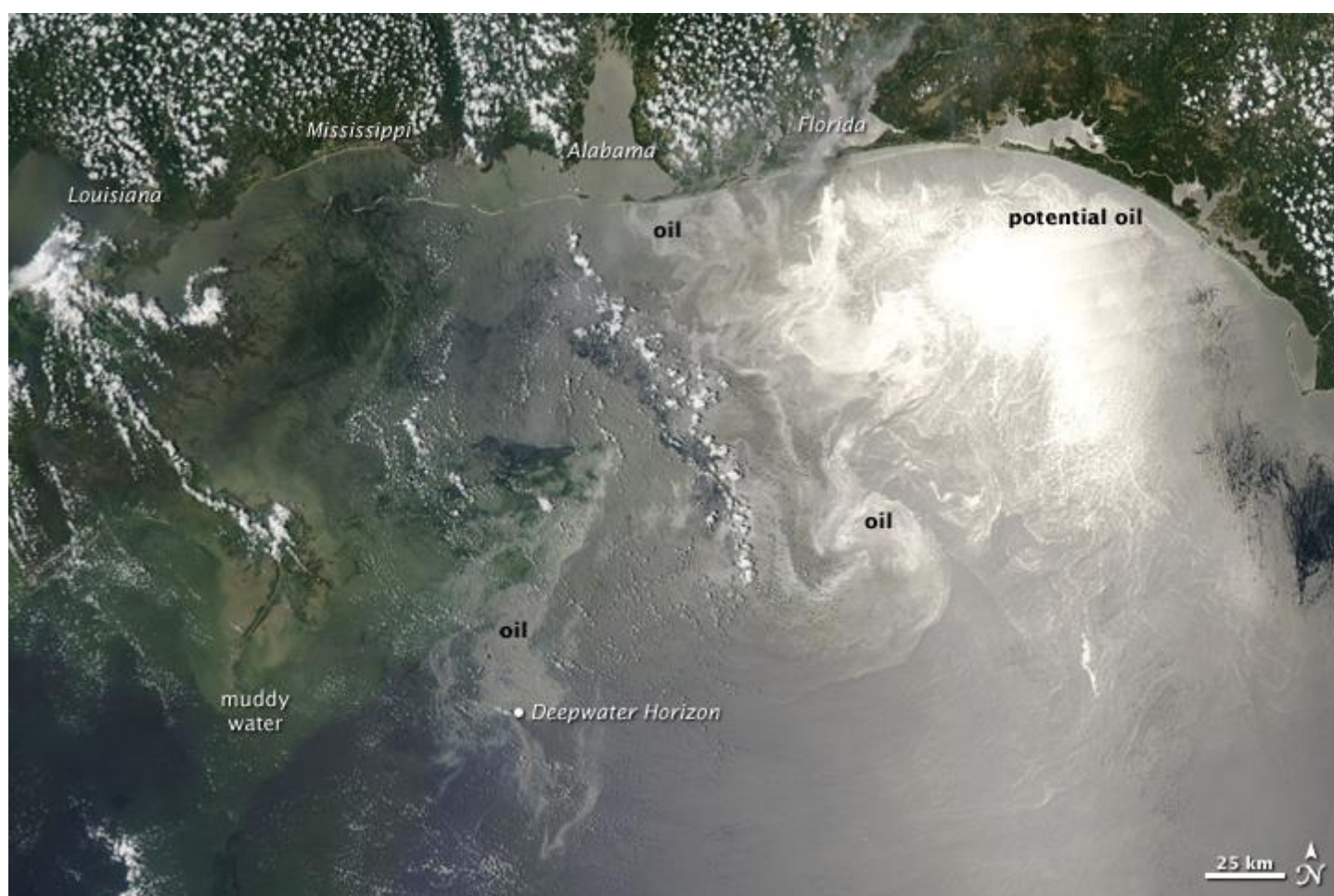
atoms. These oxygenated hydrocarbons are still sticking around eight years later with little evidence of degradation, researchers report May 29 in *Environmental Science and Technology*.

Chemist Christopher Reddy of Woods Hole Oceanographic Institution in Massachusetts and colleagues analyzed the oily soup of molecules floating in the Gulf post-disaster. (The Deepwater Horizon spill was the largest marine oil spill in U.S. history, leaking more than 3 million barrels.) While investigating how the leaked hydrocarbons broke down over time, the team got a surprise: More than half of the degrading oil by-products found in oil slicks from the spill were these oxygenated hydrocarbons, the researchers reported in 2012. The by-products had gone relatively unnoticed after previous oil spills, and so were mostly unstudied in that context.

Now the team has evidence that these oxygenated hydrocarbons aren't just a major by-product of the Deepwater Horizon oil spill, but a particularly persistent one. The scientists analyzed more hydrocarbon samples collected from the water surface and from sandy beaches in the area in the years since the spill to see how the molecules have fared. All of the sand samples had roughly the same proportion of oxygenated hydrocarbons between years, suggesting that in the eight years since the disaster, these molecules still haven't broken down. [Science News / Read more](#)

PUBLICATIONS

SMITHSONIAN PRESENTS INTERACTIVE STORY MAP TO LEARN WHERE DEEPWATER HORIZON OIL WENT



Above: A satellite image of the Gulf of Mexico showing the oil slick on the surface of the water. Image: NASA

June 12 - The Smithsonian's Ocean Portal published an interactive tool featuring maps and graphics showing where Deepwater Horizon oil travelled. The story map also includes locations for where responders applied chemical dispersants on the Gulf's surface and other sources where oil enters the Gulf, such as offshore oil and gas platforms and natural seeps.

Try out the story map [Where Did the Oil Go in the Gulf of Mexico?](#) Ocean Portal developed this research-based tool using data from the Gulf of Mexico Research Initiative Information and Data Cooperative (GRIIDC), the National Oceanic and Atmospheric Administration (NOAA), the Environmental Response Management Applications (ERMA), the Bureau of Ocean Energy Management (BOEM), and others. Learn more about the oil spill and how it travelled: [The Anatomy of an Oil Spill: Smithsonian Releases New Oil Spill Science in the Gulf Infographic](#); [Where did the Oil Go? A Deepwater Horizon Fact Sheet](#); [Deepwater Horizon – Where did the oil go? \(8 page bulletin\)](#) Gulf of Mexico Research Initiative / [Read more](#)

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

Alga Chronicle	News from Australia on Contaminated Land Remediation	February 2018
AMSA Aboard	News from the Australian Maritime Safety Authority	December 2017
ATRAC Newsletter	News from the Adriatic Training and Research Centre	April 2018 issue
Newsletter from George Holliday	News and commentary on HSE issues from George Holliday	On request email
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	April 2018
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	October 2017
EMSA Newsletter	News from the European Maritime Safety Agency	June 2018 issue
EUROWA Newsletter	European Oiled Wildlife Response Assistance Module	October 2017
IMO News Magazine	News from the International Maritime Organization	Spring 2018 issue
IMO Publishing News	New and forthcoming IMO publications	May 2018
Intertanko Weekly News	International news for the oil tanker community	June 15, 2018
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q2 2018 issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	March-April, 2018
MOIG Newsletter	News from the Mediterranean Oil Industry Group	April 2018 issue
NOWPAP Quarterly	News from the North West Pacific Action Plan	Quarter 2, 2017
NOAA OR&R	Weekly round-up of news from NOAA's Office of Response & Restoration	May 25, 2018
Ocean Orbit	Newsletter from the International Tanker Owners Pollution Federation	August 2017
OCIMF Newsletter	News from the Oil Companies International Marine Forum	May 2018
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Spring 2018
PEMSEA E-Updates	Healthy oceans, people and economies in the East Asian Seas	April, 2018
Pollution Online Newsletter	News for pollution prevention & control professionals	June 13, 2018
Safe Seas, Clean Seas	Quarterly Newsletter from Maritime New Zealand	August 2017 issue
Salvage World	Quarterly Newsletter of the International Salvage Union	Current issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Spring 2018 issue
Spill Alert	Newsletter from the UK Spill Association	December 2017
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	April 16-30, 2018
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	June 2017 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	June 1, 2018

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

RESPONSE EVENTS DURING JUNE & JULY 2018

USA: CLEAN PACIFIC CONFERENCE & EXHIBITION + CONCURRENT EVENTS

Portland, OR, June 19-21. Spill prevention and response for oil and hazardous materials in the marine and inland environment. **ISCO Members qualify for a \$50 discount on conference attendance – to register, click on the banner on Page 1 of the ISCO Newsletter.** <http://2018.cleanpacific.org/> Concurrent events include the **ISCO AGM (June 19)** www.spillcontrol.org and the **Pacific States / British Columbia Oil Spill Task Force Meeting (June 19)** <http://oilspilltaskforce.org/task-force-events/annual-meeting/>

GUINEA-BISSAU: NATIONAL WORKSHOP FOR THE DEVELOPMENT OF A NATIONAL SYSTEM FOR PREVENTION, PREPAREDNESS AND RESPONSE TO OIL SPILLS Bissau, June 19-21. <http://www.giwacaf.net/en/>

MALTA: WORKSHOP ON SPILL INCIDENTS INVOLVING HNS

Valetta, June 20-21. The Regional Workshop on Response to Spill Incidents involving Hazardous and Noxious Substances (HNS) (MEDEXPOL 2018) will be held at the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) premises in Valletta, Malta. <http://www.rempec.org/rempecnews.asp?NewsID=467>

UK: 4th PREMIAM CONFERENCE <http://2018.cleanpacific.org/>

London, June 21. Forum on Post Spill Monitoring - Effective post-spill monitoring – Sharing best practice and experience. See article in ISCO Newsletter 637. <https://www.cefas.co.uk/premium/premium-conference-2018/>

USA: NOAA SCIENCE OF CHEMICAL RELEASES (SOCR) CLASS

Mobile AL, June 25-28. Science of Chemical Releases (SOCR) classes are designed to help spill responders and planners increase their understanding of chemical spill (release) science when preparing for and analyzing chemical spills, and making risk-based decisions to protect public health, safety, and the environment. <https://response.restoration.noaa.gov/june-training-registration-open-oil-and-chemical-spill-responders>

UK: INTERNATIONAL HARBOURMASTERS ASSOCIATION CONGRESS & EXHIBITION

London, June 25-28. Topics will include shipping industry perspectives on managing port of refuge scenarios, the future of IMO guidelines for Vessel Traffic Services, the relevance to harbour masters of entry into force of the BWM Convention, adapting to a changing climate, and the environmental impact of port operations with reference to air emissions. <https://maritime.knect365.com/ihma-global-port-and-marine-operations/>

INDIA: OIL SPILL INDIA 2018 CONFERENCE & EXHIBITION

New Delhi, July 5-6. **Note that the venue has changed (see announcement on Page 10 of Newsletter 638)** One of the central goals of the Oil Spill India (OSI) Conference, conceptualized and founded in 2011 as an industry led global forum jointly in association with the Indian Coast Guard - The Central Coordinating Authority for combating oil spills in Indian waters & India's flagship Oil Producer The

RESPONSE EVENTS DURING JUNE & JULY 2018 (CONTINUED)

Oil and Natural Gas Corporation Ltd (ONGC), is to partake with global stakeholders & reaffirm the Industry's commitment for the protection of the Environment; promoting responsible cultures to be incorporated at all levels, from the small communities where the industry operates and throughout their global businesses. <http://www.oilspillindia.org/event-info.php>

BENIN: NATIONAL WORKSHOP TO STRENGTHEN THE NATIONAL SYSTEM FOR PREPAREDNESS AND RESPONSE TO OIL SPILLS
Cotonou, July 9-12. <http://www.giwacaf.net/en/>

If we have omitted to include an event of interest to our community, please let us know.

UPCOMING EVENTS – AUGUST 2018 ONWARDS

COUNTRY	2018	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
SWEDEN	August 27-30	HELCOM BALEX DELTA 2018 spill recovery ex'cise	Karlskrona Area
UK	Sept. 12-13	9th Maritime Salvage & Casualty Response	London
UK	Sept. 12-13	Flood Expo	Birmingham
UK	Sept. 12-13	Spill Response Expo	Birmingham
SINGAPORE	Sept. 25-26	Salvage & Wreck Asia	Singapore
USA	October 1-3	Elastec's Annual Oil Spill Response Workshop	Carmi, IL
CANADA	October 2-4	AMOP Tech. Seminar on Environmental Contamination and Response	Victoria, BC
UAE	October 2-4	EI Middle East HSE Forum	Dubai
AUSTRALIA	October 2-4	Ecoforum Conference & Exhibition	Sydney
FRANCE	October 8-12	Sea Tech Week	Brest
UAE	October 9-10	RECSO EnviroSpill Conference & Exhibition	Abu Dhabi
CANADA	October 17-19	Arctic Shipping Forum N. America Conference	Newfoundland
UK	October 22-26	IMO Marine Environment Protection Committee	London
UK	October 22-26	IMO Marine Environment Protection Committee	London
TURKEY	Nov. 6-8	Regional Workshop & Oil Spill Exercise	Istanbul
USA	Nov. 13-15	Clean Gulf Conference and Exhibition	New Orleans, LA
PHILIPPINES	Nov. 27-30	East Asia Seas Conference 2018	Iloilo
COUNTRY	2019	TITLE OF EVENT	LOCATION
USA	April 16-18	Clean Waterways Conference	Cincinnati, OH
Australia	May 20-24	SPILLCON 2019 Conference and Exhibition	Perth
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

NEWS FROM ISCO CORPORATE MEMBERS

CASTALIA JOINS MOIG AS TECHNICAL PARTNER

May 23 – News received from the Mediterranean Oil Industry Group – “The Management Committee is very delighted to welcome the new technical partner, CASTALIA, Italian Marine Ecology Company.

CASTALIA was established in the 1987 as a private company, has been under contract to the Italian Ministry of the Environment to provide antipollution services to safeguard the Italian coastline and adjacent waters with particular attention to Marine Protected Areas.

For 30 years, Castalia has been at work in Italy and abroad in the field of maritime activities and safeguarding the marine environment: antipollution, remediation of waters, seabed and coasts, recovery of toxic and harmful substances from the seabed, submarine surveys and environmental monitoring, education and environmental awareness-raising, protection of the marine flora and fauna, research and development of new technologies as well as antipollution systems. In 1991 it became a consortium with the participation of 34 share-holders: the main Italian ship owners who operate around the world in various fields.

The owners of Castalia manage over 200 vessels/boats and capable of mobilizing substantial resources including highly trained personnel throughout the world; due to the nature of the Consortium, Castalia is also able to make available tugs, offshore and survey vessels, barges, tankers, ROVs, booms and skimmers around the world.

The consortium has gained invaluable expertise in dealing with antipollution operations at sea: wreck removal, toxic waste recovery from the seabed. The Consortium has also participated in archaeological researches and underwater surveys for commercial activities such as cable/pipe laying and seabed mapping for both power and telecommunications. When

"COSTA CONCORDIA" grounded on Giglio on 11th January 2012 Castalia responded within hours. Experienced technical staffs together with 5 vessels were deployed. The team ensured that no pollution from the stricken vessel could reach the coast through the positioning of floating booms around the site. In addition to the above mentioned activities, Castalia in cooperation with the main Italian universities has been involved in natural underwater surveys providing vessels and equipment". MOIG / [Read more](#)

GOVERNMENT OF CANADA AWARDS CONTRACT TO CANADYNE TECHNOLOGIES FOR ACQUISITION OF CURTAIN BOOMS AND ASSOCIATED PRODUCTS AND SERVICES

June 8 - Under the Oceans Protection Plan, the Government of Canada is committed to providing the Canadian Coast Guard with the equipment it needs to respond to environmental spills in a timely and effective manner.

Following an open and competitive process, Public Services and Procurement Canada, on behalf of the Canadian Coast Guard, has awarded a \$1,030,344 (including taxes) contract to [Canadyne Technologies Inc.](#), from Richmond, British Columbia, for the acquisition of 67,000 feet of curtain booms and associated products and services.

The contract includes options to acquire up to 330,000 additional feet of curtain booms and associated products and services.

The Canadian Coast Guard uses curtain booms to contain environmental spills and reduce the possibility of polluting shorelines and other resources, in addition to facilitating efforts to recover unwanted contaminants. This new equipment will be delivered before the end of the year. Newswire / [Read more](#) <http://www.canatec.com/>

SWIRE ANNOUNCES IMO LEVEL 3 TRAINING COURSE IN SINGAPORE – JULY 2018

June 13 – News received from Simon Valentine of Swire Emergency Response Services (Pte) Limited – “We are running an IMO level 3 Oil Spill Management course in Singapore next month, where delegates will also get the opportunity to view our vessel simulators in action. If you are able to put this in the newsletter to advise people who may be interested, that would be greatly appreciated. Below is the extract from the Linked In page with details”.

“Swire Emergency Response will be running an IMO Level 3 Oil Spill Management course at our world class training centre in Singapore between the 16th and 18th of July 2018. During the interactive course, delegates will also get the opportunity to see a demonstration of our SPO's state of the art vessel bridge simulators.

Discounts are available to Singapore Shipping Association members and also for companies wishing to enroll several delegates. For more information on the course or to enroll as a delegate, please contact: simon.valentine@swire.com.sg <http://www.swire.com.sg/Services/Emergency-Response.aspx>

ELASTEC'S PORTABLE BALLOON SYSTEM MONITORS OIL SPILLS



June 14 - US company Elastec, that specialises in oil pollution equipment, offers a portable balloon system that can be used to monitor oil spills.

The Elastec Aerostat 3 is both lightweight and portable and incorporates a patented wing system that gives the balloon both stability and lift.

This unique surveillance system is supplied ready to go simply by adding helium as the lift medium. It can stay aloft for extended periods and can be flown without a license and with little or no training required. It was primarily developed to enable oil spill responders to provide real time monitoring of an oil spill so that the containment and oil recovery can be much more effective.

Elastec claims that the balloon is a lot more effective than using a drone because of its ability to stay aloft for extended periods and it is compact and relatively inexpensive plus it is safe enough to operate over crowds. The balloon can be equipped with a variety of cameras with a wireless downlink enabling real time monitoring.

The balloon has a capacity of 3 cubic metres and is made from sturdy orange fabric. It incorporates a radar reflector and a battery operated light so that both marine and aircraft can be aware of its position for safety. The tethering system is a 200 metre long

Dyneema rope and the package comes complete with a regulator valve and contents gauge to fit the helium tank. The helium tank is not part of the supply package. A ground anchor is supplied so that the balloon can be fixed in location.

The camera is mounted on a 3-axis gimbal and it will lock onto a target and stabilise the image. The user is offered the option of high resolution still images or 4 K video and a joystick control allows the user to select targets and coverage.

The Maritime Journal / [Read more](#) <https://www.elastec.com/>

OSRL ANNOUNCES DETAILS OF UPCOMING TRAINING COURSES IN YOUR AREA

June 13 - For more information about available courses in 19 different worldwide locations click on

[https://www.oilspillresponse.com/training/all-](https://www.oilspillresponse.com/training/all-courses/?utm_source=gconnect&utm_medium=email&utm_content=Training&utm_campaign=EMEA%20BI-Monthly%20newsletter)

[courses/?utm_source=gconnect&utm_medium=email&utm_content=Training&utm_campaign=EMEA%20BI-](https://www.oilspillresponse.com/training/all-courses/?utm_source=gconnect&utm_medium=email&utm_content=Training&utm_campaign=EMEA%20BI-Monthly%20newsletter)

[Monthly%20newsletter](https://www.oilspillresponse.com/training/all-courses/?utm_source=gconnect&utm_medium=email&utm_content=Training&utm_campaign=EMEA%20BI-Monthly%20newsletter)

DESMI, INC. CHANNEL PARTNERS (AMERICAS) NEW PRESIDENT APPOINTMENT - JIM PUTNAM



June 15 - DESMI, Inc. is pleased to announce the appointment of our new President, Jim Putnam. Jim will lead our business in North and South America, across our key customer segments: Marine/Offshore, Industry, Oil Spill Response, Defense/Fuel, and Utility.

Mr. Putnam brings a wealth of leadership, commercial and technical experience to DESMI, Inc. from +25 years in the global rotating equipment market. His background includes executive leadership roles in global manufacturing businesses who market Pumps, Mixers, Valves and Power Transmission products to Marine/Port, Oil/Gas, Mining/Minerals, Water/Wastewater, Chemical/Pharmaceutical, Food/Beverage, Pulp/Paper and Agriculture.

He has worked extensively with Industrial Distribution and Engineered Project Representative partners across the globe.

He commented, "I am honored to join the DESMI, Inc. business and eagerly look forward to guiding the business on to higher levels of performance and success. I appreciate the confidence of the Board of Directors in my selection to this strategically important role."

Jim is a graduate of Old Dominion University, earning a BS in Business Administration – Management and holds a Six Sigma Black Belt certification from Motorola University. He will be located in the DESMI, Inc. head office in Chesapeake, VA.

<https://www.desmi.com/oil-spill-response.aspx>

A MESSAGE FROM YOUR EDITOR

June 16 – Over the next few weeks your Editor will be involved in moving to a new address.

All who have experienced the trauma of selling a property, acquiring another house and moving one's home will understand how difficult this can be. I will do my best to maintain continuity of publication of the ISCO Newsletter but some temporary disruption may be unavoidable. It's possible that publication of some future issues may be subject to short delays.

Time available to trawl through websites, including those of regional and national organizations to find news of interest to our international community will be limited. Under this circumstance it would be especially appreciated if readers, members, national representatives on the ISCO Council, and officers of governmental and other organizations would send relevant news and press releases to me at info@spillcontrol.com

Thank you in anticipation for your kind co-operation and help.

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 and your acceptance of ISCO's Data Protection and Privacy Policy.
