

## 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



**SPILLCON**  
20 – 24 May 2019 Perth, Australia

## MEPSEAS PROJECT LAUNCHED TO PROTECT SOUTH-EAST ASIA MARINE ENVIRONMENT



June 26 - Seven ASEAN countries have formally launched an ambitious initiative aimed at improving the environmental health of the seas in the region, through the implementation of key International Maritime Organization (IMO) marine environment protection treaties.

Senior decisions makers of maritime administrations of the beneficiary ASEAN countries (Cambodia, Indonesia, Malaysia, Myanmar, the Philippines, Thailand, and Vietnam) met for their first high-level regional meeting in Bali, Indonesia (25-27 June), to kick-start the "Marine Environment Protection for Southeast Asia Seas (MEPSEAS) Project".

IMO is implementing the project, with funding from the Norwegian Agency for Development Cooperation (Norad). The ASEAN Maritime Transport Working Group (ASEAN MTWG), the highest regional policy making body dealing with maritime matters in the region, will act as the advisory body for the MEPSEAS project.

The four-year MEPSEAS project (2018-2021) will focus on enhancing the countries' capacity to implement a number of high-priority treaties, including the International Convention for the Prevention of Pollution from Ships (MARPOL); the Anti-Fouling Systems Convention; the London dumping of wastes at sea convention and protocol; and the Ballast Water Management Convention. IMO / [Read more](#)

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## INTERNATIONAL NEWS (CONTINUED)

# ITOPF REPORTS ON LAST WEEK'S PREMIAM CONFERENCE ON POST-SPILL MONITORING



June 22 - ITOPF was one of the sponsors of the 4th Premiam Conference on post spill environmental monitoring which took place at the Natural History Museum, London on 21st June.

The conference provided a forum for scientists, regulators, environmental advisors and the wider marine emergency response community to share experience, best practice and knowledge of marine oil/chemical spill monitoring and impact assessment. It also provided the opportunity to reflect on progress made so far and to establish where effort needs to be focused to achieve better implementation of post-spill monitoring in the future.

Five members of the ITOPF team attended with Nicky Cariglia presenting a paper entitled "50 Years of case studies from around the world - What have we learned about measuring the environmental impact of oil spills?" and Richard Johnson chairing the final session on future developments and challenges. With the rise in transport by sea of chemicals and gases, in bulk and containerized, adequate preparedness for response to potential spill incidents involving hazardous and noxious substances (HNS) is increasingly important.

To download the PREMIAM guidelines, visit <https://www.cefas.co.uk/premiam/guidelines/>. For more information about the project, contact [premiam@cefas.co.uk](mailto:premiam@cefas.co.uk) or [mark.kirby@cefas.co.uk](mailto:mark.kirby@cefas.co.uk). [Thanks to ITOPF <http://www.itopf.com/>]

## NEW VERSION OF MEDGIS-MAR IS NOW AVAILABLE ONLINE

June 28 – Mediterranean Action Plan – REMPEC has announced that a new version of the Mediterranean Integrated Geographical Information System on Marine Pollution Risk Assessment and Response is now available.

First released in 2015, the 2018 version of the Mediterranean Integrated Geographical Information System on Marine Pollution Risk Assessment and Response (MEDGIS-MAR) has been completed with 15 improvements.

MEDGIS-MAR is the result of a cooperative initiative coordinated by REMPEC, which has been involved from February 2012 to March 2015 in the MEDESS-4MS Project co-financed by the European Regional Development Fund – ERDF within the framework of the European MED Programme. The MEDESS-4MS Project was dedicated to the strengthening of maritime safety by mitigating the risks and impacts associated to oil spills and aimed at offering a comprehensive and integrated oil spill forecasting multi-model approach. In order to achieve this objective, meteorological and oceanographic data as well as data related to ship traffic, ship operations and sensitivity mapping were gathered and analysed.

MEDGIS-MAR allows for the display of customized vulnerability maps by the user: following the setting by the user of the vulnerability of the different socio-economic and environmental criteria available, a unique and personal vulnerability map is obtained, featuring areas from low (yellow areas) to high (red areas) vulnerability all around the Mediterranean.

MEDGIS-MAR and the MEDESS-4MS User Interface can be used for training and exercise purposes as well as in case of emergency. For details of the 15 improvements visit <http://www.rempec.org/rempecnews.asp?NewsID=473>



## **INDIA: CONTAINER SHIP SSL KOLKATA FIRE, BAY OF BENGAL**



June 17 - SSL KOLKATA was anchored off Sagar islands, Hooghly River, on Jun 16. Three crew members were lowered to burning ship by Navy helicopter, they managed to drop starboard anchor, and were safely recovered by helicopter after operation. The ship is understood to be on fire, burning out. Salvage and firefighting weren't mentioned. During anchoring operation, several more explosions in containers occurred.

<https://www.fleetmon.com/maritime-news/2018/22729/container-ship-ssl-kolkata-fire-bay-bengal/> [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## **UK: REMOVAL OF UNEXPLODED DEVICE NEAR NORTH SEA PLATFORM UNDER WAY**

June 19 - Work is finally under way to remove an unexploded device located near a North Sea oil platform. The suspected depth charge was discovered in the vicinity of the Ninian Central platform during a routine visual inspection in August. A military explosives expert said it could have the same explosive power as a car bomb.

The platform, situated east of Shetland, is owned by Canadian oil firm CNR International and currently has about 200 people on board. CNR previously said the ordnance device would wait out the winter before being removed in the second quarter of 2018. Today it confirmed the removal process had begun. RMS / <https://www.rms-recruitment.co.uk/2018/06/removal-of-unexploded-device-near-north-sea-platform-under-way/> [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## **USA: OHIO - CHEMICAL LEAK FORCES EVACUATIONS IN MOGADORE**

June 21 - Multiple crews are responding to a HAZMAT situation at Omnova Solutions in Mogadore Thursday morning. A colorless, flammable chemical called butadiene that is used to make latex started to leak from a rail car delivering the chemical. News5 / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## **CANADA: BP CANADA SPEWS THOUSANDS OF LITRES OF TOXIC MUD DURING OFFSHORE DRILLING INCIDENT NEAR HALIFAX**

June 22 - BP Canada has spewed out 136,000 litres of a toxic mud into the Atlantic Ocean off the coast of Halifax during deepwater offshore exploratory oil drilling, a federal regulator said Friday in a special bulletin.

The incident was reported at the company's West Aquarius Drilling Unit, about 330 kilometres from Halifax on the Atlantic Ocean. The incident occurred less than four months after Environment and Climate Change Minister Catherine McKenna gave the green light to the new drilling project in February, after determining that it was unlikely to cause environmental damage.

The regulator, the Canada Nova Scotia Offshore Petroleum Board, said that the leak was stopped, but officials are still trying to figure out what caused the incident. National Observer / [Read more](#)



## **NETHERLANDS: 'CONSIDERABLE' HEAVY FUEL OIL SPILL IN ROTTERDAM AFTER ODFJELL TANKER CONTACTS JETTY; REPORTED 220 TONS OF HFO RELEASED**



June 24 - The Port of Rotterdam said on Sunday a clean-up operation was underway after an oil freighter punctured its hull while mooring, releasing a "considerable" amount of heavy fuel oil.

Odfjell, the owner of the freighter Bow Jubail, said in a statement the ship had lost 220 tons of heavy fuel oil in the incident, which took place Saturday afternoon.

Rotterdam Port said in a statement much of that amount had initially been contained with shields, but some escaped and was leaking into various arteries of the expansive harbour's waterways. "Experts expect that clean-up work will take days if not weeks," the port said. gCaptain / [Read more](#)

More reports and updates –

June 24 - *Product Tanker Spills Bunker Fuel at Port of Rotterdam.* The Maritime Executive / [Read more](#)

June 25 - *Rotterdam oil spill: Hundreds of birds hit after Dutch leak.* BBC News / [Read more](#)

June 25 - *HFO Spill at Port of Rotterdam Could Take Several Days, Maybe Weeks to Cleanup.* gCaptain / [Read more](#)

June 25 – *Oil Spill in Rotterdam Port - Hundreds of swans in trouble.* NL Times / [Read more](#)

June 26 - *Port of Rotterdam Reports Success in Bunker Spill Clean-up.* The Maritime Executive / [Read more](#)

June 27 - *Crews Continue to Clean HFO Spill at the Port of Rotterdam.* gCaptain / [Read more](#)

### June 29 - Port of Rotterdam oil spill disrupts chemicals shipping.



An oil spill at the port of Rotterdam is still preventing ships of all sizes entering and leaving the third petroleum harbour, port sources confirmed. Booms have been moved to the southern area of the terminal, suggesting activity could begin to resume in some areas in the coming week. The west section has been opened, according to a statement, but sources said shipping companies are unwilling to send in ships yet and ships are not being allowed to leave.

“They have opened a part of the harbour but the jetties are not cleaned and vessels have to be cleaned before they go out,” said a port-based source. The source added that “Ships come in at own risk so a lot of ship owners are saying they will wait until the jetties are cleaned.”

The spill, which happened in the Botlek area of the Port of Rotterdam, has affected petrochemical material movements. Products such as ethanol, methanol, butanediol (BDO), vegetable oils, biofuel products and refinery products are affected, said sources.

According to a Rotterdam Port Authority statement, “A washing facility has been operational in Geulhaven since Sunday evening to clean the over 50 inland vessels, with some 8 vessels being cleaned so far.” In the Botlek area the first sea-going vessel has been cleaned, while a further 14 are waiting to have oil removed, it said. Odjfell said that 217 tonnes of heavy fuel oil had spilled from the fuel tank inside their vessel on Saturday. The port authority said in a statement that approximately 150 tonnes of spilled oil had been cleared by Tuesday morning. SteelGuru / [Read more](#)

## VIETNAM: CHINESE VESSEL SINKS OFF VIETNAM’S NORTHERN COAST

June 24 - Crew rescued but oil spill and frozen meat cargo threaten marine environment off the coast of Quang Ninh province.

A Chinese cargo ship carrying 116 tons of frozen buffalo meat sank three miles off the coast of the northern province of Quang Ninh at noon on Sunday.

All its crew were rescued, but an oil spill from the sunk vessel as well its cargo of meat is threatening the province’s marine environment.

VN Express / [Read more](#)



## USA: IOWA - SEVEN CARS REMOVED AFTER TRAIN DERAILMENT, OIL SPILL; CLEANUP AND RAILROAD REPAIR TO FOLLOW



*Photo: Crews work to clean up cars from the BNSF railway after a 31-car derailment dumped crude oil into the Little Rock River on Friday, June 22, 2018, in Doon. Bryon Houlgrave/The Register*

June 24 - As of Sunday, crews have removed at least seven of the derailed cars that leaked crude oil into the flooding Rock River on Friday. When asked about the timeline for the complete removal, cleanup and repair, Williams said to look at the process in phases, the first and current one being removing cars and most of the oil and fixing the railroad. Williams believes the track will be functioning by Tuesday.

“The actual (operation) could take a while because of the footprint,” Williams said, speaking about the oil that could not be contained. “There's

## INCIDENT REPORTS (CONTINUED)

possibilities of it being 5 miles down." Cities downstream from the spill are monitoring their water systems. David Bryan, a spokesman for the EPA, said a complete assessment of the environmental impact cannot be made until floodwaters have receded.

From there, cars that weren't compromised can be removed from the area on the train track. Those that were compromised will be disassembled and shipped out. Once all the cars are moved to the nearby field, Williams said a berm will be built around them to prevent the leaking oil from spreading.

Officials say 230,000 gallons spilled. Roughly 100,000 gallons has been contained with booms in a low-lying area filled with floodwaters near the derailment. Des Moines Register / [Read more](#)

Related report from Reuters - <https://www.reuters.com/article/us-iowa-rail-spill/nearly-half-of-iowa-crude-oil-spill-contained-bnsf-says-idUSKBN1JK12Z>

### NEW ZEALAND: CHEMICAL SPILL UNDER CONTROL AT KAWERAU MILL

June 25 - A chemical spill is now under control at the Oji Fibre Solutions Tasman Mill in Kawerau. There had been spillage of "green liquor" which was a by-product of the pulping process. He said no details on the cause of the spill or any effects were available yet. NZ Herald / [Read more](#)

### CROATIA: RAŠKA BAY HIT BY OIL SPILL

June 26 – Assistant Minister for the Sea, Transport and Infrastructure, Siniša Orlić visited on Tuesday the site of a fuel spill in Raška Bay in the northern Adriatic and commended the Istria County Operational Centre, Civil Protection Units and all those included in removing the damage caused by the spill.

According to Orlic, about 3,800 litres of fuel spilled into the sea and the clean-up operation will last for about ten days or so. Total Croatia News / [Read more](#)

### USA: PLATFORM SPILLS OIL NEAR HOUSTON SHIP CHANNEL

June 27 - On Wednesday, the U.S. Coast Guard launched an oil spill response effort at Tabbs Bay, Texas after reports of a three-mile long slick.

Texas' General Land Office notified the USCG's Sector Houston-Galveston Incident Management Division of the spill on Tuesday evening. An estimated 40 barrels (1,700 gallons) of crude leaked out of a deteriorated valve on a platform owned by Siempre Energy, the service said. According to online drilling databases, the firm operates about four dozen wells in Tabbs Bay, and court records show that it filed for bankruptcy last November.

An oil recovery contractor has been hired and is currently on scene. The source of the leak has been shut off, and about 25 barrels of the spilled crude have already been recovered. The Maritime Executive / [Read more](#)

### USA: KENTUCKY - ENVIRONMENTAL CREWS WORKING TO CLEAN UP DYE SPILL



June 27 - Environmental cleanup crews are responding to a chemical spill near a central Kentucky wood products operation. Emergency management officials say the dye could harm aquatic life.

An undetermined amount of dye used to color mulch entered the creek which flows to Smith's Fork. Members of the Kentucky Emergency Response Team have taken samples of the creek water. There have been no signs of stress to aquatic life.

An environmental contractor is working with Estill Wood Products to clean up the spill site. WEKU / [Read more](#)

### INDIA: MV SSL KOLKATA - INFLATABLE BARGE TO UNLOAD FUEL FROM STRANDED SHIP

June 28 - Probably, no ship ever stranded in the Bay of Bengal region has posed so many challenges as the MV SSL Kolkata. With international salvage experts giving up hope of towing the ship from its present location, about 18km from the ecologically fragile Sunderbans, work has now begun of emptying its fuel tanks to prevent an oil spill.

"The fuel tanks are carrying about 211 tonnes of furnace oil. This is a matter of concern. The weather is extremely bad and if there is any damage to the tanks and a spill occurs, the Sunderbans may be affected. This is why Coast Guard ships, with the latest pollution-control and firefighting equipment on board, are standing by despite the high-sea state. Even Dorniers are being launched despite poor visibility. Fortunately, there is no oil spill till now. Special arrangements are being made to pump out the fuel," said a Coast Guard official.



## INCIDENT REPORTS (CONTINUED)

A special storage tank, known as a Dracone Barge, has reached the ship. Though called a barge, it looks like a large oilskin that can be towed by another vessel. The plan is to pump out the fuel from the ship's tanks and transfer it to the barge that has a capacity of nearly 100 tonnes. Once filled, the barge resembles a longish balloon and continues to float. It is then towed to shore where it discharges its contents and returns for another operation. Times of India / [Read more](#)

### FRENCH POLYNESIA: THORCO LINEAGE REFLOATED BUT REMAINS ADRIFT



June 28 - The general cargo ship Thorco Lineage has been towed off of the atoll in French Polynesia where it ran hard aground last Saturday, but as of Thursday, the ship was once again adrift after the tow line parted.

French officials report that the Thorco Lineage was refloated on Tuesday with help from the multi-mission vessel Bougainville. However, about an hour after the vessel was refloated, the tow line separated, leaving the cargo ship adrift.

A second attempt to connect to the vessel on Wednesday failed. An update on Thursday said the Thorco Lineage has continued to drift, but the vessel poses no immediate threat land or the environment.

gCaptain / [Read more](#)

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

### CHINA: DISCHARGE STANDARD FOR WATER POLLUTANTS FROM SHIPS COMING INTO FORCE 1 JULY

June 29 - China's Ministry of Ecology and Environment and the General Administration of Quality Supervision, Inspection and Quarantine has released a new national standard, the Discharge Standard for Water Pollutants from Ships (GB 3552-2018). The Discharge Standard will come into force from 1 July 2018. It will replace its predecessor, GB 3552-83.

The Discharge Standard regulates the discharging limits and monitoring requirements as well as emission management for oily wastewater and sewage from ships, the emission control requirements of waste water containing noxious liquid substances and garbage from ships, and the requirements for the implementation and supervision of this standard. Other than military ships, the Discharge Standard is applicable to all types of ships in waters within the jurisdiction of the People's Republic of China.

In general, the Discharge Standard has adopted similar emission control requirements as MARPOL but it applies stricter requirements compared with its predecessor GB 3552-83. From 1 July 2018, ships are obliged to collect oily wastewater that contains petroleum pollutants exceeding a limit of 15 mg/L, and shall discharge such waste water into reception facilities. This requirement will not apply to fishing ships less than 400 gross tons until 1 January 2021. In addition, the Discharge Standard adopts stricter requirements for the discharge of oily wastewater into inland waters. Intertanko Weekly News / [Read more](#)

### NORWAY: NEW PARTNERSHIP FOR OIL SPILL RESPONSE



*This is a turnkey solution where customers have access to emergency preparedness expertise*

June 25 - Four Norwegian companies have formed a new partnership to provide an oil spill response service reports Dag Pike.

Framo, Maritime Partner, Norbit Aptomar, and NorLense have established the OSRV Group which is claimed to be a 'one-stop-shop' for oil spill response. The companies in this new group are all specialists in their particular fields and their Norwegian manufactured components have a dedicated function that is aimed at achieving the best result possible when an oil spill occurs. The products of this group also allows for conventional supply vessels to be converted to emergency oil-spill response support units as required.

"Our aim is to be a 'one-stop-shop' where we pool our efforts and act as a total systems supplier of safe, highly functional, and well-tested technology. The emergency response equipment has undergone thorough testing and quality assurance, drawing on 40 years of oil spill response experience," says Jørgen Brandt Theodorsen, Area Manager of Oil & Gas Pumping Systems at Framo. "The OSRV Group offers a package solution that covers everything

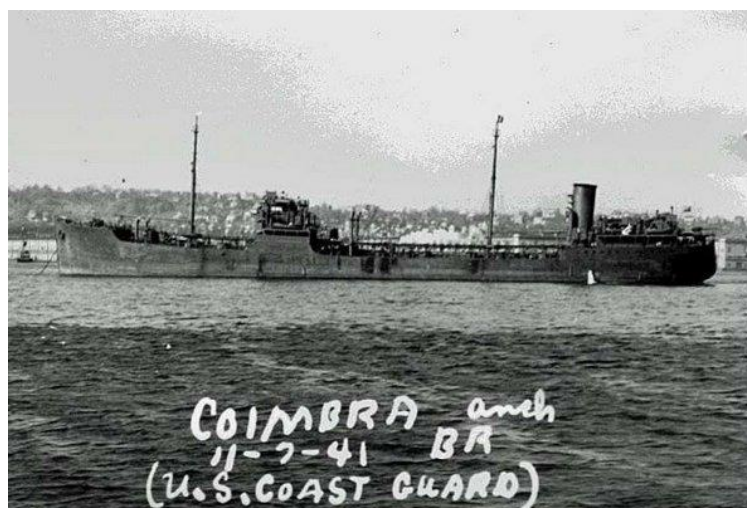
the customer needs, from detection and containment to recovery of the spill and this is conducted with reliable equipment that can handle the challenges if an accident occurs.”

“The customer only has to deal with one of the partners to get access to a complete system that covers everything and is fully adapted in terms of functionality, volume and size,” said Roy Arne Nilsen of NorLense. Aptomar’s radar and infrared cameras can identify and produce an overview of the oil slick, whilst Maritime Partner’s high-speed vessels are designed for pulling equipment such as booms in place. These booms are supplied by NorLense, and then recovered oil is pumped onto a vessel with the Framo TransRec Oil Skimmer System. Maritime Journal / [Read more](#)

### PORTUGAL: EMSA LIABILITY AND COMPENSATION TRAINING COURSE – JULY 3-5

June 29 - The IOPC Funds have been invited to participate in delivering a training course on liability and compensation at the European Maritime Safety Agency (EMSA) in Lisbon from 3 - 5 July 2018. The course is aimed at representatives from Member States of the European Union. Organised by EMSA, presenters will include representatives from the IOPC Funds, the International Group of P&I Associations and EMSA itself. <http://www.iopcfunds.org/news-events/events/>

### USA: NEW YORK - DIVE TEAM WILL ASSESS AND ATTEMPT TO REMOVE RESIDUAL OIL IN SUNKEN WWII TANKER



June 19 - The U.S. Coast Guard recently hired a New Orleans marine salvage firm to conduct an underwater assessment to determine if a 76-year-old tanker, shipwrecked roughly 30 miles southeast of Shinnecock in 1942, is still leaking oil.

From July 15 through July 23, divers with Resolve Marine Group will assess the condition of the 423-foot-long tanker Coimbra, which was torpedoed by a German U-boat during World War II, and attempt to remove its residual oil.

“The goal is to get a good picture of the vessel so we know, moving forward, how to go about ... removing any oil left on board,” Coast Guard spokeswoman Lieutenant Alaina Fagan said on Thursday, June 14.

“This assessment will help determine any potential environmental threat the tanker poses,” Coast Guard Captain Kevin Reed, commander of Sector Long Island Sound, said in a

press release. “Our top priorities are safety of the public and protection of the marine environment.”

Lt. Fagan could not provide an estimate as to how much oil has leaked into the Atlantic Ocean. However, according to Mother Nature Network, the vessel was said to have been carrying approximately 3 million gallons of lubricating oil—1.2 million gallons of which is still believed to be contained on board the sunken vessel. 27East / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### USA: EPA'S NOTICE OF PROPOSED RULEMAKING FOR CLEAN WATER ACT HAZARDOUS SUBSTANCES SPILL PREVENTION

June 21 - On June 15, 2018, a proposed regulatory action to establish no additional regulatory requirements under the Clean Water Act (CWA) section 311(j)(1)(C) authority for CWA hazardous substances (HS) discharges prevention was signed by the Environmental Protection Agency's Administrator. EPA based this proposal on a review of existing regulations and analysis of the frequency and impacts of reported Clean Water Act Hazardous Substances discharges. The purpose of this action is to notify the public of EPA's proposed approach and provide an opportunity for public comment.

Read the pre-publication rulemaking: <https://www.epa.gov/rulemaking-preventing-hazardous-substance-spills> [Thanks to Margaret Gerardin, US EPA]

### USA: EPA PROPOSAL SUGGESTS NO ACTION ON HAZARDOUS SUBSTANCES DISCHARGES

June 27 - In response to a settlement with environmental groups and a court order, the EPA has taken the first step to fulfil its obligation under Clean Water Act (CWA) Section 311(j)(1)(C) to issue regulations regarding discharges of hazardous substances from non-transportation-related onshore facilities. Specifically, the EPA is proposing to take no action, that is, promulgate no regulations that would impose new regulatory requirements to prevent discharges from facilities that possess reportable quantities of about 300 hazardous substances listed at 40 CFR 117.3.

In its proposal (June 25, 2018, Federal Register (FR)), the Agency states that, nationwide, the frequency of hazardous substances

## NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

discharges with “impacts” does not in itself warrant a new regulatory program. But more importantly, the Agency believes that existing regulatory programs implemented by the EPA itself, other federal agencies, and the states are sufficient to address the risk of onshore hazardous substances discharges. EHS Daily Advisor / [Read more](#) [Thanks to Marc K. Shaye, Hon.FISCO, Member of ISCO Executive Committee]

### USA: NOAA CONTRIBUTION TO POLLUTION RESPONSE IN EMERGENCIES: MARINE IMPACT ASSESSMENT AND MONITORING CONFERENCE

June 22 - On June 21, OR&R biologist Gary Shigenaka gave the opening keynote address at the 4th biennial Pollution Response in Emergencies: Marine Impact Assessment and Monitoring (PREMIAM) conference at the Natural History Museum in London.

The PREMIAM conference, sponsored by the UK’s Centre for Environment, Fisheries, and Aquaculture Science (CEFAS), provides a forum for scientists, regulators, environmental advisors, and other professionals working in the marine oil/chemical spill monitoring and impact assessment to share experience, best practice, and knowledge with the wider marine emergency response community.

Mr. Shigenaka shared his experiences from the Exxon Valdez oil spill and Deepwater Horizon monitoring and assessment activities across the last three decades and shared his perspective on lessons learned for the future.

For further information, contact [Gary.Shigenaka@noaa.gov](mailto:Gary.Shigenaka@noaa.gov) Source: [NOAA OR&R Weekly Report](#)

### USA: NOAA MARINE DEBRIS PROGRAM CELEBRATES WITH COMMUNITIES ON WORLD OCEANS DAY

June 22 - On June 8 and 10, regional coordinators for NOAA’s Marine Debris Program (MDP) joined communities around the world to celebrate and honor our ocean, and raise public awareness around marine debris.

This year’s focus on preventing plastic pollution provided a valuable opportunity to highlight how combating marine debris can meaningfully improve ocean health. NOAA OR&R / [Read more](#)

## ISCO NEWS

### CAPTAIN D. C. SEK HAR, MEMBER OF ISCO COUNCIL FOR INDIA, TO REPRESENT ISCO AND SPEAK THIS WEEK AT THE OSI CONFERENCE IN NEW DELHI

Captain Sekhar will be introducing the new standard international RESPONSECON Oil Spill Response Contract at the OSI conference. The universal availability of, RESPONSECON represents a major advance in ensuring rapid and effective response to oil spills at sea and on land. The need for extended negotiations is eliminated. Thus, the time required for mobilization of response resources to mitigate environmental damage is very significantly reduced.

Information about the benefits of ISCO membership will also be on display at OSI, together with brochures and joining forms.

## CORRESPONDENCE

### COMMENTS RECEIVED FROM SJON HUISMAN, SENIOR ADVISOR, RIJKSWATERSTAAT RESPONSE ORGANISATION, THE NETHERLANDS

June 25 – “With regard the recent newsletter, nr 642, some remarks.

1. The Odfjell tanker spilling 200 metric tons of heavy fuel oil in the Rotterdam port area led to a number of kilometres of contaminated shore (hard rock, basalt blocks) and that will take some weeks for cleaning.

Recovering of the oil at the surface was achieved using skimmers and booms and also the dredger HEIN was operating the sweeping arm.

Now we are left with about a thousand swans (and some geese) contaminated with oil. Rijkswaterstaat in cooperation with contractors is building a Temporarily Facility to bring the birds together, stabilize them and wash them before releasing them again. Main issue is the number of volunteers required for the work and the logistics. Hopefully we are successful.

2. You had an article about Bojan Slat and his operation to remove plastic from the ocean.

I have been in his office and was impressed by the number of hard working young students, doing research in whatever technique, material etc. can make this project effective. You may envy him for the crowd funding success.

I have also seen the prototype of “catching arms” (not the actual removal machine) in operation in the North Sea. That was a total failure in test one and the second test with a new design.



## CORRESPONDENCE (CONTINUED)

In the presentation on the plan (the final design and removal system) near Hawaii, I was quite embarrassed and less or not confident at all that this will work. If it does something it will only pick up plastic at the surface.

By all means I guess that with two standard fishing vessels towing a special netting in between, I can collect much more plastic than Mr. Slat.

Moreover, if I look at TV and see all the plastic garbage beached on Greek island, we could easily start there removing the waste.

Mr. Slat has a lot of attention, also from some very rich persons in the world, but I'm afraid (from a technical point of view) that his project will fail".

Sjon Huisman, Senior Advisor, Rijkswaterstaat Response Organisation.

## SCIENCE AND TECHNOLOGY

### SALVAGE TECH: REMOTE OIL REMOVAL – AN ARTICLE BY JACQUES MOSS

June 20 - Suppose that the wreck of a container ship lies at the bottom of an ocean, let's say the Atlantic. The wreck is on its side, at a depth of 2500m below the water's surface. The pressure at this depth is a crushing 3659 pounds per square inch – many times higher than the human frame can withstand, even if protected by an atmospheric diving suit.

Now suppose that inside the ship's tanks are 500 tonnes of heavy fuel oil. For the time being, the oil is safely contained. But eventually, the corroding effects of the water, the motion of the deep sea currents, or the natural decay of the vessel's hull will cause the oil to escape into the surrounding ocean. This may happen all at once as the vessel breaks apart, or over an extended period. Either way, the environmental impact will be severe.

In previous decades, there wouldn't have been many options available for dealing with the type of scenario outlined above. There are in fact an estimated 3 million shipwrecks around the world, together constituting a significant cause of pollution to the world's oceans. Some of them are particularly notorious polluters, like the Jacob Lukenbach, a Korea bound freighter which sank off the Californian coast in 1953. The wreck achieved a belated infamy after news emerged that it was responsible for [a spate of mysterious oil spills along the Californian coast in the early 2000's](#).

Had the Jacob Lukenbach sunk today, the result might have been different. Technological advances in the fields of remote vehicle operation, monitoring software and magnetic sealing technology have provided salvors with new tools to remove oil from submerged wrecks, even at great depths or in the most challenging conditions.

#### The Moskito

Developed by Norwegian salvage contractors Miko Marine, the Moskito is smaller than you might expect. At 115kg in weight, and a little over half a cubic meter in size, this "remotely operated hot tap" tool is easy to transport and guide into position. But it can be used to syphon hundreds of gallons of heavy fuel oil, diesel or crude oil from a sunken vessel.

Nicolai Michelsen, Miko Marine's Managing Director, outlined to Knect365 Maritime what a traditional oil spill operation typically involves: "you would have to weld on a flange, mount a valve, open the valve, drill to make an opening into the hull. Then you would retrieve the drill, close the valve, unscrew the drill, and then connect your hoses. That is what you had to do twice to remove oil from a wreck." Undertaking such a complicated operation remotely is understandably challenging, so deploying divers is usually the only option.

By contrast, the Moskito simplifies this process into what Michelsen describes as "one uninterrupted and continuous operation that can be undertaken at practically any water depth". Guided to the sunken vessel by a remotely operated underwater vehicle (ROV) – or by divers if conditions permit – the Moskito magnetically fixes itself to the hull. An operator above water is then able to control the device remotely using Miko Marine's in-house software.

At the core of the machine is a 600 Watt drill, capable of penetrating hull thicknesses up to 20mm. Once the drilling is complete, the Moskito's pumping system syphons harmful oil out of the vessel, and into a tank, for safe disposal back on land. Depending on the depth of the sunken ship, Michelsen tells us, the tanks can either be lowered onto the seabed for retrieval once the operation is complete, or mounted directly on-board the salvage vessel.

By using the Moskito, salvors are able to condense three crucial stages of an oil removal operation – securing the pumping apparatus, drilling through the hull, and fastening valves and hoses – into a single step. This reduces the risk of potentially costly mishaps, and makes the use of ROV's a more workable option. Operating the Moskito itself, Michelsen says, "is probably less challenging than driving a car", although it still requires a trained operator.

Even with these added assurances, there is always a risk involved with removing oil in a marine environment. To assist Moskito operators, Miko Marine have developed "procedures based on our design, and on our experience, on how to handle unforeseen circumstances," Michelsen says. "If you drill through a stiffener you know exactly what to do. If you hit something you didn't expect, you have methods and procedures to handle that."

So far the machine has been used on three salvage operations around the world: one in Chile, one off the Swedish coast, and one in the Singapore Strait. [knect365 / Continue reading](#)

### US EPA: ENVIRONMENTAL SAMPLING & ANALYTICAL METHODS (ESAM) PROGRAM

June 26 - EPA's Environmental Sampling & Analytical Methods (ESAM) is a comprehensive program to facilitate a coordinated response to a chemical, radiochemical, biotoxin or pathogen contamination incident. The program is comprised of documents and information supporting field and laboratory efforts for site characterization, remediation and release.

The information in the Sample Collection Information Document for Chemicals, Radiochemicals and Biotoxins and in the Sample Collection Information Document for Pathogens provides general information for use by EPA and its contractors when collecting samples following a contamination incident. [Sample Collection Information Documents \(SCIDs\)](#)

The sampling procedures guide collection of samples specifically intended for analysis using the methods in EPA's Selected Analytical Methods for Environmental Remediation and Recovery (SAM) following a contamination incident. The sampling strategies provide a framework to assist decision-makers in developing and implementing an approach for sample collection. The documents focus on site characterization, remediation and release. [Sample Collection Procedures & Strategies](#)

EPA's SAM identifies analytical methods to be used by laboratories performing analysis of environmental and building material samples in support of site characterization, remediation and release following a contamination incident.

[Selected Analytical Methods for Environmental Remediation and Recovery \(SAM\) 2017](#)

HSRP has worked with partnering laboratories and agencies to develop several of the analytical methods and protocols to address target chemical, radiochemical, pathogen and biotoxin contaminants of concern in environment samples, as well as outdoor infrastructure and building materials. These methods are a subset of the methods included in EPA's Selected Analytical Methods for Environmental Remediation and Recovery (SAM) 2017 and can be accessed here for convenience. [Analytical Methods and Protocols](#)

US EPA / [View the original source document and link for more information](#)

## PUBLICATIONS

### IOPC FUNDS: CLAIMS INFORMATION PACK AVAILABLE IN CHINESE

June 22 - The Chinese Ship-source Oil Pollution Compensation Fund (COPC Fund) has, in cooperation with the IOPC Funds, translated and published a Chinese version of the Funds' Claims Information Pack which is available to download via the Publications section.

As a result of ongoing engagement between the Secretariat and China, the Director received a request via the COPC Fund to provide assistance in the verification of the text of the 1992 Fund Claims Manual in Chinese. Once that was successfully completed, the COPC Fund decided to translate and publish all remaining documents within the Claims Information Pack and these were made available by the COPC Fund in June 2018. IOPC Funds / [Read more](#)

## LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

<a href="#">Alga Chronicle</a>	News from Australia on Contaminated Land Remediation	February 2018
<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	December 2017
<a href="#">ATRAC Newsletter</a>	News from the Adriatic Training and Research Centre	April 2018 issue
<a href="#">Newsletter from George Holliday</a>	News and commentary on HSE issues from George Holliday	On request email
<a href="#">Bow Wave</a>	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	April 2018
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	October 2017
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	June 2018 issue
<a href="#">EUROWA Newsletter</a>	European Oiled Wildlife Response Assistance Module	October 2017
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	Spring 2018 issue
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	June 2018
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	June 29, 2018
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	Q2 2018 issue
<a href="#">Maritime Executive Magazine</a>	Often contains articles of interest to the spill response community	March-April, 2018
<a href="#">MOIG Newsletter</a>	News from the Mediterranean Oil Industry Group	April 2018 issue
<a href="#">NOWPAP Quarterly</a>	News from the North West Pacific Action Plan	Quarter 2, 2017
<a href="#">NOAA OR&amp;R</a>	Weekly round-up of news from NOAA's Office of Response & Restoration	Latest issue
<a href="#">Ocean Orbit</a>	Newsletter from the International Tanker Owners Pollution Federation	August 2017
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	May 2018
<a href="#">OHMSETT Gazette</a>	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Spring 2018
<a href="#">PEMSEA E-Updates</a>	Healthy oceans, people and economies in the East Asian Seas	June, 2018
<a href="#">Pollution Online Newsletter</a>	News for pollution prevention & control professionals	June 27, 2018
<a href="#">Safe Seas, Clean Seas</a>	Quarterly Newsletter from Maritime New Zealand	August 2017 issue
<a href="#">Salvage World</a>	Quarterly Newsletter of the International Salvage Union	Current issue
<a href="#">Sea Alarm Foundation Newsletter</a>	Oiled wildlife Preparedness and Response news from Sea Alarm	Spring 2018 issue
<a href="#">Spill Alert</a>	Newsletter from the UK Spill Association	December 2017

## LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS (CONTINUED)

[Technology Innovation News Survey](#)  
[Transport Canada Newsletter](#)  
[USA EPA Tech Direct](#)

News from US EPA – Contaminated Site Decontamination  
 News and articles re transport of dangerous goods in Canada  
 Remediation of contaminated soil and groundwater

May 1-15, 2018  
 June 2017 issue  
 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 JULY & AUGUST 2018

### 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 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/>

### CONGO: NATIONAL WORKSHO

### P TO STRENGTHEN THE NATIONAL SYSTEM FOR THE PREVENTION OF, PREPAREDNESS FOR AND RESPONSE TO OIL SPILLS

Kinshasa, July 23-26. <http://www.giwacaf.net/en/>

### SWEDEN: HELCOM BALEX DELTA 2018 SPILL RECOVERY EXERCISE

Karlskrona Area, August 27-30. BALEX DELTA 2018 is an oil and chemical spill recovery exercise in the Baltic Sea. HELCOM BALEX DELTA exercises have taken place annually for the past 30 years. The exercise will look different from previous years, as it includes rehearsing the response to both oil and chemical spills, as well as a table-top exercise on on-shore and oiled wildlife response. In addition, the program for the observers is more extensive than usual, giving the observers the possibility to follow the exercise closer than ever before. <https://balexdelta2018.helcom.fi/>

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

## UPCOMING EVENTS – SEPTEMBER 2018 ONWARDS

COUNTRY	2018	TITLE OF EVENT	LOCATION
<b>For more information click on Title of Event</b>			
UK	Sept. 12-13	<a href="#">9th Maritime Salvage &amp; Casualty Response</a>	London
UK	Sept. 12-13	<a href="#">Flood Expo</a>	Birmingham
UK	Sept. 12-13	<a href="#">Spill Response Expo</a>	Birmingham
SINGAPORE	Sept. 25-26	<a href="#">Salvage &amp; Wreck Asia</a>	Singapore
USA	October 1-3	<a href="#">Elastec's Annual Oil Spill Response Workshop</a>	Carmi, IL
CANADA	October 2-4	<a href="#">AMOP Tech. Seminar on Environmental Contamination and Response</a>	Victoria, BC
UAE	October 2-4	<a href="#">EI Middle East HSE Forum</a>	Dubai
AUSTRALIA	October 2-4	<a href="#">Ecoforum Conference &amp; Exhibition</a>	Sydney
FRANCE	October 8-12	<a href="#">Sea Tech Week</a>	Brest
UAE	October 9-10	<a href="#">RECSO EnviroSpill Conference &amp; Exhibition</a>	Abu Dhabi
CANADA	October 17-19	<a href="#">Arctic Shipping Forum N. America Conference</a>	Newfoundland
UK	October 22-26	<a href="#">IMO Marine Environment Protection Committee</a>	London
UK	October 22-26	<a href="#">IMO Marine Environment Protection Committee</a>	London
TURKEY	Nov. 6-8	<a href="#">Regional Workshop &amp; Oil Spill Exercise</a>	Istanbul
TURKEY	Nov. 7	<a href="#">MOIG General Assembly Meeting</a>	Istanbul
USA	Nov. 13-15	<a href="#">Clean Gulf Conference and Exhibition</a>	New Orleans, LA
PHILIPPINES	Nov. 27-30	East Asia Seas Conference 2018	Iloilo
COUNTRY	2019	TITLE OF EVENT	LOCATION
USA	March 26-27	<a href="#">SCAA Annual Meeting &amp; Conference</a>	Arlington, VA
USA	April 16-18	<a href="#">Clean Waterways Conference</a>	Cincinnati, OH
Australia	May 20-24	<a href="#">SPILLCON 2019 Conference and Exhibition</a>	Perth
To request posting of an event of interest to the Spill Response Community please send details to the Editor			



### BRIGGS WINS MAJOR NEW CONTRACT IN AZERBAIJAN

Briggs Marine, one of the UK's leading marine contractors, has boosted its global growth plans following a three-year contract award from BP Exploration, worth over \$4 million.

The project, based in Azerbaijan, will see Briggs Marine delivering fire and rescue services at Sangachal Terminal - one of the world's largest oil and gas terminals - in addition to the oil spill response services throughout the Caspian, which they have been providing since 1996.

This project will be delivered by 108 Briggs-trained local staff, working across three locations within Azerbaijan. The oil spill response services will be delivered from two key bases; the main response base is situated in Baku and a satellite base located 280 kms away in the Evalakh District. Most of the 108 staff will be located at the Sangachal Terminal to provide the fire and rescue services.

For further information, visit [www.briggsmarine.com/](http://www.briggsmarine.com/)

## INFORMATION FOR ISCO MEMBERS

### NEWSLETTER POLICY ON HANDLING OF PRESS RELEASES

1. The Editor has sole discretion over what is accepted for publication
2. The Editor reserves the right to edit press releases
3. Information in press releases must be factual and free from sales hype and exaggerated claims
4. Members of ISCO are given priority over non-members in allocation of editorial space.
5. Subject matter of press releases must be relevant to the interests of the spill response community
6. Space availability for printing press releases is limited and they should be kept short
7. If a press release is too long only part of it will be printed but a link can be included for downloading its entirety
8. Links for downloading additional information or viewing video material can be included
9. Depending on space availability press releases may be included in the next issue or held over for a future issue
10. The placing of press releases is usually allocated within sections as follows –

**PEOPLE IN THE NEWS** – Announcements of new appointments, retirements, honours, awards, etc. relating to senior people in a company or organisation. Photo/s usually included.

**SCIENCE & TECHNOLOGY** – Reserved for technical content relating to new developments that represent a significant technological advance – photos, diagrams, etc. should be included.

**CASE HISTORIES** – Welcomed for publication subject to educational content criteria. In publishing case histories the objective is to pass on experience and lessons learned that will be of interest to other professionals in our community. There is a benefit for contributors because publication of case histories raises the profile of the company concerned.

**NEW PRODUCTS & SERVICES** – Announcement of the launch of a completely new product or service. Photo/s usually provided.

**COMPANY NEWS** - Change of address, phone numbers, etc.; Award of a major new contract, other news of significance concerning the company or organisation. ISCO Corporate Members are given priority.

**EQUIPMENT FOR SALE** - For corporate members only – to assist in disposal of equipment that is surplus to requirements.

**MEMBER PROFILES IN THE ISCO NEWSLETTER** – For corporate members only – For a contribution of £185 to ISCO funds publication of a one page company profile. Restricted to one profile a year only per member. Only one profile will be printed in any issue of the newsletter.

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