

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

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ITOPF CELEBRATES ITS 50TH ANNIVERSARY



July 16 - ITOPF celebrated its 50th anniversary with a gala dinner at the historic Drapers' Hall in the City of London. ITOPF staff and directors, past and present, were joined by many friends and partners from government and industry to mark this important milestone.

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Go to www.spillcontrol.org and enter your name and email address in the Registration Form (located on the right-hand side of the home page) then click on "subscribe".

INTERNATIONAL NEWS (CONTINUED)

ITOPF was created on Christmas Eve 1968, in the wake of the TORREY CANYON incident, to administer TOVALOP, a voluntary oil spill compensation scheme. In the intervening years, it has evolved to become the leading and trusted provider of technical advice on ship-source spills worldwide.

In his welcome address, ITOPF's Chairman, Paddy Rodgers, CEO of Euronav, praised the commitment of shipowners and their insurers in supporting ITOPF far beyond its original administrative remit to become what it is today – the world's most respected authority on the fate and effects of oil spills from ships, available to attend on-site at incidents 24/7, 365 days a year. He applauded the dedication of the staff and thanked the Board of Directors for generously giving of their time and resources to support ITOPF's work in promoting effective spill response.

Looking forward to the next 50 years, guest speaker, Rohit Talwar, a global futurist, entertained the 200-strong international audience with a thought-provoking talk on what shipping in 2068 might look like.

Russian artist Anna Strelkova then charted the story of ITOPF through a stunning animation using sand, dissolving our old logo and revealing a new one.

ITOPF's Managing Director, Dr Karen Purnell, rounded off the evening with a closing address in which she announced that, henceforward, the organisation would be known only by the acronym ITOPF, dropping its full name altogether. She also thanked all those who had served and supported ITOPF over the past 50 years, highlighting the remarkable organisation that ITOPF is and the importance of building lasting relationships.

<http://www.itopf.org/>

ITOPF ANNOUNCES CHANGE OF EMERGENCY CONTACT NUMBER

ITOPF's emergency contact procedures are changing. The message paging system is being phased out and the old emergency mobile number will no longer be in operation.

Callers must use the following numbers for advice and/or to mobilise us to site in the event of a spill of oil or HNS.

9 AM to 5 PM (UK business hours): **+44 (0) 20 7566 6999**

This is ITOPF's office number. Please ask to speak to a member of the technical team.

Outside UK business hours: **+44 (0) 20 7566 6998**

Your call will be forwarded to a member of the technical team.

PLEASE DO NOT RELY ON NOTIFICATIONS OF EMERGENCIES TO ITOPF BY EMAIL

SPILL PREPAREDNESS IN THE NORTHWEST PACIFIC



July 19 - IMO is supporting regional cooperation on oil and hazardous and noxious substances (HNS) spills in the Northwest Pacific region.

IMO's Roel Hoenders is taking part in meetings of the Marine Environmental Emergency Preparedness and Response Regional Activity Centre (MERRAC) taking place in Incheon, Republic of Korea (17-20 July).

The Centre was originally established by IMO and UNEP to create effective cooperative measures to spill response under the Northwest Pacific Action Plan (NOWPAP)*.

Mr. Hoenders presented IMO's recent work and achievements in environmental protection, highlighting

ratification and implementation of the International Convention on Oil Pollution Preparedness, Response and Co-Operation (OPRC-90) and its Protocol relating to spills involving HNS. The meeting also included discussions on practical assistance provided by MERRAC during recent incidents; the development of an information sharing platform on oil and HNS spills; outcomes of recent oil spill exercises; and upcoming new projects.

MERRAC operates in a similar way to so-called Regional Activity Centres (RACs) supporting regions such as the Mediterranean Sea, through REMPEC, and the Wider Caribbean Region, through REMPEITC-Caribe.

The close cooperation between IMO and UN Environment, through the RACs in different sea basins, supports Member States' efforts in addressing the United Nations [Sustainable Development Goal 14](#) on conserving and sustainably using the oceans, seas and marine resources for sustainable development.

*NOWPAP involves member countries China, Japan, the Republic of Korea and Russian Federation, and is one of the 18 [UN Environment \(UNEP\) Regional Seas Programmes](#) worldwide. <http://www.imo.org/EN/Pages/Default.aspx>

RRS SIR DAVID ATTENBOROUGH LAUNCHED

July 14 - The U.K.'s polar research ship RRS Sir David Attenborough was launched into the River Mersey on Saturday July 14.

Once in the river, tugs towed the 129-meter (423-foot) 10,000 ton hull to Cammell Laird's wet basin for the next stages of construction. The polar research ship is scheduled to commence operation in 2019.



More than 3,000 shipyard workers, engineers, scientists and maritime industry experts gathered with special guest speakers, including world-renowned broadcaster Sir David Attenborough, to celebrate.

Commissioned by the Natural Environment Research Council (part of U.K. Research and Innovation), built by Cammell Laird and operated by British Antarctic Survey.

The RRS Sir David Attenborough is a multi-purpose vessel combining scientific research with Antarctic base supply duties. Facilities onboard include a 4x4m clear opening moonpool to deploy subsea equipment, 650 square meter deck space and an enclosed science hangar to house containerized laboratories. Designed to IACS Polar Class PC4 rules, the ship will be able to break one-meter-thick ice at up to three knots. The diesel / electric propulsion has been selected to have ultra-low environmental impact including careful management of all emissions and noise. The Maritime Executive / [Read more and watch video](#)

MEDITERRANEAN REGIONAL WORKSHOP & OIL SPILL EXERCISE, 06-08 NOVEMBER 2018, ISTANBUL-TURKEY

July 19 - The MOIG Management Committee is very pleased to announce that a Regional Workshop on "Building an Effective National and Regional Preparedness and Response Capacity" in conjunction with an Oil Spill Response Exercise code-named "Golden Horn-Istanbul" will be organized under the patronage of the Ministry of Transport Maritime Affairs and Communication and Ministry of Environment and Urbanization of Republic of Turkey in cooperation with Turkish Petroleum (TP) and MEKE Marine from 06th to 08th November 2018 in Elite World Hotel Istanbul, Sehit Muhtar Street N°: 42, 34435, Taksim in Istanbul-Turkey.

The event will open on Tuesday, 06th November 2018 at 08:00 hours and is expected to close on Thursday, 08th November 2018 at 13:00 hours.

The main objective of this workshop are to reinforce and develop Sub-Regional contingency plans, to enhance National and Regional coordination capacity, to share information, lessons learned and best practices of the previous exercises as well as to stay abreast of the newest technologies and benefit from Responders and Manufacturers technical expertise.

The first two days workshop programme will include, a priori, technical oral presentations hinged around the six following topics:

1. T1: Contingency Planning & Regulatory and Legal Requirements
2. T2 : National and International Response Management Level
3. T3 : Oil Spill Response New Technology
4. T4 : Oil Spill Response Services
5. T5 : Oil Spill Response Equipment Industry
6. T6 : National and Regional Oil Spill Exercises

INTERNATIONAL NEWS (CONTINUED)

The third day event will be dedicated to Oil Spill Response Exercise code-named “Golden Horn-Istanbul” that will be conducted by MEKE Marine. The exercise will comprise a water deployment of marine response equipments including containment booms, skimmers, storage tankers using vessels and boats, according to oil spill scenario that will be selected by MEKE Marine and communicated to you later.

This event will host representatives from Government, Oil and Gas Industry, Responders, Manufacturers, National and International Organizations, Shipping Companies, Academics, CEOs, Directors, Managers, experts, consultants and Engineers and will be a good opportunity to exchange ideas to improve knowledge and skills on Oil Spill Prevention, Preparedness and Response as well as to network and develop new contacts.

The working languages of the event will be English and Turkish. Turkey-English translation will be available.

In order to enable MOIG to have all logistic arrangements made on time, it please ask Houcine Mejri to send you the Registration Form. It would be appreciated if you could have the Registration Form completed and returned to houcine.mejri@moig.org.tn or info.moig@planet.tn at your earliest convenience but not later than 12th of October 2018. We would like to bring to your kind attention that participation in this event could not be guaranteed for nominations received after the abovementioned deadline.

For hotels booking, please contact Ms. Sena Elik from Elite World Istanbul Hotel (05 Stars) and Elite World Prestige Hotel (04 Stars) by Mail at sena.elik@eliteworldhotels.com.tr and copying also MOIG Secretariat. Know that both hotels are next to each other.

Please do not hesitate to contact MOIG Secretariat should you require any further information and assistance.

We rely on your active participation to make this event a memorable success. Houcine Mejri houcine.mejri@moig.org.tn

OSPAR: VIEWS SOUGHT ON NEW MARINE PROTECTED AREA FOR SEABIRDS

July 18 - A new Marine Protected Area (MPA) proposal for seabirds crossing the Atlantic is being developed by the OSPAR Commission for the protection of the marine environment of the North-East Atlantic

The proposed MPA, around the size of France, is in part of the ocean known as an Area Beyond National Jurisdiction (ABNJ) for which no one nation has sole responsibility for management. OSPAR has the competency to designate MPAs in the ABNJ of its convention area and is now seeking views on the MPA proposal. This is the first time such a wide and inclusive process has taken place and demonstrates the importance of a regional approach to ocean governance.

The proposed area has been identified as an important foraging site for many species of seabirds through satellite tracking studies.

Susana Salvador, Executive Secretary of the OSPAR Commission said “The Desertas Petrel is an example of how important the area of the proposed MPA is to seabirds, as the bird flies halfway across the Atlantic from the islands where it breeds to forage for food and then flies back again to continue breeding”.

Some of the seabird species that forage within the proposed MPA are wide ranging and migrate across the entire Atlantic. OSPAR invites everyone with information about these seabird species to contribute to the development of the MPA proposal. OSPAR is also asking any competent authority with information on populations of seabirds or human activities that take place in the middle of the Atlantic to supply information to generate a better understanding of the proposed MPA site.

The MPA proposal, as well as information on how to contribute to this exceptional intergovernmental process, is available at www.ospar.org/work-areas/bdc/marine-protected-areas/ospar-seeks-views-on-the-nomination-proforma-for-the-north-atlantic-current-and-evlanov-seamount-mpa

OSPAR is currently in the process of developing this new MPA proposal which, if agreed, will form a substantial contribution to the OSPAR Network of MPAs which currently comprises 465 MPAs with a total surface area of 858,890 km² or 6.3 % of the OSPAR Maritime Area. The OSPAR Maritime Area in ABNJ currently holds 10 MPAs, covering 8.9 % of this area. <https://www.ospar.org/>

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

USA: PENNSYLVANIA - HAZMAT CREW CLEANS UP FUEL LEAK IN SOMERSET COUNTY

July 10 - Multiple crews were called to Somerset County Monday to clean up a fuel leak. Workers said a home was leaking heating oil from its tank into a nearby river bank. WJAC / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NEW ZEALAND - RACE TO PREVENT POTENTIAL OIL SPILL FROM NIAGARA SHIPWRECK OFF WHANGĀREI

July 14 - A complicated oil salvage from a war-time wreck off the coast of Whangārei is under consideration. The Niagara went down in June 1940, after hitting a mine laid by a Nazi Navy vessel in the Hauraki shipping route during World War II.

Previous salvage missions focused on retrieving the ship's secret cargo of gold bars. However, it's the black gold still on board that is causing concern today. Underwater explorer and author of *Deep Water Gold: The story of RMS Niagara*, Keith Gordon, estimates there may be more than a thousand tonnes of oil remaining in the ship's intact tanks.

"It could be a ticking time bomb out there, an ecological time bomb, that in time is going to create a lot of problems," he told Newshub Nation. The possibility of an oil spill three times larger than the *Rena*, which ran aground off Tauranga in 2011, has Whangārei residents and iwi concerned. Newshub / [Read more and watch video](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

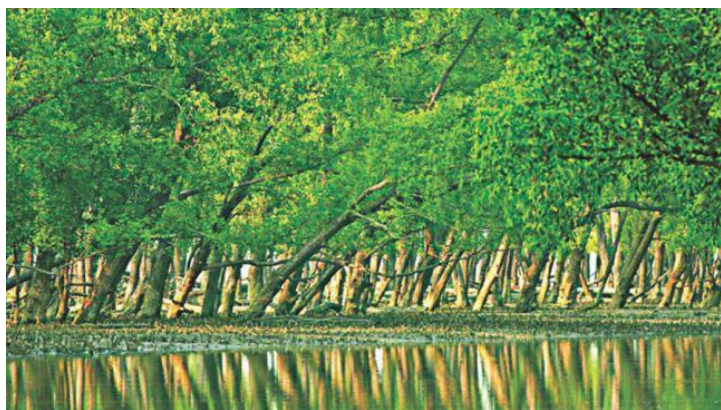
CHINA: CARGO SHIP COLLIDED WITH TANKER, 10 MISSING, SHANGHAI

July 15 - Cargo ship SHUN QIANG 2 collided with another ship identified as YONG AN, at around 0030 Beijing time Jul 15 near Wusongkou, Shanghai. SHUN QIANG 2, with 13 crew, loaded with some 3000 tons of steel coil, sank. 3 crew rescued, 10 are missing, SAR underway. No information on YONG AN – most probably, it's a Taiwanese tanker YONG AN, IMO 8316998, but there's no confirmation yet.

July 20 – Correction - SHUN QIANG 2 collided not with tanker YONG AN, but with general cargo ship YONG AN LUN.

Maritime Bulletin / [Read more](#)

INDIA: SHIP STRANDED OFF SUNDARBANS: INDIA CONDUCTS OPS TO PREVENT MAJOR OIL SPILL



July 17 - India has roped in international expertise to prevent a major oil spill from a stranded cargo ship that caught fire in the Bay of Bengal close to the Sundarbans even as the government yesterday said a "minor oil leakage" took place from the vessel.

India's Directorate General of Shipping and its allied office, Mercantile Marine Department, Kolkata, the Indian Coast Guard and various authorities have been constantly monitoring the developments as efforts to salvage MV SSL Kolkata continued, said a statement issued by the defence ministry.

"There is no apparent damage caused to the environment as of now except a minor oil leakage from vessel which is being attended to with means of oil spill combating gear. Investigation

by the directorate is under progress." The vessel has been grounded at about eight nautical miles off the Indian side of Sundarbans since June 13 when its cargo area caught fire following an explosion. All 22 crew members were rescued by the Indian Coast Guard. The operations to salvage the ship continued in rough weather with 2-4 metres of waves in the Bay.

The Salvors and M/s SMIT International are at the site and vessels, tugs, crane barges and oil spill response equipment have been mobilised and deployed for salvage and oil recovery operations, the statement said.

The International Tanker Owners Pollution Federation, a leading marine ship pollution response adviser, has also been appointed as specialists for advising and co-ordinating with local authorities.

A team from Oil Spill Response, the world's largest industry-funded agency for oil spill recovery, is also there to initiate preventive measures in the event of oil pollution. The Daily Star / [Read more](#)

TAIWAN, CHINA: CPC CONFESSES TO OIL SPILL AT PENGHU OIL DEPOT

July 18 - State-owned oil refiner CPC Corp, Taiwan (台灣中油) yesterday apologized for concealing an oil leak at its oil depot in Penghu, but said the situation has been brought under control.

CPC vice president Huang Jen-hung (黃仁弘) confirmed a report by the Chinese-language Apple Daily yesterday, saying that since the end of last year, 63m3 of gasoline gushing out of the Penghu depot has polluted nearly 0.8 hectares of land due to officials working at the oil depot failing to follow standard operating procedures.

Apart from setting up oil contamination booms to prevent the spread of the oil, CPC has begun restoration work near the site and would continually monitor the pollution for a year, Huang said. Taipei Times / [Read more](#)

EGYPT: SUEZMAX KIMOLOS STILL AT SUEZ, OBVIOUSLY DAMAGED

July 19 - Suezmax crude oil tanker KIMOLOS contacted bottom while transiting Suez Canal in southbound convoy on Jul 13, no details available as to where exactly and why. Tanker continued transit and after leaving Suez was brought to anchor at anchorage in Gulf of Suez, early in the morning Jul 14. According to TradeWinds, citing owner Okeanis Eco Tankers statement, tanker's bottom was damaged, but not breached. Probably fwd ballast tanks on port side damaged. Maritime Bulletin / [Read more](#)

BELIZE: BNE OIL SPILL IN SPANISH LOOKOUT

July 14 - Most Belizeans would not have known that there was an oil spill at the Belize Natural Energy (BNE) Spanish Lookout facility last Sunday if it had not been reported by the Belmopan-based Plus TV, which shared the information with Kremandala.

On Tuesday, Amandala attempted to get information from BNE about this latest oil spill. We were told that the person who is allowed to speak to the media was not available, and the person we spoke with said he was not authorized to comment. This person, however, told us, “we have to do our own internal assessment,” thereby confirming that something had happened at the BNE oil operations.

After speaking to BNE we attempted to get information from the Department of the Environment, but we were told that only the Chief Environmental Officer could answer questions about the BNE oil spill, but he was in a meeting—a standard bureaucratic avoidance of the press. Our call, however, was never returned, and neither has the Department of the Environment issued a press release on the oil spill.

In an interview with Plus TV, Allan Reimer, the chairman of Spanish Lookout Petroleum Board, related how he learned about the oil spill. “On Sunday morning I got a text from a person at BNE that they had a spill, and then I sent personnel out there to scout the area and assess the damages. What we found was a ditch filled with crude oil, a layer of crude oil in there flowing down into a creek. “We followed the creek and it went on for about a quarter of a mile, and at the end of the creek we found puddles of crude oil varying from about 5 to 50 gallons per puddle, so all in all, I think we must have lost in excess of about 1,000 gallons,” Reimer said. Amandala / [Read more](#)

CANADA: TRANSPORT CANADA MOVES TO UPDATE ERAP REQUIREMENTS

July 12 - On June 30, 2018, Transport Canada issued a proposed amendment to Part 7 of the Transportation of Dangerous Goods Regulations (TDG). This part covers the requirements for Emergency Response Assistance Plans, or ERAPs. Details can be found on [Government of Canada’s website](#).

Canada’s ERAP requirements are unique, not being adopted from the [UN Recommendations on the Transport of Dangerous Goods](#). Essentially, they require consignor of significant amounts of high risk dangerous goods to establish a specific protocol, often involving an on-call response team, that can assist local responders in case of a release. Transport Canada must review and approve the plan before the consignor can offer or import affected shipments (although the approval only has to be issued once.) Since the [Lac-Mégantic disaster](#) in 2013, improving ERAP requirements has been a particular concern of Transport Canada’s.

The June amendment has four main goals:

- To clarify how an ERAP should be implemented;
- To enhance emergency preparedness and response;
- To reduce the regulatory burden for those affected by the requirement; and
- To make some general “housekeeping” changes to keep all parts of the regulations harmonized.

The Compliance Center / [Continue reading this report](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CHINA: MACAU LEGISLATOR RECOMMENDS 'DANGEROUS GOODS' DRIVING LICENCE



July 12 - Legislator Mak Soi Kun suggested the Transport Bureau to require drivers who transport hazardous goods to apply for a 'dangerous goods' driver license before hitting the road.

Macau (MNA) – Legislator Mak Soi Kun submitted a written interpellation to the Legislative Assembly (AL) on Thursday in which he suggests the Transport Bureau (DSAT) create a system requiring drivers who transport hazardous goods to apply for a ‘dangerous goods’ driving licence before hitting the road.

Mak began his statement by recalling the liquefied petroleum gas (LPG) explosion incident that took place roughly a week ago, on July 3, claiming similar accidents might take place in the future if transport workers lack proper training for carrying hazardous materials.

Macau Business / [Read more](#)

TAIWAN, CHINA: DELEGATION RECEIVES TRAINING FROM CEDRE

July 9 - Last month, Cedre played host to a Taiwanese delegation – as it has done annually since 2010 – led by the Environmental Protection Administration (EPA). Two training sessions were run for 29 representatives of EPA, private companies, the Coast Guard Administration and the new central government agency in charge of marine pollution issues, the Ocean Affairs Council (OAC). The

first session, held from 13th to 15th June, focused on marine oil spill response, while the second, run from 18th to 21st June, was devoted to HNS. This course was the opportunity for the delegation to attend practical training sessions with real oil at our technical facilities, as well as to watch a demonstration by the French Navy's chemical response unit and to take part in a crisis management exercise involving an HNS spill scenario. CEDRE / [Read more](#)

TUNISIA: NATIONAL WORKSHOP ON TIER 2 SPILL RESPONSE AND COORDINATION



July 12 – Report just received from MOIG – “The National Workshop on Tier 2 Oil Spill Response and Coordination was held in NOVOTEL Hotel Tunis-Tunisia. The main objectives of this event were to ensure the understanding of the regulatory structure for spill preparedness and response in Tunisia, to define the current situation of Tier 2 spill response and to select the suitable option for Tier 2 response in the future. This workshop gathered 37 participants from Tunisian Government and Oil and Gas Industry: ANPE, APO, Dragon Oil, Eni Tunisia, ETAP, National Marine, Medco Energi, Ministry of Energy, Ministry of Transport, ONPC, SEREPT, Shell's OSEC, Shell Tunisia Upstream, SNDP, TOPIC, TRAPSA and TPS to exchange information, experience and expertise on oil spill preparedness, response and coordination.

During this workshop, participants had the opportunities to get an overview of the National Spill Contingency Plan for combating accidental marine pollution, Lessons learned of Zarzis and Bizerte Tier 2 Spill Response Exercises related to coordination, TPS experience on Oil Spill Response in shallow water, Importance of an Emergency and Crisis Command Center in Managing Major Offshore Pollution-SEREPT Command Center, Eni Tunisia Oil Spill Response Plan and Capability, Shell Tunisia Upstream Response Capability. In addition, options for Tier 2 spill response coordination were discussed and assessed with an aim to agree a way forward for improved preparedness and response in the future.

We are very delighted with the outcome of this workshop, participants expressed a range of views regarding preparedness, response and coordination. It was agreed to select one Tier 2 response option and create a working group composed of representatives from Government and Oil and Gas Industry to further discuss in depth the benefits and disadvantages of the selected option and put an action plan in place. The MOIG Management Committee would like to thank all attendees for their active participation and speakers for their valuable presentations contributing in the success of this event”. <http://www.moig.org/>

UAE: SAFEEN SIGNS MOU WITH ADNOC LOGISTICS & SERVICES FOR OIL SPILL RESPONSE



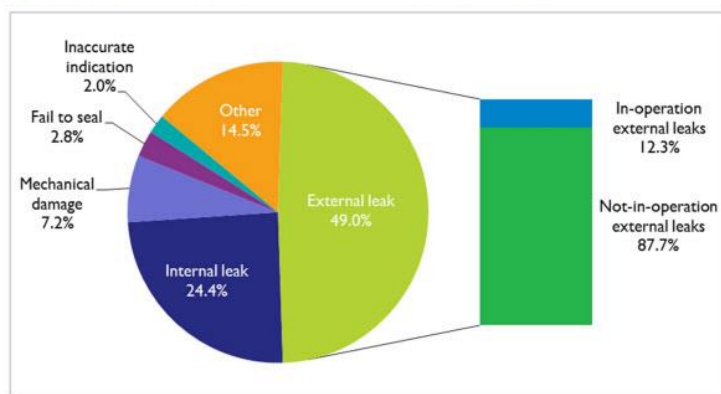
July 8 - Abu Dhabi Ports has announced the signing of a memorandum of understanding (MOU) between its subsidiary, SAFEEN, a provider of integrated marine and port services for Abu Dhabi Ports, and ADNOC Logistics & Services, in the area of oil spill containment, cleaning and maintenance.

Under the terms of the agreement, ADNOC Logistics & Services will support SAFEEN in handling tier two oil spill incidents through containment, cleaning and maintenance activities. Tier two oil spills cover a greater area of water and involve more quantities of oil than tier one oil spills, which SAFEEN is already equipped to handle.

Hamad Al Maghrabi, marine services operations general manager, SAFEEN said: “SAFEEN has developed an integrated system to ensure health, safety, and the environment are of the utmost importance. The MOU with ADNOC allows us to further uphold our commitment to the wider port and maritime community, ensuring the seas of the UAE are kept clean and safe.” Arabian Oil & Gas / [Read more](#)

USA: GOM: OVER 1,000 DRILLING EQUIPMENT FAILURES REPORTED IN 2017

Figure 2: Distribution of 2017 Events by Observed Failure Type



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, SafeOCS program.

July 16 - The U.S. Bureau of Safety and Environmental Enforcement's SafeOCS program has released its 2017 annual report on Blowout Prevention System Safety, noting 18 of 25 operators associated with rig operations in the Gulf of Mexico (GOM) reported 1,129 equipment component failure events. The reported events occurred on 45 of the 59 rigs operating in the GOM during the year.

The report summarizes blow out preventer (BOP) equipment component failures that occurred on marine drilling rigs. The 18 reporting operators account for 90.2 percent of new wells drilled. Both types of BOP stacks (subsea and surface) were associated with component failures, and the majority of notifications were associated with the more complex subsea BOP stacks. The Maritime Executive / [Continue reading](#)

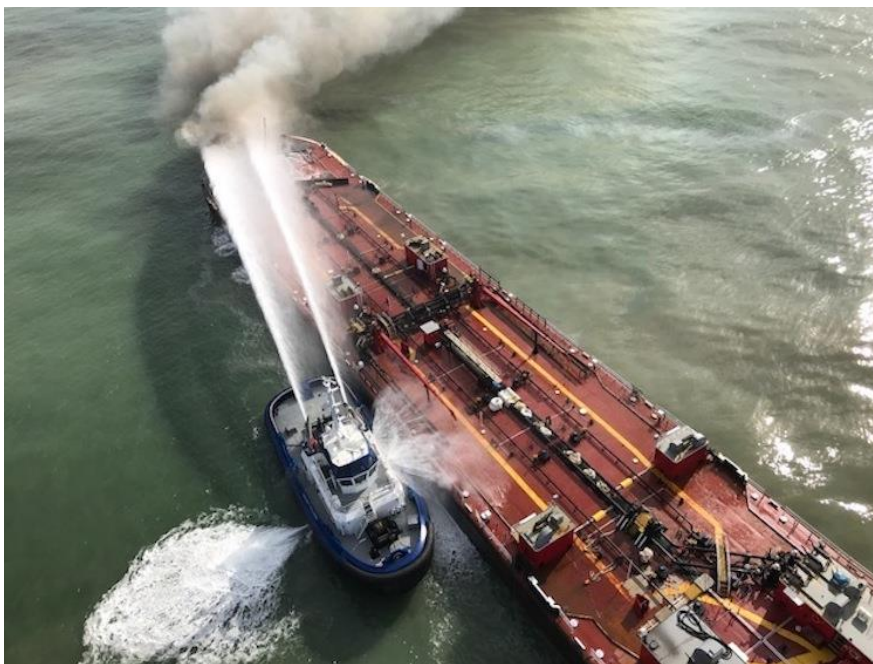
USA: BOUCHARD BARGE NO. 255 HEARING: 'I WAS HEARING BLASTS EVERY SECOND'

Photo: A Corpus Christi Fire Department vessel extinguishes a fire onboard a barge approximately three miles from the Port Aransas, Texas, jetties Oct. 20, 2017. U.S. Coast Guard photo.

July 19 - Editor's Note: This is the first in a series of articles covering the U.S. Coast Guard's public hearing on the explosion and fire aboard the Bouchard No. 255 tank barge that claimed the lives of two people off the coast of Port Aransas, Texas on October 20, 2017. A live stream of the hearing can be found [here](#).

By Barbara Liston (Clearview Post) – A former seaman for the Bouchard Transportation Co. described watching low blue flames encircling the two deckhands on a loaded oil barge at Port Aransas, Texas, in 2017 moments before an explosion killed both crewmen.

Zachariah Jackson, 28, of Salt Lake City, and Du'jour Vanterpool, 26, of Houston, were thrown into the Gulf of Mexico by the force of the blast. Only Vanterpool's body has been recovered.



Lonnie Roberts, first mate on the tugboat Buster Bouchard which was preparing to tow the barge to a refinery in Corpus Christi, testified at a U.S. Coast Guard hearing in Houston that he and Jackson were trying to raise the anchor on the vessels which were hitched together. Roberts said he was talking to Jackson by radio and trying to resolve an issue with the anchor chain when the blue flames caught his eye.

"That's what I saw, was the blue flames that were kind of taking over that area where the guys were at... I didn't understand it. I didn't even get a chance to ask Zach. I was just caught up looking. He didn't say anything," Roberts recalled.

Roberts said he doesn't know how long gas had been accumulating on the deck of the barge, but the fire looked like the initial flame that moves around a gas grill right after ignition.

"I have time to think to myself, what am I looking at – I'm trying to process it – and then the barge exploded," he said.

The Coast Guard and National Transportation Safety Board are trying to determine the cause of the accident to try to prevent a recurrence.

Two more sizable blasts followed quickly and "at that point I was hearing blasts every second," Roberts said.

According to the Coast Guard fact sheet, the 448-foot-long barge, known as Bouchard Barge No. 255, was loaded with 140,000 barrels of crude oil. gCaptain / [Continue reading this article by Barbara Liston](#)

USA: MICHIGAN TECH TEAM SUBMITS DRAFT REPORT ON THE IMPACTS OF A POTENTIAL OIL SPILL FROM ENBRIDGE LINE 5

July 19 - State of Michigan agencies today released for public comment a draft independent analysis of the impacts of a potential oil spill from Enbridge Line 5 in the Straits of Mackinac.

A team led by Michigan Technological University and directed by professor Guy Meadows of Michigan Tech's Great Lakes Research Center submitted the draft report "[Independent Risk Analysis for the Straits Pipelines](#)" to state officials on July 16, 2018.

The worst-case approach implemented in the study is based on the accumulation of worst-case assumptions and explicitly excludes consideration of the probability of such events. As a result, the assessment extends to events with low probabilities of occurrence but high consequences.

According to the analysis of more than 4,300 spill simulations, a rupture to both Straits pipelines with concurrent failures of primary valves on each pipeline and secondary safety valves, could release 32,000 to 58,000 barrels of crude oil into the Great Lakes and impact more than 400 miles of shoreline in Michigan, Wisconsin and Canada based on wind and current conditions. Depending on the timing and magnitude of a spill, 47 wildlife species of concern and 60,000 acres of unique habitat could be at risk.

UPmatters.com / [Read more](#)

SCIENCE & TECHNOLOGY

FRANCE: CEDRE CARRIES OUT BURN TRIAL AT INERIS

July 9 - At the beginning of June, two agents from Cedre conducted oil burn trials on the fire platform at INERIS. These trials were part of a study, funded by TOTAL, into the characterisation of burn residues according to the type of crude oil. The first phase of the study was carried out at Cedre at laboratory scale using the burn test bench. Since the start of the year, over 80 burns have been conducted.

During the two days of experiments which made up the second project phase (pilot scale), 9 burns were performed on a total of almost 200 litres of crude oil (4 different crudes). Following each burn, Cedre was responsible for recovering all the floating unburnt residues while INERIS processed the atmospheric emissions data (quantification and characterisation of soot and gases released). These trials were also the opportunity to test the efficiency of smoke inhibitors. All the data and samples collected will be processed in our laboratory and will help to achieve a clearer understanding of the characterisation and fate in the environment of residues remaining after in situ burning operations. CEDRE / [Read more](#)

NATURE CAN HEAL ITSELF AFTER AN OIL SPILL, IT JUST NEEDS A LITTLE HELP

June 17 – Moving oil across the Rockies is dangerous. No matter the safety precautions, spills will sometimes occur. Cleaning the soil afterwards is difficult, expensive and time-consuming.

If you don't clean the soil, the gas and oil will move from the soil and pollute nearby streams, rivers and lakes. Site owners often resort to digging up soil and dumping it a landfill.

The digging approach is hugely destructive. Above-ground buildings and plants are destroyed to dig massive holes in the ground. The contaminated soil is hauled to a treatment facility or, more commonly, a secure landfill.

Companies, government and the public like digging because it solves the local problem with a week or two of intensive activity. It's also a visible commitment by the company and the government to manage the environment.

What people don't see is the [environmental damage caused by removing the foundation of an ecosystem](#) — the soil. They also don't see the [dangers to the workers and communities](#) as [toxic soil is moved through their towns and communities](#) on the way to a landfill.

As we see in other spheres, individuals promoting simple solutions to complex problems are often lauded. But ecology is complex and it's subtle. And the quick way to do things is often the wrong way to do things. Instead, why not nudge the natural soil ecosystem to clean itself?

"In situ" remediation of an oil or gas spill — doing it on site — is not difficult, but there is a delicate art to achieving success.

Soil bacteria and fungi will naturally degrade oil and gas if they have two things: fertilizer and energy.

A mixture of nitrate and phosphate agricultural fertilizers used at very low concentrations is usually enough to meet the first requirement. The Conversation / [Continue reading this article](#)

USA: NEW OIL SPILL TECH SOLUTIONS PUT TO THE TEST

July 16 - No two oil spill response operations are the same. Each can present new and even tougher challenges for spill responders as they detect, contain and recover spilled oil. Diverse aspects affecting oil spill response operations can be the physical environment, spill monitoring, use of chemical dispersants, and the availability of proper technology for the situation.



Photo: A rotocraft equipped with a thermal infrared sensor captured images of emulsified oil to validate the sensor's capabilities during the NOAA and BSEE funded remote sensing test. Image: Courtesy Ohmsett

Some challenges have been met through research and technology development of techniques for dealing with spills. However, developing new technology can be a challenge in itself since many countries prohibit open-water equipment testing or response training with oil.

Unlike smaller facilities that rely on scale models and oil surrogates, Ohmsett – The National Oil Spill Response Research & Renewable Energy Test Facility conducts testing, training and research with full scale equipment using real oil in repeatable simulated sea conditions.

Managed by the Bureau of Safety and Environmental Enforcement (BSEE), Ohmsett is committed to helping improve the methods and technologies available for oil spill detection, containment, and removal. It provides the Bureau and other facility users from around the world with a unique oil spill response testing and training environment that simulates real-world conditions in a safe and controlled environment. “Even though Ohmsett is a government operated facility, it is not exclusively for use by U.S. government agencies,” says John Delia, Ohmsett facility manager. “Private companies, foreign government agencies, and universities use the facility to test equipment, evaluate acquisition options, and to validate research findings.”

Marine Link / [Read the complete text of this article by Jane-Ellen Delgado](#)

TECHNICAL SUPPORT

CAMEO CHEMICALS UPDATE IS LIVE!



Photo: CAMEO Chemicals is a database of hazardous materials helpful in planning for emergency response. Image credit: USCG.

July 13 - [CAMEO Chemicals](#), a database of hazardous materials, has a fresh new update that is available in all four program platforms--mobile app, desktop program, website, and mobile website.

This latest version (2.7.1) includes updated information on hazardous chemicals, a new data source (OSHA Process Safety Management regulatory levels), and several enhancements to improve the program performance and user experience.

The mobile app has several additional features. It now has an advanced search and an import feature, which allows users to import collections of

chemicals created in the app or any of the other CAMEO Chemicals platforms. Additionally, there is also a new app-only feature where users can use the View History menu item to quickly access any datasheet they've viewed during that session.

Since its release in spring 2017, the CAMEO Chemicals mobile app has been downloaded over 51,000 times. The other platforms continue to be popular as well, with the desktop programs receiving thousands of downloads and the website receiving over 1.6 million page views so far in 2018.

CAMEO Chemicals is part of the CAMEO® software suite, a set of programs offered at no cost by NOAA's Office of Response and Restoration and EPA's Office of Emergency Management. This suite of programs was designed to assist emergency planners and responders to anticipate and respond to chemical spills. For additional information, contact Brianne.Connolly@noaa.gov

AUSTRALIA: COMPLIANCE CODE: HAZARDOUS SUBSTANCES

July 13 - If your work involves hazardous substances, there are specific duties and obligations you need to comply with under the Occupational Health and Safety Act (OHS Act) 2004 and Occupational Health and Safety Regulations (OHS Regulations) 2017. This compliance code gives you practical guidance on how to comply with those duties and obligations.

This information is particularly relevant if you are an employer or self-employed person who uses hazardous substances, or a manufacturer, importer or supplier of hazardous substances. It is also relevant for employees and health and safety representatives who work with hazardous substances. It uses examples and tools you can apply to your own situation.

Worksafe Victoria / [Read more and download the PDF](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

TRAINING

OFFSHORE ENVIRONMENTAL AWARENESS – E-LEARNING COURSE FROM EI

- Developed from an industry-led initiative aimed to create accessible and standardised training across offshore platforms.
- Delegates are flexible to study individual modules that are relevant to them or the whole module that consists of 5 modules.
- Complete the modules in your own time.
- Successful delegates will be awarded a certificate from the Energy Institute. [More information](#)

PUBLICATIONS

PROCESS SAFETY & ENVIRONMENTAL PROTECTION - COPING WITH A BIG NUCLEAR ACCIDENT; CLOSING PAPERS FROM THE NREFS PROJECT

Elsevier Press - Edited by Phillip Thomas, John May
Volume 112, Part A, Pages 1-198 (November 2017)
[More info, Contents, Links for downloading articles](#)

SEAS OF EAST ASIA: AVAILABLE NOW: PEMSEA ANNUAL REPORT 2017

July 10 - This annual report shares the significant developments PEMSEA and its partners took in 2017 towards fulfilling the vision of healthy ocean, people, and economies. With this report we celebrate almost 25 years of partnerships in developing a sustainable future for the Seas of East Asia. PEMSEA / [Read more and find link to download the Annual Report](#)

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	July 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	July 2018 issue
EUROWA Newsletter	European Oiled Wildlife Response Assistance Module	October 2017
IMO News Magazine	News from the International Maritime Organization	Summer 2018 issue
IMO Publishing News	New and forthcoming IMO publications	June 2018
Intertanko Weekly News	International news for the oil tanker community	July 20, 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
Nautical Institute News	News from the Nautical Institute	June-July, 2018
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	Latest issue
Ocean Orbit	Newsletter from the International Tanker Owners Pollution Federation	August 2017
OCIMF Newsletter	News from the Oil Companies International Marine Forum	June 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	June, 2018
Pollution Online Newsletter	News for pollution prevention & control professionals	July 18, 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	June 1-15, 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	July 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

CONGO: NATIONAL WORKSHOP 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/>

GUINEA: NATIONAL WORKSHOP ON SHORELINE RESPONSE TO OIL SPILLS

Conakry. August 20-23. <http://www.giwacaf.net/en/activities>

RESPONSE EVENTS DURING JULY & AUGUST 2018 (CONTINUED)

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
For more information click on Title of Event			
NETHERLANDS	Sept. 6	International Oil Spill Experience	Rotterdam
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 1-3	EI Middle East HSE & Sustainability 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
TURKEY	Nov. 7	MOIG General Assembly Meeting	Istanbul
USA	Nov. 13-15	Clean Gulf Conference and Exhibition	New Orleans, LA
PHILIPPINES	Nov. 27-30	East Asia Seas Conference 2018	Iloilo
UK	Dec. 5-6	Salvage & Wreck Removals Conference	London
COUNTRY	2019	TITLE OF EVENT	LOCATION
USA	February 4-7	Gulf of Mexico Oil Spill & Ecosystem Conference	New Orleans, LA
USA	March 26-27	SCAA Annual Meeting & Conference	Arlington, VA
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			

INFORMATION FOR ISCO MEMBERS AND OTHER NEWSLETTER READERS

ISSUE OF THE NEXT ISCO NEWSLETTER WILL BE DELAYED

Your Editor is in process of moving home and expects to have a short disruption to his landline telephone and internet access. Provided all goes well, normal service will be restored on Monday 6th August.

The next Newsletter will be sent out as soon as possible after this date.

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.