

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



November 13-15, 2018 • New Orleans, LA

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SPILLCON

20 – 24 May 2019 Perth, Australia

U.S. NAVY COMMENCES OIL REMOVAL FROM CAPSIZED GERMAN CRUISER 'PRINZ EUGEN' IN MARSHALL ISLANDS



September 20 - The U.S. Navy, in partnership with the Army and the Republic of the Marshall Islands, have started the recovery of oil from the overturned World War II German heavy cruiser Prinz Eugen in the Kwajalein Atoll. These recovery efforts will ensure mission capability of the U.S. Army Space and Missile Defense Command/Army Forces Strategic Command's Ronald Reagan Ballistic Missile Defense Test Site, which is located on Kwajalein, while also protecting the environment within the atoll.

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You can apply for Student Mem launch its first full-scale cleanup system. System 001 consists of a 600-meter (2,000-foot) U-shaped floating barrier with a three-meter (10-foot) skirt attached below. The system is designed to be propelled by wind and waves, allowing it to passively catch and concentrate plastic debris in front of it. Due to its shape, the debris will be funneled to the center of the system. Moving slightly faster than the plastic, the system is anticipated to act like a giant Pac-Man, skimming the surface of the ocean.

The system will be deployed in the Great Pacific Garbage Patch, the world's largest accumulation zone of ocean plastics. Situated halfway between Hawaii and California, the patch contains 1.8

INTERNATIONAL NEWS (CONTINUED)



Above: The U.S. Army, in partnership with the U.S. Navy and the Republic of the Marshall Islands, is safely recovering oil from the capsized World War II German heavy cruiser Prinz Eugen in the Kwajalein Atoll. U.S. Navy Photo by photo by LeighAhn Ferrari

The Prinz Eugen was transferred to the U. S. Navy as a war prize from the British Royal Navy after the war, and in 1946, it was loaded with oil and cargo and used to test the

survivability of warships during the Operation Crossroads atomic bomb tests at Bikini Atoll.

During the test, the cruise withstood the initial blast but sustained heavy damage. Five months later, however, she capsized and sank in Kwajalein Lagoon, approximately 3.6 miles from Kwajalein.

The wreck contained about 2,767 metric tons of oil when it sank, and an assessment of the wreckage has shown that there remains a high risk of a spill of more than 1,000 metric tons.

A U.S. Navy report on the oil spill risk conducted in 1974 recommended that oil be removed from the wreck within 30 years, but Ownership of the wreckage was eventually transferred to the Republic of Marshall Islands in 1986.

The oil removal operation is being performed by Naval Sea Systems Command, Office of the Supervisor of Salvage engineers and is expected to last until the end of October.

gCaptain / [Read more](#) Another excellent report in [The Maritime Executive](#) Read more about the history of the cruiser Prinz Eugen in [Wikipedia](#) [Thanks to ISCO Secretary, Matthew Sommerville]

2018 EFFECTS OF OIL ON WILDLIFE CONFERENCE REFLECTS ON ACHIEVEMENTS TO DATE AND FUTURE CHALLENGES

September 7 – A report from the Sea Alarm Foundation - The 13th edition of the International Effects of Oil on Wildlife Conference took place in Baltimore, Maryland last month, presented by Tri-State Bird Rescue & Research and the Oiled Wildlife Care Network, and hosted by the National Aquarium.

The Sea Alarm team was there in force; presenting workshops and papers, chairing conference sessions and connecting with friends and colleagues from around the world at what is the only international conference dedicated to oiled wildlife preparedness and response.

This year's event was built around the themes of 'Preparing, advancing and responding.' Over 50 papers were presented during the course of the week, including case studies, research findings, new technology, and recent national and international developments. The Sea Alarm team presented on a wide range of topics: from the European Commission-funded 'EUROWA' project and a 5-year preparedness project in the Netherlands, to a modelling tool for simulating oiled wildlife response and a paper on the implications of new oil industry guidance on tiered preparedness and response.

As part of a closing panel discussion, representatives from key stakeholders (NGOs, the oil industry, and government) reflected on achievements to date, as well as future challenges to be solved.

Sea Alarm / [Read more](#)

BALEX DELTA 2018 – A REPORT FROM ITOPF

September 11 - ITOPF were observers at the 29th HELCOM BALEX DELTA exercise hosted by Sweden in Karlskrona from 27th - 30th August 2018. This annual exercise tests cooperation between contracting parties of the Helsinki Convention (on the protection of the marine environment of the Baltic Sea) ensuring successful implementation of the procedures documented in the HELCOM Response Manual and demonstrating multi-national capability to respond to a major incident.

About 500 people from eight countries participated in the exercise and 18 vessels, one aircraft and one helicopter were deployed. The exercise was divided into three parts: testing the international lines of communication and the alarm chain, response to a chemical and oil spill at sea and response on shore.

The 2019 event will be hosted by Denmark. [Thanks to ITOPF] See also another report in last week's [ISCO Newsletter](#) 652

RAMOGEPOL 2018 EXERCISE HELD IN SARDINIA

September 15 - An accidental oil pollution at sea was simulated at La Maddalena (Sardinia) for the international exercise @RAMOGEPOL 2018. The putting in place of ships, airplanes, helicopters, antipollution devices and specialized vessels and the mobilization of hundreds of people, was carried out under the high patronage of RAMOGE, the Regional Agreement among France, Monaco and Italy for the protection of a wide stretch of sea facing the three Countries and the initiative of the Italian Ministry of the environment, land and sea, General Direction for the protection of the nature and of the sea. Two days in the sea and on the coast of one among the most sensitive and protected areas in the Mediterranean working together with women and men coming from the Italian Capitanerie di Porto, scientific institutions, private sector, Regional and national institutions such as ISPRA and the national network of the Regional agencies devoted to the protection of the environment. [Thanks to Ezio Amato (via Linked-in)]

ITOPF R&D AWARD - INVITATION TO SUBMIT APPLICATIONS

September 7 - ITOPF has established an annual 'ITOPF R&D Award'. Each year, up to £50,000 will be made available to fund R&D projects that make a valuable contributions to improving the knowledge and understanding of issues related to accidental marine pollution. The purpose of this initiative is to encourage organisations worldwide to inspire innovative thinking and to develop ideas that could provide realistic solutions to some of the challenges faced in spill response and environmental monitoring. You can find the details of the award and previous research projects funded at: <http://www.itopf.org/in-action/r-d-award/>

To submit your application, please follow the process described at: <http://www.itopf.org/in-action/r-d-award/application-process/>
The deadline for submitting your application is 30th November 2018.

The ITOPF Committee will review all the applications in December 2018 and January 2019, with the intention to name the Award winner in late February. If you have any questions regarding the award, please do not hesitate to contact us at this email. [Thanks to ITOPF]

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

CANADA - POTENTIAL FUEL SPILL CONCERNS FROM FLOATING FISHING LODGE



September 9 - A storm in Haida Gwaii Saturday broke a barge carrying thousands of litres of fuel free from its moorings, causing it to drift southeast of Queen Charlotte City near Skidegate Sunday.

The Canadian Coast Guard has responded to the scene and is currently working with the barge's owner, Haida Gwaii Nation, provincial and federal authorities to mitigate risk to the public as well as environmental concerns.

"We are also mobilizing a hazmat team to do an initial search of the vessel," Jocelyn Lubczuk, a spokesperson with the Canadian Coast Guard, said.

The barge is a luxury floating fishing lodge. It was moored in Alliford Bay but was spotted adrift in Skidegate Bay around 9:30 p.m. Saturday night. It has since been grounded, with a four-inch crack in its hull, on the island's shore.

The Western Canada Marine Response Corporation has been called in to help in case of an oil spill.

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

EGYPT: ENVIRONMENT MINISTER CLEANS OIL SPILL AT ALEXANDRIA SEAPORT

September 15 - Environment Minister Yasmien Fouad on Saturday issued an urgent order to clean up an oil spill in Alexandria.

The Central Operations Room of the ministry received a report of a diesel oil spill at the Alexandria seaport. A committee was then immediately dispatched from the regional branch of the Environmental Affairs Agency in Alexandria to perform cleanup operations and other necessary duties.

The inspection found that the 3 meter wide and 30 meter long layer of oil emerged leaked from a hole from one of the ships diesel tanks, contaminating the water. Egypt Independent / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

UK: INVESTIGATORS WORKING TO IDENTIFY CAUSE OF POLLUTION IN RIVER GREAT OUSE AT HUNTINGDON

September 18 - Investigators were able to contain much of the oily substance using specialist equipment on Friday and Saturday after reports of a leakage emerged on Thursday.

Wildlife living in the area was badly affected by the spill, believed to have emanated from Riverside Park, in Huntingdon, and the RSPCA was called to rescue six swans that had been caught up in the incident.

The birds were taken to a rescue centre to be cleaned.

Today (Tuesday), the Environment Agency said it was carrying out tests on the pollutant to establish what it is and where it came from. Once complete, the substance will then be removed from the water along with the protective spill kits and booms. Huntspost / [Read more](#)

USA: GEORGIA - 4 HOSPITALIZED, HUNDREDS EVACUATED AFTER CHEMICAL LEAK IN CHEROKEE COUNTY

September 21 - A leak of an unknown substance on a delivery truck forced hundreds to evacuate, sent four people to the hospital, and shut down a large portion of Interstate 575 between Woodstock and Canton Friday afternoon.

FOX 5 crews were being kept several football fields back from the Pilgrim's Pride on Univeter Road where FedEx truck was leaking an unknown substance around 2 p.m. Friday. SKYFOX 5 flew over the scene and spotted a red liquid leaking from the tractor-trailer.

Director Jay Baker with the Cherokee County Sheriff's Office said HAZMAT crews were able to determine it was a compound called Organic Peroxide Type F, which can produce airborne fumes. Baker said two people at the plant were exposed to the compound and were taken to an area hospital complaining of breathing problems. Fox News / [Read more and watch video](#)

USA: RED TIDE HAS SWEEPED INTO THE INTRACOASTAL WATERWAY, LITTERING PARKS AND CANALS WITH DEAD FISH



Photo: Thousands of dead fish, including large grouper, line the seawall at the north end of the Harbourside Condominium complex in St. Pete Beach. The complex is located on Deadman Key in Boca Ceiga Bay and the Intracoastal Waterway. The fish kill is the result of Red Tide in Pinellas County. [SCOTT KEELER | Times]

September 21 - Red Tide, which chased the tourists away from Pinellas County's beaches last week, has now infiltrated the Intracoastal Waterway and started stinking up residential canals too.

"The Intracoastal got hit hard today," Pinellas County Environmental Management director Kelli Hammer Levy said Monday.

The toxic algae bloom, considered the worst in a decade, started the week off by depositing thousands of dead fish at the Harbourside Condominium

complex in South Pasadena. Tampa Bay Times / [Read more](#)

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

AUSTRALIA: SLICK RESPONSE TO SPILL EXERCISE ON THE TORRES STRAIT

September 19 - A two-day exercise to test Queensland's readiness to respond to an oil pollution incident will play out in the Torres Strait this week.

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

Deputy Prime Minister Michael McCormack said government and maritime agencies would join Torres Strait community leaders to test their preparedness for a serious oil spill in the region's unique marine environment.

Participants will use equipment deployed in an oil spill scenario at three separate locations, Thursday Island (Bach Beach), Warraber Island and Poruma Island.

Queensland Transport and Main Road Minister Mark Bailey said the International Maritime Organisation has declared the Torres Strait as a Particularly Sensitive Sea Area recognising the marine ecosystem and its vulnerability to damage by shipping incidents. Mirage News / [Read more](#)

BAHRAIN: SPECIALISED HAZMAT TEAM 'WELL EQUIPPED TO TACKLE CHEMICAL SPILLS'

September 16 - A special team dedicated to tackling chemical spills has successfully controlled a number of minor incidents this year, according to a top official.

The nearly 50-member Hazmat team operating under the Civil Defence Directorate consists of a group of firemen specially trained to combat and confront spillage of toxic substances anywhere in Bahrain.

The men ride on three specialised vehicles – 15 firemen and one officer on each – and work in co-ordination with the 13 fire stations located in the country's four governorates.

According to Civil Defence planning and development directorate head Lieutenant Colonel Mohammed Al Binghamdeer, the team is constantly undergoing training and is equipped with the most modern equipment. GDN Online / [Read more](#)



BERMUDA: US COAST GUARD DISCUSSES OIL SPILL PLANS



Photo: Scott Simmons, Department of Marine & Ports Services; Geoffrey Smith, Department of Environment and Natural Resources; Steve Cosham, National Disaster Coordinator, Ministry of National Security.

September 19 - Representatives from the United States Coast Guard are in Bermuda to assess how they could help in the event of a major oil spill.

The visit stems from an agreement signed by both countries in 1976, stating that assistance could be provided by the United States Coast Guard in the event of a major oil spill impacting Bermuda.

Geoffrey Smith, an environmental engineer at the Department of Environment and Natural Resources, said Bermuda has oil response equipment such as oil boom and oil skimmers to tackle the first 24 hours of a major spill. The Royal Gazette / [Read more](#)

CANADA: TRANS MOUNTAIN COMPLETES BURRARD INLET SPILL EXERCISE

Photo: Oil spill response vessels take to Burrard Inlet for an exercise, Sept. 19, 2018. (Trans Mountain Corp.)

September 19 - Trans Mountain Corp., the new federal Crown corporation that now owns the only oil and fuel pipeline from Alberta to B.C., conducted what it calls one of the facility's largest emergency response exercises on Burrard Inlet Wednesday.

The exercise was to comply with National Energy Board and Transport Canada requirements for the pipeline and its Westridge Terminal for shipping from Burnaby, whose expansion plan was put on hold in late August after a court ruling suspended its permits.

The exercise included water-based response activities that included an off-site incident command post involving multiple agencies.

Wednesday's exercises involve existing spill response capacity. Kinder Morgan Canada committed \$150 million to increased response equipment and bases conditional on completion of the twinning project, but that work has been put on hold twice. Hope Standard / [Read more](#)



GREENLAND GOVERNMENT AGREES TO BACK ARCTIC HFO BAN

September 18 - Greenland's Naalakkersuisut (government) has issued a statement saying that it supports a ban on the use and carriage of heavy fuel oil by Arctic shipping.

The Greenland government's statement, published on the Naalakkersuisut's website says (in translation) that:

"Naalakkersuisut has agreed to actively work for a ban on HFO in the Arctic, via the UN International Maritime Organization (IMO). The prohibition must cover both navigation and transport of HFO in the Arctic. Naalakkersuisut's position on the case has awaited an analysis of the socio-economic, environmental and climate consequences for Greenland of a possible ban on sailing on HFO in the Arctic.

"The Ministry of Nature and Environment states that the analysis is now available and, on this basis, Naalakkersuisut has decided to support a ban on sailing and transport of HFO in the Arctic. The analysis shows that a ban on sailing on HFO will be associated with a socioeconomic cost of approximately 8.1 million kroner [€1.085 million/ USD\$1.268 million] annually.

The Maritime Executive / [Read more](#)

NEW ZEALAND: MARITIME NZ MARKS WORLD MARITIME DAY WITH A FOCUS ON THE PACIFIC

September 19 - Improving maritime safety in the Pacific is in the spotlight at an event being held in Auckland today (19 Sept) to celebrate World Maritime Day.

Maritime NZ Director Keith Manch said the International Maritime Organization's (IMO) 2018 World Maritime Day will be recognised at a lunch for organisations involved in maritime safety. Both Mr Manch and Maritime NZ's Interim Chair Belinda Vernon will speak at the lunch.

"The IMO sets an annual theme for World Maritime Day and this year's theme is: 'our heritage – better shipping for a better future'," Mr Manch said. "We have chosen to use this theme to highlight the work New Zealand is doing on maritime safety capability and capacity in the Pacific, particularly collaborating with our Pacific neighbours to achieve sustainable growth in their maritime sectors." Maritime NZ / [Read more](#)

NEW ZEALAND: NEW EQUIPMENT FOR SPILL RESPONSE



Photo: WELL-OILED TEAM: Civil Defence emergency support officer Bronwyn O'Reilly, left, and Gisborne District Council environmental health officer Kelly Hosking, right, familiarise themselves with the new equipment as they train with the new oil skimmer in the harbour. Picture by Liam Clayton

September 20 - Future oil spills in Gisborne harbour should be cleaned up more efficiently, thanks to new equipment for the region's oil spill response team.

Maritime New Zealand (MNZ) oil spill response technicians Greg Meikle and Mark Bright were in Gisborne this week to assist with an oil spill response exercise and introduce the new equipment. Gisborne Herald / [Read more](#)

PAKISTAN: LARGE NUMBER OF DEAD FISH FOUND ALONG KARACHI'S SEA VIEW BEACH

September 16 - A large number of dead fish emerged on the surface along Karachi's Sea View Beach with experts believing that they have died owing to an illness or oil spill, a private media outlet on Sunday

The adverse effects of pollution and oil spillages on the marine life are a cause for concern for local fishermen who are dependent on them for their sustenance.

Citizens say that the maritime movement of ships to Karachi's ports and shore, along with poisonous chemical waste and diesel is a major reason behind the incident. Pakistan Today / [Read more](#)

USA: FEDERAL LAWYERS: GULF OIL LEAK SPILLS MUCH MORE THAN ESTIMATED

September 17 - Oil spill off Louisiana, which has been flowing for 14 years, has spilled approximately 4 million gallons, according to watchdog group. Federal government lawyers say a 14-year-old leak is releasing much more oil each day into the Gulf of Mexico than officials previously claimed, and it may be getting worse.

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

A Friday court filing in a case involving Taylor Energy Co. says 10,000 to 30,000 gallons (37,000 to 113,000 liters) daily is leaking off the Louisiana coast from multiple wells around a drilling platform toppled by 2004's Hurricane Ivan.

That estimate is far above the 16,000 gallons of oil that the U.S. Coast Guard estimated in 2015 had been spotted in slicks over seven months.

The government cites a report it commissioned from a scientist who has studied satellite images of persistent oil slicks and sampled floating oil at the site about 10 miles offshore. That report also suggests that while the amount of leaking oil decreased after some wells were plugged in 2011, the leak may be getting bigger again. Herald-Tribune / [Read more](#)

USA: ANSWERING THE CALL FOR ENVIRONMENTAL ANSWERS



Photo: The RDC project team poses on USCGC Hollyhock after completion of the offshore mitigation system prototype test. From left to right, LT Charles Clark, Alexander Balsley, and Coast Guard Academy Cadet 2/c Valerie Hines.)

September 20 - Whenever there is a need for oil, there will always be a risk of oil spills. This is no less true for bituminous sands, commonly known as oil sands or tar sands. Oil sands are mostly found in Alberta, Canada, and comprised of bitumen, sand, clay and water. They are typically viscous, with a texture similar to peanut butter. Alberta's oil companies transport their product to coastal refineries outside of landlocked Alberta. One method of transport involves adding diluents, such as natural gas condensates, to oil sands to reduce viscosity and make transportation by rail or pipeline easier. The new product blend is called diluted bitumen, or dilbit.

Today, scientists and researchers continue to study dilbit's properties as well as its fate and behavior if spilled into the environment. Dilbit's characteristics are similar to that of crude oil, but real world experience demonstrates that it behaves differently during a spill incident. In 2010, approximately 877,000 to 1 million gallons of dilbit flowed into the Kalamazoo River from a burst pipeline. Over 20 miles of shoreline were affected, making it one of the largest inland oil spills in U.S. history. Responders faced the atypical challenge of trying to mitigate the impacts of moving, sunken oil. The U.S. Environmental Protection Agency (EPA) On-Scene Coordinators and Oil Spill Removal Organizations (OSROs) tried several approaches to recovering the moving, sunken oil with varying degrees of success. It was evident that a better mitigation approach was needed not only for oil spills in rivers and streams, but for other potential dilbit or non-floating oil spills in the nearshore and large lake environments.

In 2016, the U.S. Coast Guard Research and Development Center (RDC) took on this challenge and began projects to identify, design, and test new methods for responding to non-floating oil spills, including detection and removal of sunken oil on the bottom and suspended in the water column. With funding support from the EPA through its Great Lakes Restoration Initiative (GLRI) program, the Coast Guard developed two separate mitigation system prototypes specifically designed for inland and offshore environments and tested them in the Kalamazoo River and Lake Huron, respectively.

The inland mitigation system prototype was test deployed in the upstream portion of Morrow Lake in Kalamazoo, Michigan, in April 2018. This location was selected due to its proximity to the Great Lakes where GLRI stakeholders would have an opportunity to observe the equipment and ask questions of the project team. Lake Huron was selected as the test site for the offshore mitigation system prototype for the same reason. Marine Link / [Continue reading more about the work carried out by the RDC](#)

USA: NEW SPILL PLANS IN EFFECT IN ALASKA



The map shows the four new planning areas (shaded areas) overlaid with the 10 retired plans. Image credit: NOAA

September 21 - Effective Friday, September 14, 2018, the single Alaska Regional Contingency Plan and four Area Contingency Plans have replaced the old Unified Plan and 10 subarea contingency plans.

This Regional Contingency Plan provides statewide guidance for response to a discharge, or substantial threat of discharge of oil and/or a release of a hazardous substance from a vessel or on/offshore facility operating within Alaska's boundaries and surrounding waters. Due to Alaska's large size and diversity of habitats and spill risks,

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

the state is divided into four planning areas: Arctic and Western Alaska, Alaska Inland, Prince William Sound, and Southeast Alaska. These four areas correspond to the three coastal U.S. Coast Guard (USCG) Federal On-Scene Coordinators (FOSC) boundaries and the inland Environmental Protection Agency (EPA) Federal On-Scene Coordinator area of responsibility. NOAA OR&R / [Continue reading](#)

NEWS FROM ISCO MEMBERS

ISAA ANNOUNCES NEW ACCREDITATION AWARDS

The International Spill Accreditation Association is pleased to confirm that, after accreditation assessment visits, the following companies in Ireland have been successfully re-accredited for three years under the spill contractors accreditation scheme:

1/ **Pollution & Waste Services**, Baldoye, Nr Dublin – accredited for Marine, Freshwater, Groundwater, Contaminated Land and Tanker roll-over spills

2/ **Verde Remediation Services**, Kilcoole, Co. Wicklow – accredited for Freshwater, Groundwater and Contaminated Land spills.

SAMSON PARTNERS WITH ALASKA MARITIME PREVENTION & RESPONSE NETWORK

September 17 - Samson, the developer of high-performance synthetic rope solutions and global market leader in commercial marine applications, has signed an exclusive agreement with the Alaska Maritime Prevention & Response Network (Network) for the manufacture and marketing of EVATS—a new approach to emergency vessel attachment and towing.

“Success is built upon teamwork and partnerships,” said Network President and CEO Buddy Custard. “The Network is excited about this agreement with Samson and to be a part of their team as we collectively develop and advance emergency vessel towing systems for the maritime industry.”

EVATS is designed to make the towing connection to a disabled vessel at sea safer and vastly more efficient than current practices, reducing risk and increasing the probability of a favorable outcome. The system was designed by marine engineering company Glosten, with Samson support, in response to a request from the Network. It is devised for easy deployment in emergency towing and near-shore salvage operations, and it can be delivered either from the towing vessel or via rescue helicopter for vessels that don't have it aboard. Since most vessels aren't outfitted with dedicated strongpoints and emergency towing arrangements, the EVATS system is designed to have near-universal compatibility, accounting for known differences in vessels. Maritime Executive / [Read more](#) The Alaska Maritime Prevention & Response Network

RUTTER CELEBRATES 20 YEARS OF PROVIDING INNOVATIVE TECHNOLOGY



This week Rutter staff celebrated the twentieth anniversary of the company with corporate events at their head office in St. John's.

Over the past 20 years, a combination of innovative product development, customer engagement and service, and strong Canadian management has resulted in industry-leading radar technology. The sigma S6 suite, which spans ice management and navigation, oil spill detection, small target surveillance, and wave and surface current analysis, is recognized globally as an essential component of specialized marine operations. The Maritime Executive / [Read more](#)

AT SEA COLLECTION AND PROCESSING OF PLASTIC WASTE

This month's launch of the Ocean Clean-Up's first ocean clean-up system in San Francisco Bay (see report in last week's ISCO Newsletter) has received worldwide publicity. The ever-increasing amount of plastic waste in our oceans is a matter of international concern, underlined by reports that we are heading for a situation where there will be more plastic debris than fish in the world's seas.

It's good that the problem is now so widely recognised and that IMO and other organisations are trying to find solutions, good too that individuals and private sector companies are searching for practical answers. Despite the sceptics, the Ocean Clean-Up initiative is a welcome development and many will be hopeful that it will be successful or at least prove to be a stepping stone leading to further development of solutions to the problem. The prevention of plastic entering our oceans is the ultimate answer but this will take a very long time and may never be achieved.

If you want to get a better understanding of how the Ocean Clean-Up system is expected to work, visit <https://newatlas.com/wind-pacman-ocean-cleanup-project/55567/>

The actions and support of ISCO members in both small and large scale efforts to address the problem, including Desmi's contribution to the Ocean Clean-Up initiative, are to be commended. With fewer very large oil spill events in recent times, there are opportunities to apply knowledge and experience in the quest for practicable ways to address plastic pollution on our rivers, waterways, shores and seas.

Good examples are the Trash Barriers developed by ISCO members Elastec and AlphaMERS. See <https://www.elastec.com/products/floating-boom-barriers/trash-debris-boom/> and <https://www.alphamers.com/river-and-lake-cleanup/floating-trash-barrier>

Some oil spill recovery equipment has already been used in plastic debris recovery. For example, the ORCA oil skimmer. The portable device uses vortex technology to suck plastic debris out of the sea and directly into a receiving tank, such as the hold of a ship. "ORCA can handle floating plastic, invasive algae and other debris," said Riaz Khan, who developed the machine.

ISCO Member of Council for Singapore, Captain Chris Richards wrote "Orca has been certified by ABS and Lloyd's Register, and was used by the Singapore Oil Spill Response Centre in the 28,000-ton spill by the tanker Evoikos in 1997. Other skimmers failed to work after the fuel oil clogged their pumps". Khan says these same advantages are also true for plastic clean-up applications. See this article in Tradewinds - http://www.tradewindsnews.com/casualties/1280364/plastic-to-be-tackled-using-machine-built-for-oil-spills?utm_medium=email&utm_source=free_article_access&utm_content=211727960 or visit <http://orcaclean.com/plastic-to-be-tackled-using-machine-built-for-oil-spills/> Other recovery systems based on conveyors, trawl nets or clam shell grabs might also be employed to bring concentrated plastic debris on to recovery vessels.

Another interesting development is the at-sea processing of recovered plastic debris. Bluebird Ocean Systems, Seavax and Seanet have been working on this concept – "Taking advantage of our SeaVax ocean going dustcarts and SeaNet fleet control logistics, we should consider that the machinery exists to be able to equip bulk carriers, or other suitable ships, to be able to process waste plastic at sea, using the waste material as part of the energy required for transport.

Harvested plastic may be converted to low emission (sulphur) diesel fuel to help power the ship for travel to and from ocean harvesting areas and to operate the waste processing machinery. The necessary machinery onboard for plastic processing may be powered by a mix of wind turbines and solar panels, or the diesel fuel created by pyrolysis. See more at - http://bluebird-electric.net/oceanography/Ocean_Plastic_International_Rescue/Factory_Ships_Plastic_Waste_Treatment_At_Sea_PlastiMax.htm

Another recent development includes an EU-funded project for recycling recovered plastics into yarn for manufacture of clothing. The idea is to produce clothes from marine debris, both to raise awareness of the problem of plastic pollution and as a way to help address the issue. The EU-funded feasibility study, which was conducted as part of the deployment of this initiative named Upcycling The Oceans, produced encouraging results. Its achievements include the production of the first chips and pellets made with polyethylene terephthalate (PET) recovered from the Mediterranean Sea, the researchers note. As many as 160 trawlers were involved in the trial conducted as part of the feasibility study. And numbers have continued to grow, explains Irene Díez of the Ecoalf Foundation, which was set up to support the deployment of Upcycling The Oceans. Read more at - http://ec.europa.eu/research/infocentre/article_en.cfm?id=research/headlines/news/article_18_04_12-2_en.html?infocentre&artid=48060 This last development might not be likely to become a very large scale operation but there are hopefully other possibilities for high volume production of raw materials for construction or manufacturing. Perhaps even some that might be economically viable.

The above-mentioned examples probably represent only a very few out of many ideas being put forward and it would be interesting to hear more about other initiatives.

GRAD STUDENT KARTHIKEYAN USES GENETICS TO UNDERSTAND MICROBIAL OIL DEGRADATION IN BEACH SANDS

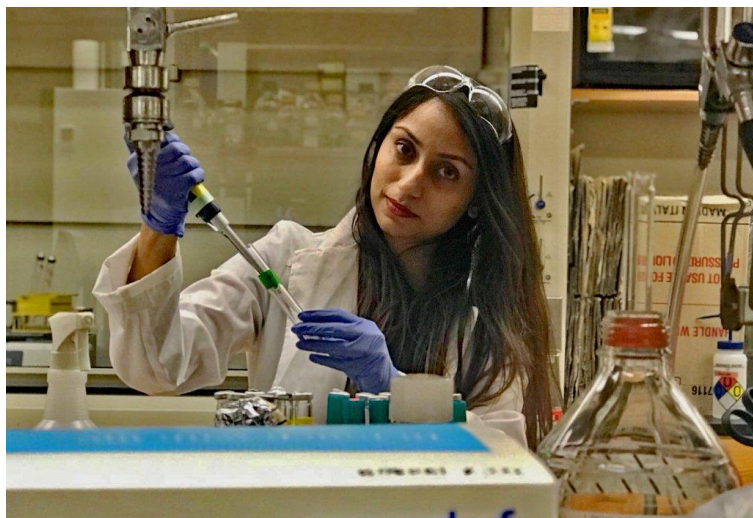


Photo: Smruthi Karthikeyan inoculates cultures of the *Macondimonas* isolate recovered from oiled Pensacola beach sand.

September 6 - Petroleum hydrocarbons released by oil spills can accumulate on beaches and in nearshore sediments, potentially creating health risks for humans and coastal organisms. However, the highly variable conditions of beach environments make it difficult to determine the long-term behavior and fate of hydrocarbons in sands and sediment. Smruthi Karthikeyan combines bioinformatics and oil degradation data to examine microbial responses to oil in beach environments and identify populations that act as bioindicators of oil degradation and toxicity. Documenting microbial indicators and producing oil degradation models for environmental managers can help with future oil spill response plans for coastal zones. Smruthi is a Ph.D. student

with the Georgia Institute of Technology's School of Civil and Environmental Engineering and a **GoMRI Scholar** with the project **A Systems Approach to Improve Predictions of Biodegradation and Ecosystem Recovery in Coastal Marine Sediments Impacted by Oil Spill**. Gulf of Mexico Research Initiative / [Read more](#)

STUDY DOCUMENTS HOW RIVERINE FRONTS INFLUENCE OIL TRANSPORT PATHWAYS

September 11 - Scientists used drifters, drones, satellite imagery, and air/water measurements to investigate how local and regional ocean processes in the Gulf of Mexico influence where surface oil from the leaking Taylor Energy Site travels. The multiplatform observations documented three distinct transport pathways created by fronts, which developed from strong density differences between brackish water masses and clearer high-salinity ocean waters. Multiple river fronts influenced the final destinations of drifters and oiled waters, trapping and directing them either westward or eastward and preventing them from reaching the Mississippi River Delta. The team measured and evaluated oil thickness and updated oil drift algorithms, which, for the first time, are being included in high resolution model simulations of circulation and oil drift and could greatly improve future oil transport monitoring and predictions. The researchers published their findings in the *Journal of Geophysical Research: Oceans*: **Influence of river-induced fronts on hydrocarbon transport: A multiplatform observational study**. Gulf of Mexico Research Initiative / [Read more](#)

TECHNICAL SUPPORT

ROAD TANKER INCIDENTS - EVERY SECOND COUNTS IF A SPILL BEGINS, AND EVERY TYPE OF SPILL PRESENTS UNIQUE CHALLENGES

This article from Canada by John G. Smith in Truck News discusses the responsibilities of drivers, public safety, emergency response plans, spill response kits, training and on-call support. Tanker roll-overs and road traffic accidents involving tanker vehicles are the most frequent cause of spills with incidents happening every day all over the world.

September 19 - The trucking industry has an enviable safety record when it comes to hauling the 2,200 products classified as dangerous goods. According to the Ontario Trucking Association, there's about one spill for every 40,000 shipments, and that's even when the smallest releases are included in the counts.

But when a liquid or gas does begin to escape from a tanker, barrel, or other supposedly contained space, a bad day can quickly become worse. Setting aside the cost of the lost cargo, the threats that begin to emerge can range from fires, to explosions, environmental disasters, and long-term health effects.

No matter what the commodity might be, time is of the essence – and the first people on the scene of a spill will inevitably be those who work at the wheel.

“Our drivers are not only drivers. They're professional product handlers,” says Marcel Pouliot, vice president of safety and fleet innovation at Trimac Transportation, referring to the roles they play.

A focused spill response plan and regular training will help to ensure they have the skills for the job, and the right tools at their disposal.

“We have an emergency response plan that every driver has a copy of,” says Sheldon Jonasson, Jade Transport's driver services, safety, and training manager. And drivers aren't the only people to be prepared. “We also have an emergency response plan for dispatch,

and we have a guy in the fire department I have worked with who has years of experience working with rollovers,” he says.

“I think [the plan] has to be developed customer by customer, depending on the type of product they’re hauling. Everybody is different,” adds Gino Mella, co-owner of G&D Tank and Trailer in Milton, Ont.

The first step as a leak begins is obviously caring for people, even if that involves telling everyone that a product has been released and they need to evacuate. (“Everyone wants to film everything,” Pouliot says, referring to those who seem more focused on posting content to social media rather than watching for personal dangers.) Then it’s a matter of calling 911, and administering first aid. “Every single Trimac employee or contractor has a valid CPR certificate,” Pouliot adds. Fleet offices and insurers need to be called to commit resources as well.

Requirements of who to call can even vary by lane since some provinces and states have unique environmental-related rules, he adds. Ontario, for example, has a Spills Action Centre, but some individual municipalities expect public works departments to be notified, depending on where a spill takes place.

Spill kits - When it comes to addressing the spill itself, spill kits will offer the first line of defence. But even those tend to be designed for specific commodities, which creates a planning challenge for fleets that leave docks with one type of product and return with something different.

“We can standardize something, but if someone is hauling food product and another person is hauling a hazmat acid, there are different spill response plans and spill kits required. One may not help the other,” Mella explains. “If you try to unify them, you have overkill for one and for another it’s the right one. I think they have to be designed on a custom-built application for each customer depending on what they’re hauling.”

But every kit starts somewhere. A general spill kit might include an absorbent material and spill-trapping tools like socks, booms, and sewer covers. “We’ve had those in our trucks going back to the 1990s,” Pouliot says, noting how the fleet worked with a supplier to include the related instructions on the pouch.

“There are multi-purpose ones, but we found there was a lot of stuff in them we didn’t need,” Jonasson insists. “All our drivers are equipped to handle whatever they’re hauling, with rubber gloves and chemical suits. So we did away with the cheap rubber gloves and stuff we didn’t need.” The kit that emerged can handle issues ranging from a leaking hose to any spill of between 25 and 30 liters. There are 30 chemical spill pads, a 12-foot boom, two-pound jar of dry neutralizer for acids, and a 4x4 rubber mat to cover drains. Yellow garbage bags help to ensure that nobody mistakes the collected material for traditional waste.

Spill kits are not limited to materials that plug and cover, of course. Special explosion-proof flashlights will help to ensure that nobody is put at risk when looking to put the things in place, Pouliot says as an example. Diesel-operated pumps, meanwhile, won’t generate the sparks that can cause trouble*.

Trained teams - There’s certainly a demand for the expertise of trained spill response teams. Trimac, for example, has emergency response teams based in Ontario and B.C. And most of them have received specialized training at a facility in Pueblo, Colorado. “You’re out in the middle of nowhere. You’ve got a diesel spill,” Pouliot says of that training. “Then they’ll set off a stick of dynamite.”

Knowing how to control the leak is only part of the equation, though. Any environmental damage needs to be addressed. Using licensed and specialized suppliers will ensure responses answer legislated demands.

Spill kits and tips - The clock is ticking from the moment a spill begins. It’s why drivers need to be well-trained in the procedures that will keep a bad situation from becoming worse.

Consider these spill-controlling tips from David Goruk, Northbridge Insurance’s manager of risk services, transportation and logistics, in the Ontario and Atlantic regions:

Know your cargo – Specific commodities present unique needs, driving the choice of tools such as personal protective equipment (PPE) and materials found within a spill kit. Some spills also present a bigger immediate threat than others. A barrel of resin or ink, for example, may not present the threat of an immediate explosion. “If it’s volatile,” Goruk says, “we need to get away.”

Watch the waterways – A bad spill will quickly become a catastrophe if unwanted material contaminates a local waterway. That’s why it’s so important to surround and cover any catch basins in a spill’s path. “Even if [drivers] have nothing, usually a truck has floor mats you can cover a catch basin with,” Goruk says. The blankets or mattress in a sleeper could soak up material as well.

Call in the experts – Personnel capable of attacking a spill can be identified by fleets and insurers alike. “The insurance carrier would more than likely dispatch one of their vendors to the scene,” Goruk says as an example. One of the most important numbers, outside 911, can be 1-888-CAN-UTEC (226-8832), or *666 on a cellular phone. That will likely be used by a typical LTL carrier which lacks a specialized spill response team.

Guide with guides – Transportation of Dangerous Goods (TDG) training will teach how to use a spill response guide. Drivers should have related TDG paperwork readily accessible, and be carrying a TDG spill response guide and know how to use it.

Watch for emerging leaks – This seems like basic advice, but leaks can be caused by more than major collisions alone. Road debris has been known to kick up from a road and cause a fuel leak. “Anything can happen,” Goruk says.

TECHNICAL SUPPORT (CONTINUED)

Take proactive measures – If loading pails near the nose of a trailer, LTL carriers would be wise to post a warning on the pallets ahead of it, Goruk says. Otherwise, a forklift operator can push right through the bottom of a skid and into the barrels behind it.

Don't forget the dock – Spills don't all happen on the road. Dock areas should be equipped with the same booms, drain covers, and absorbent mats used in the trucks, as well as specially designed spill containment drums that can hold a smaller leak.

Truck News / The above is a shortened version of the original article. [Read the complete article](#)

*If a high presence of flammable vapour presents an explosion risk, diesel-engines should have over-run protection (over-run can be caused by ingestion of flammable vapours via engine air intake) and exhaust manifold cooling. Engine plant should be located upwind of explosion hazard zone. Give highest priority to elimination of ignition sources and observe de-match policy.

JOB VACANCY

CARIBBEAN OPPORTUNITY FOR PROJECT CONSULTANT ON OIL SPILL PREPAREDNESS AND RESPONSE

Location: Regional Activity Centre for Marine Pollution Emergency Information and Training for the Wider Caribbean Region (RAC/REMPEITC-Caribe), Willemstad, Curaçao.

Contract information: Fixed term for 2 years (first 6 months is probationary).

Date of issue: 21/9/2018 **Deadline for applications:** 5/10/2018

Salary information: Contract allowance US\$60,000 + housing and travel allowances

Purpose of the post: Under the direction of the Director of RAC/REMPEITC-Caribe (REMPEITC), the other staff of REMPEITC and in close coordination with IPIECA and IMO, the incumbent will perform a variety of technical and capacity building work related with marine pollution prevention, preparedness and response.

Required competencies:

- Technical expertise in the field of pollution preparedness and response or other closely related discipline.
- Skills in facilitation and coordination of regional and national level technical assistance activities and resource mobilization.
- Demonstrated ability to work both in an independent manner and within a team, with excellent attention to detail.
- Strong organizational skills, initiative, tact and discretion.
- Ability to build and maintain effective and harmonious working relationships with internal and external stakeholders, at all levels.
- Willingness to travel extensively and flexibility with regard to work hours.

Professional experience: Three to five years of experience directly or in a field related to pollution preparedness and response. Experience in project management and in particular, with capacity building initiatives in developing countries would be an asset.

Education: University degree in physical or marine science, environmental management, engineering, maritime law or a closely related field.

Language skills: Excellent command of written and spoken English; fluency in Spanish and/or French would be an advantage.

Other skills and experience: Knowledge of international instruments related to pollution prevention, preparedness and response and cooperation (MARPOL, OPRC, OPRC-HNS) and other related IMO Conventions. Practical experience with pollution response would be an advantage. Computer literacy, strong interpersonal skills, excellent written and oral presentation abilities. Web design/editing experience would be an asset.

Main duties and responsibilities: *Capacity building and information management:*

- Implementation of the work plan approved by the Steering Committee of REMPEITC.
- Assisting governments in establishing and testing national/regional marine pollution preparedness and response systems.
- Facilitating the provision of technical assistance, expertise, and consultancies on OPRC/oil spill related matters to governments, institutions and industry on request.
- Maintain and update the regional focal point database for marine pollution emergency response. Engage with in-region country representatives to monitor implementation of national action plans and support the maintenance of Country Profiles on current levels of oil spill risk, response plans and capability. Facilitate trans-boundary coordination/support. Assist in the exchange of information between relevant stakeholders in the region.
- Organize specialized meetings/seminars to promote the implementation of the relevant international conventions (OPRC, Cartagena Convention, CLC and Fund, MARPOL 73/78, and OPRC-HNS) in collaboration with REMPEITC staff.
- Expand communication in the region via newsletters and the REMPEITC website.
- Monitor parallel activities in region and as needed/agreed represent the work of REMPEITC and this Project at meetings, workshops, conferences or other initiatives related to the improvement of oil spill preparedness and response in the wider Caribbean region.

JOB VACANCIES (CONTINUED)

Facilitate cooperation and mutual assistance: Fostering cooperation with United Nations specialized agencies, intergovernmental, governmental and non-governmental organizations, and industry, and promoting bi-/multilateral agreements on oil pollution preparedness response and cooperation.

Coordinating regional emergency response activities and facilitating the mobilization of international assistance pursuant to the OPRC Convention on request.

Establishing and maintaining liaison with competent regional and international organizations, including major oil producers, refiners, oil spill clean-up contractors and co-operatives, and oil transporters.

Administrative functions: Prepare the relevant documents for the Steering Committee Meetings and other meetings, seminars, workshops and training courses organized by REMPEITC, as required.

Act as the Secretariat for the Steering Committee meetings, provide meeting reports and outputs as required with the support of other staff members of REMPEITC

Report to the designated IPIECA Steering Group Chairperson and work with the IPIECA Oil Spill Preparedness Group Project Manager, to organize and deliver the quarterly teleconferences, annual face-to-face meeting and any other ad-hoc meeting and engagement events as appropriate.

Undertake such other duties connected to the work of REMPEITC as may be assigned.

How to apply: If you feel you meet the above criteria and would like to apply for the Project Consultant position, please submit your current CV and a covering letter outlining your suitability for the post, before the deadline for applications, to Andy Nicoll at IPIECA email: andy.nicoll@ipieca.org

RESPONSE EVENTS DURING SEPTEMBER AND OCTOBER 2018

SINGAPORE: SALVAGE & WRECK ASIA 2018

Singapore, September 24-26. Analyse the final versions of the BIMCO/ISCO spill response contracts.

Gauge industry opinion on whether salvage contracting will really change.

What steps ensure effective management of salvage claims? What should shipowners be asking insurers?

<https://maritime.knect365.com/salvage-wreck-asia/>

FINLAND: CEFIC-LRI AND CONCAWE WORKSHOP ON RECENT DEVELOPMENTS IN SCIENCE SUPPORTIVE TO THE PERSISTENCE/BIODEGRADATION ASSESSMENT

Helsinki, September 27. The objective of the workshop is to discuss results from recent and ongoing research (e.g. Cefic LRI) and other programmes and projects (e.g. ConcaWE, ECHA), and consider how the results of these projects could be used to improve persistence assessments of chemicals. A poster on persistence/biodegradation assessment will be featured at SETAC, in Rome. Read the [abstract](#) for more details. [More info](#)

USA: ELASTEC'S ANNUAL OIL SPILL RESPONSE WORKSHOP

Carmi, IL, October 1-3. Presentations by distinguished speakers, on-water Exercises, equipment demos and drills. The workshop qualifies as an 8 hour Hazwoper Refresher Course. View the whole programme at <https://www.elastec.com/inland-workshop/>

CANADA: 41ST AMOP TECH. SEMINAR ON ENVIRONMENTAL CONTAMINATION AND RESPONSE

Victoria, BC, October 2-4. The full programme has just been released. Visit <https://www.canada.ca/en/environment-climate-change/services/science-technology/arctic-marine-oilspill-program.html> or contact Natalie Jones at natalie.jones@canada.ca
Tel. : 613-991-1114 Fax: 613-991-9485

UAE : ENERGY INSTITUTE MIDDLE EAST HSE & SUSTAINABILITY FORUM

Dubai, October 1-3. Free to attend event - This international technical forum will deliver essential learning and sharing of international good practice - HSE and process safety, Operations, Risk Assessment, Compliance and Audit, Occupational Health, Medical Prevention and Emergency Response, Environmental Protection, Control and Monitoring, Energy Managers, Energy Engineers, Sustainability, and Clean Energy. [More info](#)

AUSTRALIA : CONFERENCE & EXHIBITION

Townsville, Queensland, October 2-5. An exciting 4 day event (Tuesday - Friday), in addition to the 2 day conference sessions (5 parallel streams) there are plenty of networking opportunities along with the PFAS Summit, workshops & site tours. [More info](#)

RESPONSE EVENTS DURING SEPTEMBER AND OCTOBER 2018 (CONTINUED)

FRANCE: SEA TECH WEEK

Brest, October 8-12. This year, the main theme is marine bioresources, covering a broad sweep from resource characterisation and production to economic development. The objective: to spotlight all the latest technologies on offer in these different fields of application. [More info](#)

CANADA: ARCTIC SHIPPING FORUM NORTH AMERICA CONFERENCE

St. Johns, Newfoundland, October 17-19. Programme includes management of environmental risks in the Arctic. Conference and networking forum with accompanying exhibition. [More info](#)

BRAZIL: NOSCA SEMINAR 2018

Rio de Janeiro, October 22-25. Topics include Cost efficient oil spill contingency by inter-company sharing of resources and equipment – examples from international models and regulation; Early warning and new response methods that allow for more cost-effective oil spill response; Oil spill response in challenging waters; Towards a standardisation of oil spill response strategies? [More info](#)

UK: IMO MARINE ENVIRONMENT PROTECTION COMMITTEE

London, October 22-26. <http://www.imo.org/EN>

UK: MEETING OF IOPC FUNDS GOVERNING BODIES

London, October 29 – November 1. [More info](#)

UK & IRELAND: MEETING OF INTERNATIONAL SPILL ACCREDITATION ASSOCIATION

Hillsborough, Northern Ireland, October 31. Further details from John Dawes – email: johnadawes@btinternet.co.uk

UPCOMING EVENTS – NOVEMBER 2018 ONWARDS

COUNTRY	2018	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UAE	Postponed*	RECSO EnviroSpill Conference & Exhibition	Abu Dhabi
TURKEY	Nov. 6-8	Regional Workshop & Oil Spill Exercise	Istanbul
TURKEY	Nov. 7	MOIG General Assembly Meeting	Istanbul
POLAND	Nov. 8	Transboundary Response Exercise	Świnoujście
OMAN	Nov. 13	Regional Workshop- Pollution Liability & Compensation	Muscat
USA	Nov. 13-15	Clean Gulf Conference and Exhibition	New Orleans, LA
JAMAICA	Nov. 27	National Workshop on International Liability and Compensation Regime	Kingston
PHILIPPINES	Nov. 27-30	East Asia Seas Conference 2018	Iloilo
UK	Dec. 5-6	Salvage & Wreck Removals Conference	London
GERMANY	Dec. 5-6	13th Arctic Shipping Summit	Hamburg
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			

* Event postponed. New dates will be advised ASAP.

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

[Alga Chronicle](#)
[AMSA Aboard](#)
[ATRAC Newsletter](#)

News from Australia on Contaminated Land Remediation
 News from the Australian Maritime Safety Authority
 News from the Adriatic Training and Research Centre

August 2018
 December 2017
 July 2018 issue

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS (CONTINUED)

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	July-August 2018
EMSA Newsletter	News from the European Maritime Safety Agency	September 2018
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	Sept. 21, 2018
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q3 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
Navigate Response	Global crisis communications network for shipping & marine	September 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
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 News	Healthy oceans, people and economies in the East Asian Seas	August, 2018
Pollution Online Newsletter	News for pollution prevention & control professionals	Sept. 19, 2018
Safe Seas, Clean Seas	Quarterly Newsletter from Maritime New Zealand	July 2018 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	August 1-15, 2018
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	September 1, 2018

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

SAFETY BRIEFING

USA: WORKPLACE SAFETY NEWS - HAZCOM OR HAZWOPER?

September 17 - OSHA has many worker protection standards, and it is not uncommon to find two or more standards addressing the same hazards in different ways. In such cases, which standard must an employer comply with?

For a Limited Time receive a FREE Safety Special Report on the "50 Tips For More-Effective Safety Training." Receive 75 pages of useful safety information broken down into three training sections. [Download Now](#)

When government agencies have overlapping standards, rules, or requirements, the underlying statute(s) may clarify which takes precedent. This type of clarification is essential where a statute allows a state to promulgate rules that are more stringent than federal rules; in such cases, the state rules take precedence. Where a statute does not provide clarification, implementing agencies typically issue guidance on which rules take precedence over others.

In a 2015 document OSHA issued to instruct its inspectors on enforcing the Hazard Communication Standard (HCS or HazCom) (29 CFR 1910.1200), OSHA notes that the general topic of hazard communication is addressed in specific standards for the general industry, shipyard employment, marine terminals, longshoring, and the construction industry. Again, when these standards address the same hazards as the HCS, the document instructs inspectors "to ensure that the employer is complying with the more stringent requirements."

The guidance document provides multiple examples of which standard should be applied when an overlap occurs, including overlap between the HCS and EPA regulations governing hazardous waste. Below we also note examples of how the guidance instructs inspectors to determine compliance obligations when the HCS and OSHA's standard for hazardous waste operations and emergency response ((HAZWOPER), 29 CFR 1910.120) intersect.

OSHA's inspector guidance is available [here](#).

SafetyBLR.com / [Continue reading – Chapters on Employer Responsibility and Hazardous waste operations and emergency response](#)

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