

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



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INTERNATIONAL NEWS (CONTINUED)

November 6 - Seventeen years ago, the UN General Assembly declared 6 November of each year as the International Day for Preventing the Exploitation of the Environment in War and Armed Conflict.

UN Environment, and the United Nations family, attaches great importance to ensuring that action on the environment is part of conflict prevention, peacekeeping and peacebuilding strategies - because there can be no durable peace if the natural resources that sustain livelihoods and ecosystems are destroyed. Read Executive Director Erik Solheim's [message](#) and a piece on [why the environment – a silent victim of war and armed conflict - needs to be protected](#).

NEW E-PORTAL FOR THE PROTECTION OF THE CASPIAN MARINE ENVIRONMENT

November 8 - A new, upgraded, online platform was launched on 8 November 2018 to support joint action under the [Framework Convention for the Protection of the Marine Environment of the Caspian Sea](#), also known as the Tehran Convention.

The objective of the completely revamped [Caspian Environment Information Center](#) is to provide the Parties to the Tehran Convention with an online collaborative information-sharing tool, making it easier for different stakeholders from the Caspian littoral states to collaborate on environmental issues.

The platform has been developed by GRID-Arendal with the support of British Petroleum Exploration (Caspian Sea) Limited in Baku, Republic of Azerbaijan.

UN Environment / [Read more](#)

HQ OFFICE RELOCATIONS ANNOUNCED – SYKE (FINLAND), IG P&I (UK) AND ROPME (KUWAIT)

For details, please refer to country entries in World News Reports.

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

USA: NORTH DAKOTA - PIPELINE BREAK SPILLS PRODUCED WATER NEAR EPPING

October 27 - The North Dakota Department of Health says a pipeline break caused about 170 barrels of produced water to spill Thursday about 2.5 miles southwest of Epping. The pipeline was struck by a third-party contractor during trenching activities Fox News / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: MICHIGAN - LOCOMOTIVE DERAILS, SPILLS THOUSANDS OF GALLONS OF DIESEL FUEL

October 29 - Emergency crews in Coldwater are investigating a diesel spill after a locomotive derailed at a Canadian Pacific rail yard Monday morning. The locomotive derailed around 7 a.m. and spilled 3,500 gallons of diesel fuel. CTV News / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: OREGON - CLEANUP CONTINUES AFTER DEADLY FUEL TRUCK CRASH ALONG UMPQUA RIVER

October 31 - The deadly crash that claimed the life of a Eugene man last week also spilled some of the 10,000 gallons of fuel aboard the tanks his truck was hauling. Work continues to remove that fuel-soaked soil and replace it with new soil, as well as mitigate impacts to the Umpqua River. 13KVAL / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

MALTA: OIL POLLUTION NEAR PRETTY BAY BUT CAUSE NOT KNOWN

October 31 - Malta Freeport Terminals has deployed a temporary protective boom outside Birżebbuġa's Pretty Bay as a precautionary measure after a significant amount of oil residue was observed at the end of the terminal's basin. Times of Malta / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

INDIA: OIL SPILL AT MANGALURU, SPREAD CHECKED

November 4 - A major disaster was averted as officials succeeded in containing an oil spill released by container ship MV X-press Brahmaputra, which collided with a bollard while sailing out of Jetty No 2 at the New Mangalore Port on Saturday. Deccan Herald / [Read more](#)

ICELAND: CEMENT CARRIER GROUNDS AT KEFLAVIK HARBOUR

November 5 - The cement carrier Fjordvik went aground on a breakwater at the entrance to a harbor at Keflavik, Iceland shortly after midnight on Friday. Her 14 crewmembers and her pilot were safely lifted off the vessel by helicopter at about 0200 hours Saturday morning. The Fjordvik remains on the rocks, and local media have reported a hull breach and a small oil spill. She had about 100 tons of oil on board at the time of the accident, and an initial attempt to pump the fuel off onto tank trucks was not successful. Salvors returned with more powerful pump equipment on Monday and removed the rest of her bunkers. The Maritime Executive / [Read more](#)

NORWAY: NORWEGIAN FRIGATE DRIVEN AGROUND NEAR PORT OF BERGEN



Image courtesy Forsvaret

November 8 - On Thursday, salvors intentionally pushed the stricken frigate KNM Helge Ingstad onto a rocky shore near the port of Bergen, Norway, in order to prevent her from sinking in deep water.

At about 0400 hours, the Ingstad suffered a collision with the Aframax tanker Sola TS near the Sture petroleum terminal, which is located on the approaches to Bergen. After the collision, the frigate spilled about 10,000 liters of aviation fuel from her storage tanks, and she began to take on water. Her crew navigated her towards shore in order to prevent her from sinking in deep water and to facilitate an evacuation. The Maritime Executive / [Read more](#) Other reports in [BBC News](#) (with video) and [gCaptain](#)

CHINA: WATER 'CLEAN' AFTER FUJIAN CHEMICAL SPILL, BUT LOCALS CRY FOUL

November 9 - Residents of a port city in China are complaining that a recent chemical spill is poisoning their bodies and their fisheries — but local governments say water quality is now back to normal.

Nearly seven metric tons of C9 aromatic hydrocarbon — a substance frequently used as a solvent in paint and rubber products — were released into the water early Sunday at a petrochemical terminal in Southeast China's Fujian province.

At the terminal — owned by Fujian Donggang Petrochemical in the city of Quanzhou — a pipe reportedly broke while the material was being transferred onto a chemical tanker.

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



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

CANADA: WRITTEN SPILL REPORTING REQUIREMENTS IN BRITISH COLUMBIA NOW IN EFFECT

November 1 - On October 30, 2018, British Columbia significantly expanded its spill reporting requirements to include written reports, thus implementing the last of the amendments to the spill management and reporting requirements under the Environmental Management Act (EMA) that came into force on October 30, 2017. Reporting of all spills must now include multiple written reports, which meet extensive prescriptive components. For more information, see our October 2017 Blakes Bulletin: British Columbia Implements New Spill Reporting Requirements.

The written reporting provisions do not apply to persons holding permits to carry out oil and gas activities to which the Emergency Management Regulations under the Oil and Gas Activities Act apply.

30-DAY REPORTS - In addition to an immediate verbal report when there has been a spill or there is a risk of a spill occurring, written reports are required:

As soon as possible on request of the Minister of Environment and Climate Change Strategy (Minister)

At least once every 30 days since the spill occurred

Any time the responsible person has reason to believe the information previously submitted is incomplete or inaccurate

The 30-day reports must include, to the extent practicable, the information that is required in an end-of-spill report (see below). The 30-day reports must be submitted until the response completion date. The emergency response completion date is the date after which the incident command post has been disestablished, the sources of the spill are under control, emergency actions have been taken, waste has been removed from the site, notices regarding evacuations have expired and emergency response equipment and personnel have been removed.

END-OF-SPILL REPORTS - End-of-spill reports must be submitted to the Minister within 30 days after the emergency response completion date. JDSupra / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: MINISTERS WILKINSON, GARNEAU AND MCKENNA RECOGNIZE SECOND ANNIVERSARY OF OCEANS PROTECTION PLAN WITH CANADIAN COAST GUARD WATER SIMULATIONS

November 8 - Ministers Wilkinson, Garneau and McKenna participated in search and rescue and environmental response simulations to commemorate the second anniversary of the Oceans Protection Plan. Since the creation of the Oceans Protection Plan, the Government of Canada has worked tirelessly to protect our endangered whales and Marine Protected Areas with over 11,000 hours of surveillance and enforcement this year alone. Our government is also working with Indigenous peoples to help them respond to marine emergencies in their communities by providing marine safety training. We are also strengthening the Coast Guard's capacity to respond to incidents. For example, we purchased 23 portable skimmers and 67,000 feet of curtain booms to help with oil spills and opened four Coast Guard facilities, including two search and rescue stations. We are also restoring over 30 aquatic habitats through the Coastal Restoration Fund and are conducting 16 new science projects to help respond to oil spills and better understand marine mammals' environment. Canadian Coast Guard / [Read more](#)

FINLAND: THE HEADQUARTERS OF THE FINNISH ENVIRONMENT INSTITUTE IS MOVING TO THE VIIKKI CAMPUS

November 9 - The headquarters of the Finnish Environment Institute (SYKE) is moving on 19th November 2018 from the Töölö borough of Helsinki to the University of Helsinki's Viikki campus (street address: Latokartanonkaari 11). SYKE's new base at Viikki is a truly modern working environment, where care and attention has been paid to environmentally sustainable solutions.

The relocation of SYKE's Helsinki facilities to Viikki is happening in stages. In September 2017, SYKE's marine research lab moved from Kumpula to the Viikki campus. Currently, the conference centre shared by SYKE, Luke, and the University of Helsinki is already based in Viikki. The last stage of the relocation will see SYKE's lab centre moving to the new site in autumn 2019.

The new address for the Finnish Environment Institute at the Viikki campus is:

- SYKE headquarters: Latokartanonkaari 11, 00790 Helsinki
- Joint conference centre for SYKE, Luke (the Natural Resources Institute of Finland) and the university: Latokartanonkaari 9, 00790 Helsinki
- SYKE's marine research laboratory: Agnes Sjöberginkatu 2, 00790 Helsinki
- The Kuninkaantammi laboratories will move to the adjacent Kaaritalo building (Mustialankatu 3, 00790 Helsinki) in autumn 2019.

SYKE/ [Read more](#)

KENYA: MARITIME AUTHORITY ORGANISES WORKSHOP TO SENSITISE SEAFARERS IN LAMU ON OIL SPILL RESPONSE

November 6 - Mariners in the Lamu archipelago are set to benefit from a three day workshop on Oil Spill Response organised by the maritime regulatory agency, Kenya Maritime Authority (KMA). The workshop started yesterday and concludes tomorrow with experts from Norway's Coastal Administration Unit helping to conduct mock drills exercise.

KMA Director General Major (Rtd) George Nyamoko Okongo' while officiating at the opening of the work being held at the Majlis Hotel, Lamu yesterday stressed the importance of tackling oil spills whenever they occur near water bodies .

"The objective of the workshop is to enhance knowledge of shoreline clean-up strategies for the type of oil spilled, the type of shoreline impacted and the equipment available, in the context of developing and strengthening the National Oil Spill Contingency Plan and management systems," DG said. Standard / [Read more](#)

KUWAIT: THE HEADQUARTERS OF ROPME HAS MOVED

The Headquarters of ROPME has moved to a new location in Sulabikhat since 7 October 2018. New telephone numbers: 22093939 22093911 22093901.

The Regional Organization for the Protection of the Marine Environment (ROPME) was initially established in 1979 as a result of the Article XVI of the Kuwait Regional Convention for Cooperation on the Protection of the Marine Environment from Pollution which agreed to be signed by the eight Member States after the Regional Conference of Plenipotentiaries on the Protection and Development of the Marine Environment and the Coastal Areas in Kuwait during 15-23 April 1978.

The eight Member States of ROPME are Bahrain, I.R. Iran, Iraq, Kuwait, Oman, Qatar, Saudi Arabia and the United Arab Emirates.

ROPME / [Read more](#)

NEW ZEALAND: MARITIME NZ CONSULTING ON MARITIME LEVY AND FEES

November 6 - Consultation opens today on changes to the Maritime Levy and fees - also known as the Maritime NZ Funding Review.

“Maritime NZ is focused on being an efficient, responsive, and cost-effective regulator and making sure New Zealand’s maritime safety, security and marine environmental interests are addressed effectively,” says Director Keith Manch.

The review is a necessary part of ensuring that the appropriate funding is in place for the next six years, so we can meet the standards expected of a modern regulator.” This means better international engagement; more focus on targeting areas of greatest risk to safety, security and the marine environment; and changes to Maritime NZ’s compliance systems so it’s easier for operators to do the right thing. Maritime NZ / [Read more and view the consultation](#)

SPAIN: EMSA HOLDS FIRST OIL SPILL SAMPLING COURSE IN SPAIN WITH SASEMA



November 8 - EMSA organised a two-day training session on oil spill sampling, which was attended by 23 participants and six trainers from EU/EFTA member states on 19-20 September, under the framework of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG-MPPR).

The course was designed to facilitate the exchange of expertise and knowledge as well as to extend cooperation among experts. The focus was the various oil spill sampling procedures used in Europe, based on existing practices, and the training addressed operational, practical and legal elements of oil spill sampling, including a demonstration of national ‘sampling kits’ and practical exercises. Proper technique and specialised equipment is critical to collect forensic evidence for litigation.

This was the first training course on oil spill sampling organised by EMSA, hosted by Sasemar, and took place at the Jovellanos Training Centre near Gijon, Spain. The centre’s facilities were ideal for sampling practice from small boats and of real oil. Oil sampling was also practiced on board a Sasemar vessel in the port of Gijon. [See the video here.](#)

From the [November 2018 EMSA Newsletter](#)

SWEDEN: FINAL INTER-REGIONAL WORKSHOP ON RISK ASSESSMENT TOOLS FOR POLLUTION PREPAREDNESS AND RESPONSE

November 2 - The fourth, and final, Inter-regional Workshop on Risk Assessment Tools for Pollution Preparedness and Response under the [OpenRisk](#) project was hosted by WMU in Malmö, Sweden on 30 October 2018. The workshop included 22 participants from nine countries, and built on the inter-regional discussions initiated by the previous OpenRisk Workshops in Finland, Portugal and Malta during 2017 - 2018.



Above: President Doumbia-Henry with the Workshop participants.

The EU funded Project on Open-Source Tools for Regional Risk Assessments to Improve European Preparedness and Response at Sea (OpenRisk, 2017-2018) is in the process of finalizing its work on drafting an optimized and open method toolbox for frequent regional pollution preparedness and response (PPR) risk assessments.

While maritime risk assessments are vital to promoting risk-based decision-making in PPR, authorities have expressed an interest to improve current practices. Recent national and regional risk assessments have been successful but largely one-off projects, which typically do not allow for following how the risks of accidents and pollution develop over time and in space.

New approaches enabling frequent risk assessments at a low cost are greatly needed to unleash the full potential of risk assessments within regional intergovernmental PPR organizations.

The final OpenRisk Workshop focused on presenting the outcomes of the project and future plans within the scope of PPR risk management. This included a presentation of the document “OpenRisk Guideline for Regional Risk Management to Develop European Pollution Preparedness and Response at Sea” and the results of the Baltic Sea case study. In addition, possible follow-up projects were discussed. Helcom / [Read more](#)

TRINIDAD & TOBAGO: IMA TO DEAL WITH OIL SPILL CULPRITS

November 7 - New systems of detecting and managing oil spills are coming, the Institute of Marine Affairs (IMA) has assured.

The IMA said in a news release that it was collaborating with the Ministry of Energy and Energy Industries to install, in the near future, an ocean-atmosphere wave raider buoy network and a radar system that will monitor the Gulf of Paria for oil spills and other anomalies.

“This system will enable a rapid and much more efficient response to any pollutants in the waters of the Gulf of Paria, as well as provide scientific data and information to facilitate prosecution of entities responsible for the spills,” it noted.

“Early detection of oil spills from the combined buoys and the radar system is a major step towards environment management, whereby clean-up action can be undertaken immediately as spills occur. Trinidad Express / [Read more](#)

UK: LONDON RELOCATION OF INTERNATIONAL GROUP P&I CLUBS

October 30 – The IG P&I has moved to new office premises at 78/79 Leadenhall Street, London EC3A 3DH. Telephone and email details unchanged. <https://www.igpandi.org/news/>

USA: OIL SPILL ASSESSMENT TRAINING IN MORGAN CITY, LOUISIANA



Photo: Scott Zengel of Research Planning, Inc., and Jeff Dauzat of Louisiana Department of Environmental Quality demonstrate proper SCAT technique at Lake End Park in Morgan City, Louisiana. Image credit: NOAA.

November 2 - For years, OR&R's Emergency Response Division and Louisiana Department of Environmental Quality have joined forces to teach a Shoreline Cleanup Assessment Technique (SCAT) course in Louisiana for local responders.

In 2017, Hurricanes Irma and Maria called many key federal and state officials to duty and the course was cancelled. This year, over 50 responders from U.S. Coast Guard, Louisiana Oil Spill Coordinators Office, Louisiana Department of Environmental Quality and Louisiana Department of Natural Resources desperately needed access to these skills in preparation for a local oil spill. To fill the need of such a large

number of students, OR&R completed a course on October 23-25) in Morgan City and will offer a second course in the spring. NOAA OR&R / [Read more](#)

USA: APPLIED RESEARCH ASSOCIATES AWARDED OHMSETT CONTRACT

November 7 - Ohmsett is a national research asset within the Department of Interior's Bureau of Safety and Environmental Enforcement (BSEE). The test facility provides a unique environment for the development and testing of new oil spill response technologies, assessing spill prevention, response methods, and providing oil spill response training and for ongoing developments in marine renewable energy.

In August, Applied Research Associates, Inc. (ARA) was selected by the BSEE to operate and maintain the Ohmsett facility with an effective date of September 1, 2018. Under the new contract, ARA will support BSEE in creating an environment to advance oil spill response science and technology innovations, as well as other applications for the unique test facility. "As a focal point for the oil spill response community, the research conducted at Ohmsett influences the many important aspects of spill response technology development," said Len Zabilansky, ARA program manager for Ohmsett. ARA is an international research and engineering company with a broad range of technical expertise in defense technologies, civil engineering, computer software and simulation, systems analysis, environmental technologies, and blast testing and measurement.

"With a quick transition from the incumbent to ARA, the facility has maintained uninterrupted operations while the staff continues to work with customers to develop test plans and schedule their time in the tank," said Zabilansky. "Customers will be pleased to see the familiar faces of our knowledgeable and skilled technical staff."

During this contract period of one base year and four option years, ARA will be instrumental in managing the five year refurbishment project scheduled for the summer of 2020. During this time, the tank will be drained, seals replaced, surfaces pressure washed and painted, as well as other maintenance tasks.

For more information about the facility, and to discuss potential projects or schedule tank time, please contact Len Zabilansky at 732-866-7183 or email lzabilansky@ohmsettnj.com Ohmsett Gazette Fall 2018 / [Read more](#)

USA: FEDERAL JUDGE BLOCKS KEYSTONE XL PIPELINE

November 9 - A federal judge temporarily blocked construction of the controversial Keystone XL pipeline, ruling late Thursday that the Trump administration had failed to justify its decision granting a permit for the 1,200-mile long project designed to connect Canada's oil sands fields with Texas's Gulf Coast refineries.

Thursday's decision does not permanently block a federal permit for Keystone XL, a project of the Calgary-based firm TransCanada. It requires the administration to conduct a more complete review of potential adverse impacts related to climate change, cultural resources and endangered species. The Washington Post / [Read more](#) [Thanks to Marc Shaye, Hon. FISCO]

VENEZUELA: IGP&I SIGNS LARGE CASUALTY MEMORANDUM OF UNDERSTANDING



October 31 - INEA (Instituto Nacional de los Espacios Acuáticos de la Republica Bolivariana de Venezuela) has joined the list of signatory states to the Group Memorandum of Understanding (MoU) regarding the response to major Maritime casualties and incidents.

The MoU is part of the Outreach programme developed by the Group following its detailed review in 2012/13 of major Maritime casualties involving removal of wreck, and it is focused on improving and streamlining the joint co-operation and casualty response of national Maritime administrations/authorities and the clubs. A key focus of the MoU is joint preparedness training and involves experienced club personnel participating in training workshops and exercises with national administrations and authorities.

The MoU was signed in London at the Embassy of the Bolivarian Republic of Venezuela on Monday 29 October by Vice Admiral Jorge Sierraalta, Vice President of the Instituto Nacional de Espacios Acuáticos of the Bolivarian Republic of Venezuela (INEA), and Group CEO Andrew Bardot.

IGP&I / [Press Release](#)

VIETNAM: US COMPLETE CLEAN-UP OF TOXIC CHEMICAL FROM AIRPORT

November 7 - Vietnam and the United States said Wednesday they have finished the cleanup of dioxin contamination at Danang airport caused by the transport and storage of the herbicide Agent Orange during the Vietnam War.

The 30 hectares (74 acres) of land cleansed of the toxic chemical were handed over to Vietnam at a ceremony.

Vice Defense Minister Nguyen Chi Vinh praised the U.S. government's involvement in the cleanup. "It is proof that we are opening a future of good cooperation between the governments of Vietnam and the United States," Vinh said. "Today marks the day that Danang airport is no longer known as a dioxin hotspot, the day that Danang people can be assured that their health will not be destroyed by chemicals left over from the war."

Large amounts of Agent Orange, which contains dioxin, were stored at Danang airport during the war and sprayed by U.S. forces to defoliate the countryside and deny communist fighters jungle cover. Vietnamese still suffer from the effects of the spraying. ABC News / [Read more and watch video](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

PEOPLE IN THE NEWS

INTERTANKO COUNCIL ELECTS NEW CHAIRMAN

Photo: New INTERTANKO Chairman Paolo d'Amico (centre) poses with his predecessors Dr. Nikolas Tsakos (right) and Graham Westgarth (left)

November 9 - INTERTANKO's Council of Members held its autumn meeting at the IMO headquarters in London this week and elected Paolo d'Amico, Managing Director of d'Amico Società di Navigazione SpA as the new Chairman of the Association.

D'Amico succeeds Dr. Nikolas Tsakos, who is handing over after a term of four years.

Mr d'Amico said: "Nikos has been a charismatic, inspirational leader during what was a very turbulent and difficult time for our industry. Commercial sustainability of the tanker industry will remain high on our agenda, as will a continued push for operational excellence and environmental protection. "I look forward to leading INTERTANKO as it continues to advance the interests of its Members in the various legislative arenas, not least as we move towards the next big ticket item in the shape of the 2020 Sulphur Cap." Welcoming the new Chairman, Dr. Tsakos said the last four years of leading independent tanker owners had been both rewarding and challenging. INTERTANKO / [Read more](#)



DOCUMENTING DECADES IN OIL SPILL CONTROL: MINIBYTES # 5



THIS IS THE FIFTH IN A SERIES OF SHORT ARTICLES BY ALAN A. ALLEN

Allan A. Allen has over five decades of experience as a technical advisor and field supervisor involving hundreds of oil spills around the world. AI is recognised as a leading consultant and trainer involving oil spill surveillance and spotting techniques, the application of chemical dispersants, and the containment, recovery and/or combustion of spilled oil under arctic and sub-arctic conditions.

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Response Option Comparisons & Trade-offs

Unfortunately, some people still consider the use of chemical dispersants and the controlled burning of oil as “alternative” oil spill response options. Decades of research, controlled field trials and experience during actual oil spills have proven that the application of chemical dispersants and the use of controlled burning can easily match and often exceed the results of physical containment and the recovery of oil with skimmers. The literature is filled with the results of these projects and spill response efforts to the extent that I could never adequately address the depth and significance of these findings in a brief blog. However, as in my previous blogs, I can attempt to give an overview of some of the most important goals and tactics for a given response technique, address the applicability of that technique for different environmental conditions, and provide an assessment of the most important trade-offs. I am fortunate to have had the opportunity to work throughout my career on each of the three major response options (mechanical recovery, dispersants and burning), and I continue to be convinced that not one of these options can be considered the best, or that others are “alternatives”! There are times, of course, when one or two of these response modes may provide clear advantages for the conditions at hand.

Photo #1 – Large vessel with towed recovery system



Since a picture is worth a lot of words, Photos 1, 2 and 3 should help fix an image, at least for now, of each response option in at least one of the many ways it could be used. Oil can be skimmed from water with hand tools, buckets, and suction hoses; with rotating drums, belts, mops, and discs; and with various combinations of these and other devices (Photo 1). Oil skimmers may be attached to, or built within, every conceivable size and type of vessel, with single- or multiple-hulls, and from small skiffs to large tanker-class vessels. The choices obviously involve cost, maneuverability, draft, storage capacity, and the key oil-access and removal parameters (from my previous blogs) involving: speed, swath, and throughput/recovery efficiency. And, yes, there is still the need to transit, offload, and dispose of recovered fluids; and to eventually, clean or dispose of every oiled surface (hulls, decks, equipment, protective

clothing, hoses, booms, etc.). While slow in covering large areas and relatively expensive, the mechanical recovery of oil does provide a proven, widely accepted and versatile option for a broad range of oil types and conditions at sea, nearshore, in rivers, wetlands, etc. And most importantly, physical removal does not require authorization for its use.

Photo #2 - Large Fixed-Wing Aircraft with Dispersant Spray System

Photo 2 – Hmmm, at first glance this looks a lot easier, working from a large, fast aircraft applying chemical dispersants with the push of a button; sitting in a clean, comfy space out of the weather; and avoiding contact with rough seas and sticky, smelly oil. This option might involve a relatively quick release of the aircraft's dispersant payload, then offering time to complete some paper work and grab a snack while heading back to base for a rest stop, coffee and another load of dispersant – sure seems “user friendly”. In addition, there is the outstanding high transit speed to get on location and the outstanding oil encounter rate involving high application speeds and broad swathes with aircraft. These performance factors allow for large areal coverage rates (i.e., area covered per minute) that are about 10 to 100 times greater than the coverage rates commonly swept by boats. Recall that most vessel-mounted skimming systems operate at only a knot or two, and that boats spraying dispersants typically work at about 3 to 5 knots.



Another plus with dispersants is that under good conditions with relatively fresh thick oil, dispersant application efficiencies can reach 75% to 95%. And, because dispersants work best with agitation or mixing energy once applied, the higher wind and wave conditions often encountered on open water are preferred. Such wind and sea states, while fine for dispersant use, may reach a condition where conventional booms and fire-resistant booms may lose their effectiveness in capturing and holding oil for recovery or burning. Such is the case for booms operating in short-period (choppy), wind-driven waves about 3 to 5 feet in height where white-caps begin to form.

It should be clear that dispersants don't "clean-up" or "remove" oil from the sea, and they don't "sink" oil. They simply modify certain physical and chemical properties of the oil treated, allowing the oil to break into extremely small droplets that can mix into and dilute within near-surface waters. Such tiny oil droplets, mere fractions of a millimeter in diameter, are then subject to significantly accelerated natural dispersion and degradation processes within the water column. Oil concentrations will often drop below toxicity levels of concern within hours. However, in order to minimize any harmful impacts, considerable attention is given to the potential for a brief exposure of marine biota to elevated hydrocarbon levels, and to appropriate water depths to prevent contact with benthic (bottom-dwelling) communities.

Some of the operational considerations for dispersant use (just like most oil slicks) really need to be viewed from a higher perspective at times, remembering that the oil to be treated must be visible, of sufficient condition and thickness, and spatially distributed so that dispersant can be applied effectively to the oil. Dispersants are expensive, and should be applied accurately to justify their use. Flying at relatively low altitudes of about 100 to 150 feet or less (depending upon aircraft type, visibility, wind/sea conditions, etc.), pilots and operators of a system almost always need good "spotter" support. That is, an additional aircraft is needed with well-trained observers aboard to position the application aircraft over dark (thick) oil slicks, while working to achieve a proper approach, the turning on and off of dispersant pumps, and an allowance for dispersant drift off target due to wind. All spill response personnel know just how variable the size, shape and thickness of slicks can be, making it very difficult to put the dispersant on the oil at a high speed, while minimizing any waste of dispersant on water only or on slicks too thin to justify dispersant use. There are still other precautions involving dispersants including the staging of adequate inventories of dispersant to meet emergency needs; the proper storage, maintenance and testing of the chemical over long periods; and the creation of a sound backup plan for the supply and transport of potentially large volumes of dispersant to support a long-term, major event.

A final and most important constraint involving the application of dispersants is the requirement for permission to use them. A request for authorization to use dispersant should not start at the time of a spill. A timely approval for dispersant use will depend upon the proposed location for use (distance offshore, water depth, potentially exposed biota, etc.); federal, state and local regulations; and knowledge/attitudes in the community about the net benefits, potential impacts, and trade-offs regarding dispersants and other options available. Because of these and other complicated issues that can stop or slow down a request for dispersant use, it is essential that response organizations plan ahead to streamline the dispersant authorization process, and to work closely with regulators, the public and the press involving the pros and cons of dispersant use. For most offshore response organizations, it is important to acquire and maintain dispersant application systems, adequate dispersant stockpiles, and trained response personnel. The application of dispersants, especially from large fixed-wing aircraft, is an efficient method, under the right conditions, for the treatment of large quantities of spilled oil, and a significant reduction of harmful impacts to water fowl and other marine plants and animals.

Well..., I've reached the acceptable limit of "Blog-Length" if I am to stick with my goal (and with my blog title) of "Minibytes by Al Allen"! Therefore, I seek your patience in completing my brief overview of response option comparisons & trade-offs. I will leave Photo 3 in this blog to ignite your imagination for the next blog (#6) where some very HOT topics will be addressed!



Photo #3 - Towed Fire Boom Configuration with Ongoing Burn of Crude Oil

TO BE CONTINUED

GUINEA: NATIONAL WORKSHOP ON SHORELINE RESPONSE TO OIL SPILLS

Conakry, November 12-15. [More info](#)

FRANCE: POLLUTIONS ACCIDENTELLES DES EAUX DE SURFACE

Paris, November 13. L'OIEau vous propose, au cours de cette journée, d'échanger sur cette problématique en apportant des éléments de réponse réglementaires, techniques et organisationnels grâce aux nombreux retours d'expériences proposés.

[More info](#)

OMAN: REGIONAL WORKSHOP- POLLUTION LIABILITY & COMPENSATION

Muscat, November 13-14. The IOPC Funds have been invited to deliver a two-day regional workshop on the international liability and compensation regime for pollution damage in Muscat, Sultanate of Oman. The workshop, organised by the Ministry of Environment and Climate Affairs of the Sultanate of Oman, will take place from 13 to 14 November 2018 and will focus on the legal frameworks for ship-source pollution and the claims-handling process. <http://www.iopcfunds.org/news-events/events/>

CUBA: NATIONAL WORKSHOP ON CONTINGENCY PLANNING AND IMPLEMENTATION OF THE OPRC CONVENTION.

Cuba, November 13-15. The objective of the workshop is to provide information to the participants and create a greater understanding and appreciation of the National Oil Spill Response Contingency Plan and the requirements, policy, and procedures for implementation in the case of a National Oil Spill response. [More info](#)

USA: CLEAN GULF CONFERENCE AND EXHIBITION

New Orleans LA, November 13-15. CLEAN GULF brings together all parties responsible for response operations from North America and beyond to hear best practices and build relationships vital to a successful response on land or water. [More info](#)

AZERBAIJAN: INDUSTRIAL SAFETY IN OIL AND GAS: OIL SPILL RESPONSE AND INFRASTRUCTURE SAFETY

Baku, November 19-21. The main goal of this annual conference and exhibition is to provide HSE specialists from oil companies, refineries, ports, terminals as well as ship-owners with information about effective approaches and latest cost-effective technologies, equipment and solutions for industrial safety and oil spills prevention, monitoring and recovery. For more information please contact: George Pirchalaishvili, georgep@ccapital.co.uk +44 208 349 1999 [More info](#)

UK: WWEM WATER CONFERENCE AND WATER EXHIBITION

Telford, November 21-22. The 8th in the Series of International Water and Wastewater Monitoring events is focused for companies and individuals who are involved with water, wastewater and environmental monitoring. [More info](#)

JAMAICA: NATIONAL WORKSHOP ON THE INTERNATIONAL LIABILITY AND COMPENSATION REGIME

Kingston, November 27. The IOPC Funds have been invited by the Jamaican Maritime Authority to run a three-day workshop in collaboration with ITOFF. Practical exercises and case studies will be included in the training course. [More info](#)

FRANCE: POLLUTEC 2018: ECO TRADE SHOW & CONFERENCE

Lyon, November 27-30. The 28th International Trade Show for environmental equipment, technologies and services. [More info](#)

PHILIPPINES: EAST ASIA SEAS CONFERENCE 2018

Iloilo, November 27-30. Carrying the theme, "25 Years of Partnerships for Healthy Oceans, People and Economies: Moving as One with the Global Ocean Agenda", the EAS Congress 2018 is open to a broad range of stakeholders including National and Local Governments, the United Nations system, intergovernmental organizations, bilateral and multi-lateral projects, international financial institutions, non-governmental organizations, civil society organizations, academic institutions, the scientific community, the private sector, and other stakeholders. [More info](#)

JAPAN: PAJ OIL SPILL WORKSHOP

Tokyo, November 28. Theme: "Recent Oil Spills & Future Preparedness". English & Japanese (with simultaneous interpretation) [More info](#)

UPCOMING EVENTS – DECEMBER 2018 ONWARDS (UPDATED)

COUNTRY	2018	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UAE	Postponed*	RECSO EnviroSpill Conference & Exhibition	Abu Dhabi
CYPRUS	Dec. 4-5	W'shop on compensation for oil pollution damage	Nicosia
UK	Dec. 5-6	Salvage & Wreck Removals Conference	London
UK	Dec 5	Maritime Accidents & Emergencies Summit	London
GERMANY	Dec. 5-6	13th Arctic Shipping Summit	Hamburg
TOGO	Dec. 5-7	Workshop on liability and oil spill compensation	Lomé
CHINA	Dec. 6-7	Oil Spill Response Workshop (OSRW 2018)	Beijing
COUNTRY	2019	TITLE OF EVENT	LOCATION
USA	February 4-7	Gulf of Mexico Oil Spill & Ecosystem Conference	New Orleans, LA
SAUDI ARABIA	February 19-21	PetroEnvironment 2019	Al Khobar
FRANCE	March 5	CEDRE Information Day	Paris La Défense
USA	March 26-27	SCAA Annual Meeting & Conference	Arlington, VA
USA	April 16-18	Clean Waterways Conference	Cincinnati, OH
USA	May 14-17	Hands-on OSR Strategies and Tactics Training	Leonardo, NJ
AUSTRALIA	May 20-24	SPILLCON 2019 Conference and Exhibition	Perth
CROATIA	May 28-30	ADRIASPILLCON 2019 Conference and Exhibition	Opatija
CANADA	June 4-6	42 nd AMOP Technical Seminar on Environmental Contamination & Response	Halifax, Nova Scotia
CANADA	June 18-20	Clean Pacific Conference and Exhibition	Vancouver BC
USA	October 28-31	Clean Gulf Conference and Exhibition	New Orleans LA
COUNTRY	2020	TITLE OF EVENT	LOCATION
USA	May 11-14	International Oil Spill Conference & Exhibition	New Orleans LA
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.

PUBLICATIONS

PEMSEA RELEASES ITS 25TH ANNIVERSARY PUBLICATION.

October 31 - In conjunction with the EAS Congress, PEMSEA is releasing its 25th anniversary publication. This publication serves as a compendium of PEMSEA's integrated coastal management (ICM) activities throughout the past 25 years.

Local Contributions to Global Sustainable Development Agenda: Case Studies in Integrated Coastal Management in the East Asian Seas Region — the 25th Anniversary publication of Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) — highlights the sustainable coastal development efforts of PEMSEA partners over the past quarter century. The multi-sector, interdisciplinary approach applied in the design and implementation of integrated coastal management (ICM) programs in East Asia has generated a wealth of knowledge and experiences in policy and functional integration that cut across coastal use sectors, disciplines, levels of government, and stakeholders, as well as spatial and temporal scales. PEMSEA / [Read more](#)

JUST PUBLISHED - THE LATEST EDITION OF THE OHMSETT GAZETTE.

This biannual newsletter keeps you up-to-date on the testing, training, and research activities at the Ohmsett facility.

Follow the link below or copy and paste it into your browser to view the Fall 2018 edition of The Ohmsett Gazette.

www.ohmsett.com/gazette.html

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

[Alga Chronicle](#)

[AMSA Aboard](#)

[ATRAC Newsletter](#)

[BIMCO Bulletin](#)

[Newsletter from George Holliday](#)

[Bow Wave](#)

[Cedre Newsletter](#)

[EMSA Newsletter](#)

News from Australia on Contaminated Land Remediation

News from the Australian Maritime Safety Authority

News from the Adriatic Training and Research Centre

Marine and shipping-related news from BIMCO

News and commentary on HSE issues from George Holliday

Sam Ignarski's Ezine on Marine & Transport Matters

News from Cedre in Brittany, France

News from the European Maritime Safety Agency

August 2018

December 2017

Sept. 2018 issue

Sept. 2018 issue

On request email

Current issue

July-August 2018

November 2018

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS (CONTINUED)

IMO News Magazine	News from the International Maritime Organization	Autumn 2018 issue
IMO Publishing News	New and forthcoming IMO publications	October 2018
Intertanko Weekly News	International news for the oil tanker community	Nov. 9, 2018
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 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	October 2018 issue
Nautical Institute News	News from the Nautical Institute	June-July, 2018
Navigate Response	Global crisis communications network for shipping & marine	September 2018
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	October 2018
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Fall 2018
PEMSEA E News	Healthy oceans, people and economies in the East Asian Seas	October, 2018
Pollution Online Newsletter	News for pollution prevention & control professionals	November 7, 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	Sept. 16-30, 2018
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	November 1, 2018

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

TRAINING

CERTIFICATE IN MARITIME ENVIRONMENTAL MANAGEMENT

From Lloyds Maritime Academy – Distance learning course starts 30 January. During 12 weeks, you will learn:

- The concepts of marine environment in general and biodiversity in particular, as well as key considerations about pollution, contamination and waste;
- How to critically review environmental impacts associated to shipping and port-related activities;
- The key organisations involved in the global governance and the legislative mechanisms to Maritime Environmental Management;
- How to plan your environmental management system and responses to environmental emergencies
- The application of the Polluter Pays Principle; and more. [More info](#)

USA: HANDS-ON OIL SPILL RESPONSE STRATEGIES AND TACTICS TRAINING

Training at Ohmsett takes the learning from the classroom, to the 2.6 million gallon wave/tow tank. That's where students receive hands-on training with the latest spill response equipment and techniques used in the field during the hands-on Oil Spill Strategies and Tactics Training, May 14-17, 2019 in Leonardo, NJ.

With the emphasis on practical experience in full-scale oil recovery operations in the Ohmsett tank, you can increase your proficiency using boom and skimmers while practicing removing spilled oil. The combined classroom/tank exercise training provides response teams the skills to work more safely, operate more effectively, and make better decisions in the field.

The course is presented in partnership with Texas A&M National Spill Control School (NSCS). Classroom curriculum and instruction is provided by Texas A&M University National Spill Control School. Ohmsett staff provides professional training services to support the hands-on portion of training.

At the completion of the course, students receive a NSCS Certificate of Completion. For course information and registration, visit www.ohmsett.com/registration.html or call 908-601-7082.

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