

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



CLEAN WATERWAYS
Improving oil and hazardous materials spill prevention and response on and around inland river systems
April 16-18, 2019 ♦ Cincinnati, OH
Use VIP code ISCO for a \$50 registration discount



SPILLCON
20 – 24 May 2019 Perth, Australia



ADRIASPILLCON 2019
4th Adriatic Conference on spill prevention, preparedness and response
28 – 30 May 2019 Opatija, Croatia

A hyperlink to the ADRIASPILLCON 2019 Website will be inserted in the above banner in the near future

WHAT WENT WRONG? BACK-TO-BACK CASUALTIES KICK OFF 2019

In this article in the 31st January issue of gCaptain, Rich Madden reviews a series of recent casualties, including some with potential to cause significant marine pollution.



"It's been an active beginning to 2019 in terms of maritime casualties. The phone at the Panama Marine Accident Investigation Department was likely ringing off the hook with three major incidents on Panama-flagged vessels in the first two days. The first three weeks of the year have produced a wide range of serious casualties...and they are likely just the tip of the iceberg in terms of incidents and near misses".

[Read the complete article in gCaptain](#)

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INTERNATIONAL NEWS (CONTINUED)

THE UN ENVIRONMENT'S NORTHWEST PACIFIC ACTION PLAN MARKS 20 YEARS OF PARTNERSHIP WITH JAPAN'S MARINE CONSERVATION CENTRE

January 25 - At an event to mark the 20th anniversary of Japan's Northwest Pacific Region Environmental Cooperation Center (NPEC), the UN Environment's Northwest Pacific Action Plan (NOWPAP) voiced its commitment to strengthen its 20-year partnership with the Center to help steer regional implementation of ocean-related Sustainable Development Goals (SDGs) and the Northwest Pacific Action Plan's Medium-term Strategy 2018-2023.

Addressing the 'Northwest Pacific Region Environmental Cooperation Center 20th Anniversary Symposium' held in January in the Center's home city of Toyama and attended by 120 members of the public, the UN Environment's Northwest Pacific Action Plan's Coordinator Lev Neretin highlighted how both entities have used the best available scientific knowledge to address pressing threats to the region's marine and coastal environment over the last two decades. NOWPAP / [Read more](#)

SEATRADE AWARDS 2019 ENTRIES ARE NOW OPEN

January 24 - Entries for the 31st edition of the prestigious Seatrade Awards are now open offering the opportunity to companies and organizations to present their innovative success stories to the global shipping and maritime community. Entries can be submitted electronically [here until 1st March 2019](#).

All entries will be reviewed by the Seatrade Awards Panel of Judges, which includes the Chairman of HELMEPA Dr George Gratsos as Member and the Director General Mr. Dimitris Mitsatsos as Assessor. The shortlist of nominees will be announced in April and the winners will be announced during the Seatrade Awards Ceremony that will take place on Tuesday 7 May 2019, at London's Guildhall. HELMEPA / [Read more](#)

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

CANADA: BANKRUPT ENERGY COMPANIES CAN'T ABANDON OLD OIL WELLS, SUPREME COURT RULES

January 31 - The Supreme Court of Canada says the trustee for a bankrupt Alberta energy company cannot simply walk away from unprofitable wells on agricultural land without having to clean up.

The high court's 5-2 ruling comes with a recommendation from Chief Justice Richard Wagner for Parliament to clarify the confusion between the federal bankruptcy law and the regulations provinces rely on to protect the environment. The effect will be to reduce what creditors of bankrupt companies can get back when the companies' assets are liquidated, because some of the proceeds will have to go to environmental clean-ups instead of to repaying loans. Global News / [Read more](#)

EGYPT: CLOSING WORKSHOP OF THE STRATEGIC ECOSYSTEM MANAGEMENT PROJECT OF THE RED SEA AND GULF OF ADEN IN HURGHADA



December 18 - PERGA Secretary General and Head of the Environmental Affairs Agency (EAAA) of the Arab Republic of Egypt inaugurated the closing workshop of the Strategic Ecosystem Management (SEM) project of the Red Sea and Gulf of Aden in Hurghada. This project was funded by the Global Environment Facility (GEF) and implemented by the WorldBank and executed by PERGA.

The project has achieved several goals, including the development of management plans and zoning plans for the Wadi Al-Gamal Protected Area in Egypt as well as plans for the management of Dungonab bay in Sudan. The project also aimed at diversifying the sources of income for coastal communities within the protected areas, which will significantly reduce the pressures on the coastal and marine environment. PERGA / [Read more](#)

GREECE: ABANDONED SHIP REMOVAL REQUEST

January 29 - Product tanker PIC SAINT LOUP has been stuck in Kilada port, Peloponnese Greece, for at least two years, local community is demanding from officials removing of the tanker, as a threat to environment, workers safety and tourism business in the area. Some works are apparently going on tanker, but no one knows exactly what's going on, and how safe it is. [Thanks to Voytenko Mikhail, vmd@odin.tc]

NIGERIA: UNEP TO ESTABLISH OFFICE IN P/HARCOURT FOR Ogoni CLEAN-UP

February 1 - The United Nations Environment Programme (UNEP) is planning to set up office in Port Harcourt to monitor progress of remediation of oil impacted Ogoni communities, an official said. UNEP representative, Mr Mike Cowing, made this known on Friday when he led a delegation to the palace of HRM King Godwin Gininwa in Korokoro, Tai Local Government Area of Rivers.

Cowing said: "We will establish UNEP office in Port Harcourt in March, after the forthcoming general elections. This will enable us to supervise training and monitor the clean-up to enable the implementation of the report to the letter". He said the body would also mentor, partner and organise training for staff members of the Hydrocarbon Pollution Remediation Project (HYPREP), coordinating agency of the clean-up.

According to him, the HYPREP officials would be trained both in Nigeria and in Europe to acquire requisite knowledge on how to monitor the clean-up exercise. National Accord / [Read more](#)

PHILIPPINES: PEMSEA SUPPORTS MANILA BAY CLEAN-UP AND REHABILITATION



January 29 - Led by PEMSEA Executive Director Aimee Gonzales, PEMSEA staff joined the solidarity walk held 27 January to support the launch of the Manila Bay Clean-up, Rehabilitation and Preservation Program (MBCRPP). Together with some 5,000 participants from government and non-government organizations, agencies, academia, students, civic and religious groups, they walked from Quirino Grandstand to the Baywalk area along Roxas Boulevard, with Manila Bay to their right.

In light of the Supreme Court mandamus to clean up Manila Bay, the MMCRPP aims ultimately to restore Manila Bay as a healthy and productive body of water, to the point where it is fit for use for recreational activities.

PEMSEA / [Read more](#)

SOUTH KOREA: 2018 OIL SPILL STATISTICS

January 23 - Maritime Authorities of South Korea have published 2018 oil spill statistics in South Korean waters: 288 registered oil spills, 251 tons of pollutants total volume. In comparison with 2017, accidents growth 6%, leaked pollutants volume growth 9%. 102 accidents (35.4%) occurred during bunkering or STS operations, 126 accidents (43.8%) are related to fishing and fishing vessels. [Thanks to Voytenko Mikhail, vmd@odin.tc]

UK: AMENDMENTS MADE TO THE INTERNATIONAL CONVENTION ON MARPOL ANNEX I BY THE IMO RESOLUTIONS ADOPTED SINCE 2004.

January 28 – Guidance notice issued by the Maritime 7 Coastguard Agency / [Read more](#)

UK: REQUIREMENTS FOR OIL OR OILY MIXTURE DISCHARGES FOR OFFSHORE INSTALLATIONS ENGAGED IN OIL AND GAS OPERATIONS ON THE UK CONTINENTAL SHELF

January 28 - The purpose of this MGN is to provide further information with respect to the requirements for oil or oily mixture discharges for offshore installations engaged in oil and gas operations on the Continental Shelf / [Read more](#)

USA: UPDATED ELECTRONIC CODE OF FEDERAL REGULATIONS

December 26 - The [Code of Federal Regulations \(CFR\) annual edition](#) is the codification of the general and permanent rules published in the FEDERAL REGISTER by the departments and agencies of the Federal Government produced by the Office of the Federal Register (OFR) and the Government Publishing Office.

The purpose of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) is to provide the organizational

structure and procedures for preparing for and responding to discharges of oil and releases of hazardous substances, pollutants, and contaminants. Government Publishing Office / [View the detailed sections relating to the Protection of the Environment](#)

USA: SANTA BARBARA OIL SPILL 50 YEARS AGO CREATED CALIFORNIA AS WE KNOW IT TODAY



Photo: Two cormorants covered in oil sit on a rock near Refugio State Beach in May 2015 in Goleta, (Santa Barbara County). In 1969, the largest oil spill ever in U.S. waters as of that time occurred in the same section of the coast, giving birth to the modern American environmental movement. Photo: Justin Sullivan / Getty Images 2015

January 26 - On Jan. 28, 1969, 3 million gallons of crude oil from an oil rig explosion fouled 35 miles of coast near Santa Barbara. Images of oiled birds and distraught coastal residents scrubbing rocks and shoveling sandy clumps of crude into barrels played for weeks on the nightly TV news across the nation. Fifty years later, we can trace how that one environmental crisis gave rise to an ethos baked into Californians' consciousness. One that shapes our institutions, our attitudes and

our state's relationship with Washington, D.C. San Francisco Chronicle / [Read more](#) [Editor: Several publications have featured articles remembering the 50th anniversary of the Santa Barbara oil spill and how it helped shape the modern environmental movement. Here are two more examples for you to look at - <http://kclu.org/post/50th-anniversary-oil-spill-santa-barbara-channel-which-sparked-modern-environmental-movement#stream/0> <https://www.independent.com/news/2019/jan/24/santa-barbaras-1969-oil-spill-reverberates-todays-/>]

PEOPLE IN THE NEWS

ARCHIE SMITH, FORMER CEO of OSRL, RECEIVES AN HONOUR FOR HIS WORK WITH THE ROYAL NATIONAL LIFEBOAT INSTITUTION



December 28 - A Vice President of the RNLI Council, who has devoted more than thirty years of service, both in fund-raising and advising on the strategic direction of the charity, has been recognised in the Queen's New Year Honours.

'There are few RNLI supporters that I would more strongly recommend for national recognition than this humble man. Cheerful, tireless, highly motivated but genuinely self-effacing, he is endlessly prepared to give his time and his energy to a cause that he believes in. He is an example of the very best in the UK charity sector,' Mr Boissier explained.

Archie Smith, who first started raising money for the charity in the 1980s, says he is 'quite bowled over' after being awarded the British Empire Medal (BEM) for his services to the charity which saves lives at sea.

RNLI Chief Executive Paul Boissier said Archie was a tireless governor who had provided invaluable help in developing health and safety at the charity as well as promoting the RNLI's international work aimed at tackling global drowning, which claims more than 360,000 lives a year.

Archie's first contact with the RNLI was as a boy. His father had grown up on Roa Island, Barrow-in-Furness, and he had seen the lifeboat there. Both his parents were involved in fund-raising and, after the family moved to Rickmansworth from Liverpool, Archie became involved in running the Rickmansworth and Chorleywood Fundraising Branch of the RNLI.

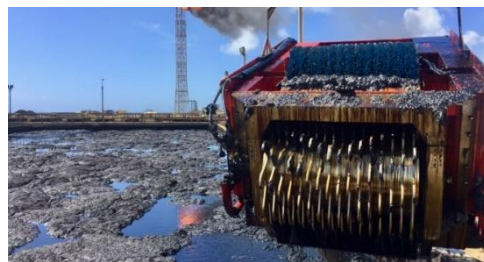
A mariner by profession (he served in the Merchant Navy from 1966 to 1977), he then undertook a degree in Maritime Studies and worked in the oil industry until 1995 before becoming Chief Executive of Oil Spill Response Ltd, an international industry funded cooperative which works to prevent and responds to oil spills anywhere in the world.

RNLI / [Read more](#) [Thanks to Matthew Sommerville, Secretary of ISCO]

AQUA-GUARD'S ROTOX TECHNOLOGY USED TO RECOVER ULTRA HEAVY OIL FROM PONDS AROUND THE WORLD

January 25 - The RotoX works in conjunction with Aqua-Guard's patented RBS TRITON™ oil skimming technology by macerating large oil solids into a slurry. The slurry is then pumped for processing. Aqua-Guard's clients are now able to process and potentially reuse much of this recovered ultra heavy oil which has been a burden to the oil companies and the environment for years.

See more on Aqua-Guard's heavy oil solution the RotoX <http://www.aquaguard.com/products/skimmers/rotox>



CONTRIBUTED ARTICLE

OILY KILLER OF THE DEEP: THE MYSTERY OIL SPILL OF SAN MATEO

It was a dark and stormy night. A salty wind blew like ice and waves thundered beneath the Golden Gate Bridge as a storm broke on San Francisco. As the city slept, something sinister rose from the depths of the Pacific Ocean. In the morning the sea calmed and people resumed their daily habits. For a while it seemed as if nothing were amiss — until the dead started to wash up on shore.



Image credit: California Department of Fish and Wildlife.

They were birds. Loons, common murre, red phalaropes, northern fulmars, rhinoceros auklets, brown pelican, and western snowy plover — over 50 species in total were killed. Hundreds of dead birds littered San Francisco's beaches, their wings dripping with heavy, black oil.

During an oil spill, birds come into contact with oil when they dive through polluted water in search of food. If their wings become too oil laden to fly, then they drown in open ocean. Lightly oiled birds can still fly, but they risk ingesting oil as they attempt to clean themselves.

In the winter of 1973 as the bodies of dead birds continued to wash up on shore, an eerie feeling took hold of the city. Though it wasn't the carcasses themselves that inspired such dread. The spooky part — the truly terrifying conundrum — was that no one knew where the oil came from. No ship had sunk. No pipe had burst. The events leading to the deaths of the birds were shrouded in mystery.

It was a mystery oil spill, and it happened again, and again. Every few winters the oily killer would re-appear, as if from nowhere. Between 1973 and 2002 an estimated 300,000 gallons of oil leaked into the water killing more than 51,000 birds.

Solving the Mystery - An article referred to it as "a murder most fowl," and it was dubbed by local newspapers as the "Mystery Oil Spill of San Mateo." With laws in place to protect the environment from oil spills — especially when endangered species are impacted — the pressure was on to identify the cause of the pollution. And it was the job of scientists from NOAA, the U.S. Coast Guard, the U.S. Department of the Interior, and California's state agencies to solve the mystery.

It's a scientist's job to hunt for answers, and luckily, NOAA has scientists who have dedicated their careers to solving the mysteries of oil. Oil is composed of thousands of chemicals, some of which can be used to identify its source. They analyzed the chemical fingerprint to begin the process of elimination. They determined that the oil had not naturally seeped from the seafloor. And it wasn't the most common type of oil transported along the Pacific coast either. By comparing the fingerprint to oil from boats traveling through the area, they were able to rule out illegal dumping as well.

Satellite imagery offered another important clue. Scientists were able to locate an oil sheen floating on the ocean surface, and using their knowledge of currents, they traced the oil back to the source. This led them 17 miles southwest of the Golden Gate Bridge to deep and frigid water. It led them to the grave of the S.S. Jacob Luckenbach.

The Luckenbach was a 468-foot freighter bound from San Francisco to South Korea. It was a foggy morning on July 14, 1953, when it collided with the S.S. Hawaiian Pilot. While the other ship was slightly damaged, the Luckenbach began taking on water fast. It sank within 30 minutes with 470,000 gallons of oil on board.

After the collision the Marine Board of Investigation compiled a report and insurance companies paid out claims for both vessels. The S.S. Jacob Luckenbach was forgotten until 2003 when it was discovered to be the source of the mystery oil spills of San Mateo.



Stopping a Decades-Old Spill - Now that the cause of the mystery spills had been identified, the next step was stopping them. The U.S. Coast Guard sent a remotely operated vehicle (ROV) down to explore the shipwreck. It was no easy task. Fast currents jostled equipment, and the water was so dark and murky the ROV could only see 5 feet ahead.

What they found was astonishing. The wreck had become an artificial reef, providing habitat to octopus, crustaceans, and schools of rockfish. Ghost nets, abandoned to drift in open water, snagged on the wreck like cobwebs. When they turned off the lights the wreck glowed a ghostly green, illuminated by hundreds of bioluminescent sea anemones.

After evaluating the state of the wreck, the Coast Guard announced a \$3.5 million contract to remove the remaining oil. Highly trained divers used “dive bells,” structures the size of an elevator, to descend to the wreck. To avoid decompression sickness, these divers stayed in the dive bells or an on-board compression chamber for up to 28 days at a time.

Through a tedious process of drilling holes and syphoning oil, divers removed roughly 100,000 gallons of fuel. However, because the oil was located in many different places within the wreck they couldn't reach it all. An estimated 29,000 gallons remains, sealed by divers beneath the ocean's surface.

After the clean-up, government officials began an environmental damage assessment and restoration plan to submit a legal claim for restoration funds. Due to the nature of this case, with the owners of the *Luckenbach* no longer viable, the [Oil Spill Liability Trust Fund](#) was used to fund clean-up and to restore resources damaged by the spill.

The S.S. Jacob Luckenbach taught NOAA and Coast Guard officials a great deal about tracing and resolving underwater oil spills. It is considered a landmark case in the development of underwater assessment and oil removal technologies.

Today, the wreck of the *Luckenbach* still lurks beneath the waters of the San Francisco Bay. NOAA uses the same technology it used to identify the source of the mystery oil spill to monitor it. Scientists are watching, waiting, ready to respond if the oily killer strikes again.



Click on the links for more information on other [potentially polluting shipwrecks](#), [how oil seeps from shipwrecks](#), [restoration from oil spills in California](#), or the *S.S. Jacob Luckenbach*. <https://response.restoration.noaa.gov/>

ISCO thanks NOAA for permission to reprint this article by Megan Ewald, Office of Response and Restoration

SCIENCE & TECHNOLOGY

SMITHSONIAN HIGHLIGHTS RESEARCH ON OYSTER RESILIENCE DURING OIL SPILLS

January 15 - The Smithsonian's Ocean Portal published an article that describes how oysters (that filter up to 50 gallons of water a day) fare under hazardous environmental conditions. One such hazard was the 2010 *Deepwater Horizon* incident that was followed by several riverine freshwater releases in an attempt to keep oil away from vulnerable Louisiana shores, which support several seafood industries.

Read the article [How to Survive an Oil Spill: Oyster Edition](#) featuring scientist [Sean Powers](#) (University of South Alabama and the [Alabama Center for Ecological Resilience or ACER](#)).

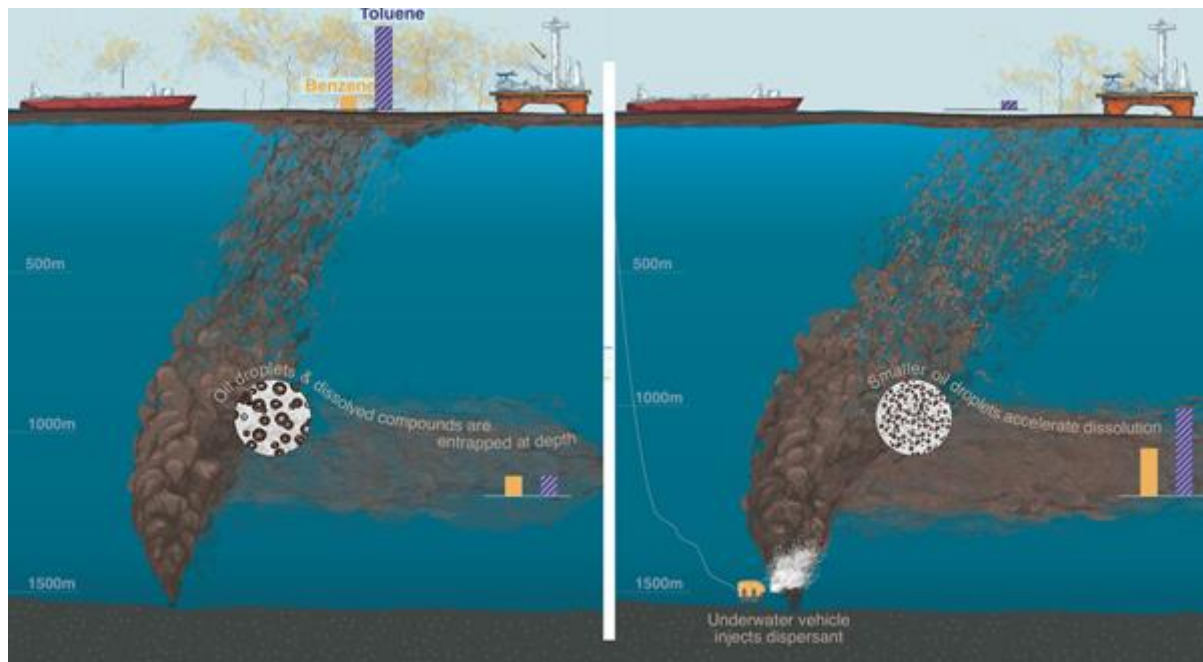
APPLE'S NEW GAS DETECTION PATENT HITS THE NEWS



January 31 - Have you seen any recent movie about apocalyptic conditions just snuffing out humans from the face of the earth? Then, you must be familiar with the characters building underground courses where they can den themselves into in order to survive the calamity. These passages are often fraught with sensors that identify the impending dangers like storm, earthquake or even radioactive threats. But, what Apple feels is that one just needs an iPhone for this! A recent conference held by this giant venture displays a mobile device with the potential to detect noxious gases.

This patent for new technological innovation that would allow Apple devices to espy several toxic gases including Sulphur dioxide, methane and carbon monoxide has actually raised a surge among the youngsters as well as the adults alike. Moreover, it would also be able to detect compounds like sulphates, chlorides, phosphates and siloxanes. Expectations are there that the tiny gas sensors will be gilded with features like improved poisoning resistance, enhanced stability and controllable signal resistance. The company has disclosed that it had applied for the patent back in March 2018 and it's just been few days since they are awarded with the same. Even, Apple watch and iPad seem to be embellished with this new add-on. But, there is no definite news when this novelty is going to hit the market. [Hitech News Daily / Read more](#)

TEXAS A&M OIL SPILL OUTFLOW CALCULATOR (TAMOC)



February 1 - The Deepwater Horizon oil spill changed a lot of the thinking about subsea blowouts, including how to predict the movement of the oil and gas.

“One thing that was clear early on during the Deepwater Horizon was that dissolution of oil into water was a major process,” said Scott A. Socolofsky, Professor in the Zachry Department of Civil Engineering at Texas A&M University. Before, he added, oil had been modeled as inert, but during the Deepwater Horizon spill, “up to 27% of the mass dissolved into the water column before it reached the surface.”

Socolofsky led the development of a spill calculator that takes that dissolution of oil into the water into consideration. The Texas A&M Oil Spill Outflow Calculator (TAMOC), freely available through GitHub, is intended to help cleanup efforts for blowouts in the Gulf of Mexico, as well as preparedness planning.

Socolofsky, who has been studying bubble plumes since his PhD days at MIT in the 1990s, built the physics framework and wrote the code for the calculator; Jonas Gros, Sam Arey and Christopher Reddy built the chemistry framework; and Michel Boufadel provides data on droplet size.

The TAMOC model, originally developed for use in predicting oil spill behavior in the Gulf of Mexico, is intended to accurately predict behavior of the constituents in the spill plume from a subsea blowout, including methane, oil, seawater, and the many chemicals found in wellbores and reservoirs. OEDigital / [Read more](#)

TRAINING

AUSTRALIA: AMOSC RELEASES ITS 2019 OIL SPILL RESPONSE TRAINING CALENDAR

To view the training course calendar for 2019 click on the link <https://amosc.com.au/course-calendar/>

PUBLICATIONS

SHORELINE CLEANUP ASSESSMENT TECHNIQUE (SCAT) MANUAL, THIRD EDITION

January 28 - The Emergencies Science and Technology Section (ESTS), Environment and Climate Change Canada (ECCC), has recently released the third edition of “Shoreline Cleanup Assessment Technique (SCAT) Manual” in French and English versions. The second edition was prepared in 2000 and has been incredibly popular with oil spill response organizations, local stakeholders, Indigenous Peoples and other groups. Several thousand copies of the SCAT Manual third edition, will be distributed to oil spill responders throughout Canada and internationally. For more than forty years, ESTS has recognized the importance of technology transfer and outreach to the spill response community. This has included developing tools such as guides and manuals whose purpose is to translate current scientific knowledge into best practices for oil spill preparedness and response.

The SCAT Manual, third edition continues the series of guides produced by ECCC to provide the best available knowledge, guidance, and standards for responders and decision-makers dealing with oil spills in marine and freshwater shoreline environments.

SCAT is an accepted approach for the description and documentation of oiled shorelines. The field data provides systematic, evidence-

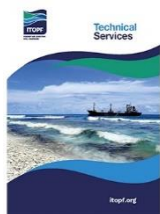
PUBLICATIONS (CONTINUED)

based information that is evaluated by a spill management team as they assess shoreline response priorities, treatment techniques and treatment completion endpoints. The process is flexible and adaptable for spill responses of different scales and in the full range of Canadian coastal environments.

This third edition of the ECCC SCAT Manual provides a best current practice guide for Canadian shorelines. The purpose of this Manual is to provide advice and guidance as a shoreline assessment survey program and a field and data management plan are developed for each unique spill situation.

Electronic versions of the SCAT Manual third edition, in both official languages are available on the Government of Canada Publications web site. <http://publications.gc.ca/pub?id=9.855598&sl=0> [Thanks to Sonia Laforest, Shoreline restoration and remediation Scientist]

ITOPF'S NEW TECHNICAL SERVICES BROCHURE AVAILABLE



January 29 - ITOPF has just published a new version of its Technical Services Brochure. This provides an introduction to ITOPF and the services we provide.

Hard copies are available free of charge from [Terry Goodchild](mailto:Terry.Goodchild@itopf.org). An electronic copy can be downloaded from <http://www.itopf.org/knowledge-resources/documents-guides/document/itopf-technical-services-brochure/>.

MONITORING AND ASSESSMENT OF ENVIRONMENTAL IMPACTS OF CHEMICAL SPILLS IN THE BALTIC SEA

The Finnish Environment Institute SYKE and Finland's Ministry of the Environment initiated a project called EKOMON to prepare guidance on how to monitor the environmental impacts of accidental chemical spills at sea. This publication resulting from the project is intended to guide authorities responsible for post-spill environmental monitoring and assessment, and to help them to understand how complex issues they might be dealing with due to the wide range of chemicals currently transported. The main goal of the publication is to create better preparedness for establishing an effective post-spill monitoring programme especially in the Baltic Sea, area and it is primarily targeted at decision-makers responsible for the planning and implementation of environmental monitoring after a sudden chemical spill at sea.

Worldwide, approximately 2,000 chemicals are transported by sea, either in bulk or in packaged form. During this decade particular attention has been focused more and more on the possibility of marine chemical accidents. Although the amount of transported chemicals is much less than that of oil and oil products, the risks related to possible chemical accidents are more difficult to identify. The main issue here is the very high variety and complexity of environmental risk profiles and potentials of the different chemical compounds. Risks posed by marine chemical spills depend on the accident scenario, prevailing environmental conditions, and the intrinsic properties of the spilled chemical.

Chemicals can behave in a number of ways once spilled into the sea. Hazards to the environment can vary considerably depending on the chemical in question, and the impact can be acute or long-lasting. The occurrence of accidental chemical spills at sea requires an effective response that must include well-executed monitoring guidelines to assess environmental contamination and damage on the affected marine ecosystem.

An impact assessment is crucial for the decision-making process concerning the selection and implementation of a prominent response plan. The objectives of the monitoring vary depending on the specific circumstances and environmental conditions related to the spill, and therefore they have to be set for each spill separately. The size of the spill, properties of the chemical, and the type of discharge (single or continuous spill) as well as the characteristics of the receiving environment are the main factors defining the monitoring requirements. Choosing of similar reference areas and/or comparisons with pre-existing baseline data are key components for post-spill monitoring. Finally, environmental monitoring can be used to demonstrate ecological damage and economic losses in the context of spill-related claims and compensations.

The EKOMON report can be seen as the first step for the better preparedness for post-spill monitoring especially in Baltic Sea area. In the future these guidelines should be further developed to be more operational with the practical goal being a monitoring system, which in the event of an accident allows a rapid organization of the team responsible for monitoring and identification of its ecological consequences. <https://helda.helsinki.fi/handle/10138/243068>

RESPONSE EVENTS DURING FEBRUARY 2019

USA: GULF OF MEXICO OIL SPILL & ECOSYSTEM CONFERENCE

New Orleans LA, February 4-7. The 2019 program will seek to highlight key findings, identify data gaps, and generate questions remaining after nearly ten years of intensified research in the Gulf of Mexico. The questions generated through plenaries, concurrent sessions, and attendee participation will form the basis for the 2019 conference report. [More info](#)

RESPONSE EVENTS DURING FEBRUARY 2019 (CONTINUED)

KUWAIT: INTERNATIONAL HSSE ENVIRONMENTAL CONFERENCE & EXHIBITION

Kuwait, February 18-20. Kuwait International Health, Safety, Security & Environment (KIHSE) 2019, is the 3rd Edition of the initiative taken by Kuwait Petroleum Corporation for bringing together the peers of Health Safety Security and Environment under one roof.

This year the event stands at the forefront of blending HSSE as a practice to attain Business Excellence under the theme of "Transforming HSE Culture for a Resilient Future". [More info](#)

UK: IMO POLLUTION PREVENTION & RESPONSE (PPR) SUB-COMMITTEE MEETING

London, February 18-22. [More info](#)

SAUDI ARABIA: PETROENVIRONMENT SYMPOSIUM 2019

Al Khobar, February 19-21. Held Under the patronage of H.R.H. Prince Saud bin Nayef bin Abdulaziz Al Saud Governor of the Eastern Province, under the theme Innovative Technologies for Environmental Sustainability, the symposium offers an unrivalled opportunity for the global oil and gas, petrochemical and environment community to come together and focus on the future. [More info](#)

UK: UK SPILL ANNUAL MEMBERS MEETING, DINNER, AWARDS

London, February 26. The Annual Dinner for members and guests in London, at the Watermen's Hall in the City cost £95 per person. Book now at info@ukspill.org

UPCOMING EVENTS – MARCH 2019 ONWARDS (UPDATED)

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
OMAN	March 4-6	Oil Spill Response Officers Meeting	Muscat
FRANCE	March 5	CEDRE Information Day	Paris La Défense
UK	March 5-6	Chemical & Product Tanker Conference	London
KENYA	March 11-15	UN Environment Assembly	Nairobi
CÔTE D'IVOIRE	March 18-22	Regional Workshop on ratification and effective implementation of IMO conventions relating to oil spill response preparedness and response	Abidjan
RUSSIA	March 21-22	XX Anniversary International Environmental Forum	St. Petersburg
UK	March 22	Marine Insurance London Conference	London
USA	March 26-27	SCAA Annual Meeting & Conference	Arlington, VA
UK	April 1-2	IOPC Funds Meetings at IMO	London
TUNISIA	April 2-4	W'shop on Crisis Management & Decision Making	Tunis
USA	April 16-18	Clean Waterways Conference	Cincinnati, OH
USA	May 14-17	Hands-on OSR Strategies and Tactics Training	Leonardo, NJ
UK	May 15-16	NCEC HAZMAT 2019 Conference	Stratford on Avon
SINGAPORE	May 20-24	INTERTANKO Annual Tanker Event	Singapore
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
BELGIUM	June 12-13	European Environmental Ports Conference 2019	Antwerp
UK	June 17-21	IOPC Funds' Short Course	London
CANADA	June 18-20	Clean Pacific Conference and Exhibition	Vancouver BC
NEW ZEALAND	Sept. 3-5	Ecoforum Conference 2019	Auckland
USA	October 28-31	Clean Gulf Conference and Exhibition	New Orleans LA
TUNISIA	Nov. 13-14	Incident Management System Training Course	Tunis
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			

Note: Where event titles are not shown in blue ink it just means that the relevant websites are not yet available

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

Alga Chronicle	News from Australia on Contaminated Land Remediation	November 2018
AMSA Aboard	News from the Australian Maritime Safety Authority	December 2017
ATRAC Newsletter	News from the Adriatic Training and Research Centre	Dec. 2018 issue
BIMCO Bulletin	Marine and shipping-related news from BIMCO	Nov. 2018 issue
Newsletter from George Holliday	News and commentary on HSE issues from George Holliday	On request email
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	December 2018
Clean Nigeria Associates Newsletter	News from CNA about Oil Spill Response in Nigeria	December 2018
EMSA Newsletter	News from the European Maritime Safety Agency	January 2019
GISEA Quarterly Newsletter	News from Global Initiative for South-East Asia	December 2018
IMO News Magazine	News from the International Maritime Organization	Winter 2018 /19
IMO Publishing News	New and forthcoming IMO publications	January 2019
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2019 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	Jan. 2019 issue
Nautical Institute News	News from the Nautical Institute	June-July, 2018
Navigate Response	Global crisis communications network for shipping & marine	December 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	December 2018
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Fall 2018
PEMSEA Newsletter	Healthy oceans, people and economies in the East Asian Seas	December, 2018
Pollution Online Newsletter	News for pollution prevention & control professionals	Jan 30, 2019
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	Nov. 16-30, 2018
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	Feb. 1, 2019

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

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

CANADA: ONTARIO - NO ICE FISHING AT SHADE'S MILLS DUE TO TANKER SPILL

January 20 - Approximately 50,000 litres of fuel spilled from the truck and made its way into nearby waterways.

Containment booms have been set up in Mill Creek to catch fuel travelling downstream and crews have been working day and night to clean up the mess. CTV News / [Read more](#)

USA: NORTH CAROLINA - 9,000 GALLONS OF OILY MIXTURE RECOVERED AFTER KEROSENE SPILL IN CAROLINA BEACH

January 21 - The Town of Carolina Beach says thousands of gallons of oily water mixture was recovered from the canal in Carolina Beach following a kerosene spill last week. WWay News / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

UK: DIESEL OIL SPILL INTO RIVER AVON NEAR KEYNSHAM

January 25 - Boaters complained of headaches after the Avon was left looking like a "river of oil" from a huge spillage of diesel. The pollution affected River Avon residents in Hanham and Keynsham and an investigation has been launched by the Environment Agency. The Environment Agency has installed an absorbent boom in a small watercourse which feeds the River Avon. SomersetLive / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

GERMANY: OIL SPILL ON RHINE RIVER NEAR DORMAGEN-ZONS, DUSSELDORF

January 28 - Two inland cargo ships collided on Jan 28 on Rhine river near Dormagen-Zons, Dusseldorf. One of them said to be German tanker, another is Dutch cargo ship loaded with soybeans. Both ships were damaged in collision, some 1.5 tons of fuel leaked into river, cleansing under way. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

JAPAN: FUEL SPILL FROM CONTAINER SHIP AT SENDAI PORT

January 29 - A substantial quantity of fuel leaked from container ship NATORI at Sendai Port, Japan, northeast Honshu, on reportedly, Jan 20, understood during bunkering operation. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

USA: OKLAHOMA - CLEANUP UNDERWAY AFTER CRUDE OIL SPILL

January 30 - Crews are working to contain thousands of gallons of crude oil that leaked into a creek in northern Oklahoma. Oklahoma Corporation Commission spokesman Matt Skinner said Wednesday oil extends for about 5 miles (8 kilometers) in Black Bear Creek in rural Garfield County. The Washington Post / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

MALAYSIA: TANKER DAMAGED, PARTIALLY SUBMERGED, SINGAPORE STRAIT



January 31 - Product tanker SEA FRONTIER reportedly struck a rock some 2 nm off Tanjung Penyusop, Malaysia, easternmost Singapore Strait, at night Jan 30, while approaching port. Hull was breached, tanker started to take on water and as of Jan 31, is either partially submerged with bow tilt and starboard list, or rests on bottom, it is not clear.

No word said on tanker's cargo, but she looks like she's in load. Malaysian officials said they're preparing for oil leak prevention.

Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

BERMUDA: OIL SLICK DISCOVERED IN SONCY BAY AREA

February 2 - An oil slick approximately 100ft in diameter was discovered in the Soney Bay area, and the source of the pollution is still being investigated. A Bermuda Maritime Operations Centre spokesperson said, "The fisheries vessel Protector contacted Bermuda Radio to advise that an oil slick had been discovered in the Soney Bay area, the slick was reported to be approximately 100ft in diameter, and the source of the pollution could not be identified. BerNews/ [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

URUGUAY: CRUDE OIL TANKER SPILLS OIL AT JOSE IGNACIO

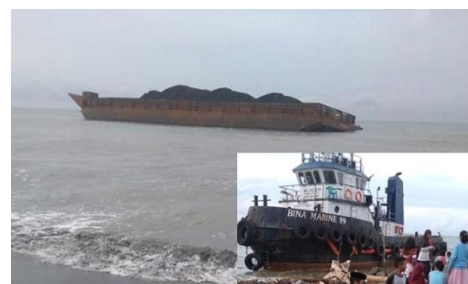
February 3 - Oil leak occurred during oil offloading from crude oil tanker NORDIC GRACE at Jose Ignacio, Uruguay, on Feb 1. Tanker was offloading via Single point mooring (SPM) buoy, leak of some hundred meter length is said to be drifting south, parallel to coast, and is expected to dissolve in natural way, thanks to heavy swell. Understood spill wasn't caused by tanker crew or mechanisms, it leaked through a faulty buoy valve. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

INDONESIA: BARGE AND TUG AGROUND ON GALESONG BEACH, MAKASSAR. COAL CARGO SLIPPING OVERBOARD

February 3 - Tug BINA MARINE 89 with towed coal-laden barge was beached by storm on Jan 22 or 23, at Galesong beach, Makassar, South Sulawesi. Barge disengaged from tug prior to grounding, and is beached apart from tug.

Both tug and barge are still on the beach, as of Feb 3. Locals said with each passing day refloating / removal is becoming more and more difficult, as sandy beach is sucking vessels in. Barge already developed list with upper layers of coal slipping overboard.

Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]



INFORMATION FOR ISCO MEMBERS

HAVE YOU ALLOWED YOUR MEMBERSHIP TO LAPSE?

ISCO welcomes lapsed members who decide to re-join. This way you can preserve your access to all our membership benefits, including delivery of the ISCO Newsletter. To re-join, just click on <http://spillcontrol.org/2013-02-05-10-50-47/membership-application>

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