

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



JUNE 18-20, 2019
HYATT REGENCY
VANCOUVER, BRITISH COLUMBIA

CLEAN PACIFIC brings together the tight-knit response community in the Western United States and Canada to address spill prevention and response matters pertinent to that region's environmental sensitivities

[LEARN MORE](#)



The premier annual event for planning, preparedness and response for oil and hazardous materials spills

October 28-31, 2019
New Orleans, LA

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GULF OF OMAN TANKER ATTACKS: ACCUSATIONS, DENIALS AND CONFLICTING REPORTS



This event is raising worldwide condemnation. United Nations Secretary-General Antonio Guterres has called for an investigation into oil tanker attacks in the Gulf region and the matter is being raised at the UN Security Council.

IMO Secretary-General Kitack Lim has condemned the suspected attacks on two tankers off the coast of Oman that occurred earlier on Thursday (13 June) - "The threat to ships and their crews, peaceably going about their business, is intolerable. I urge all Member States to redouble their efforts to work together to find a lasting solution to ensure the safety and security of international shipping around the globe and protection of the marine environment".

The cargoes involved in the latest attacks are said to be non-persistent (methanol and naphtha) and no large spill so far observed. However, any repetition would have potential to result in large loss of life and major pollution of the sea. See more on Page 13-14.

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INTERNATIONAL NEWS (CONTINUED)

ALLIANZ OFFERS EMERGENCY RESPONSE FOR ITS CLIENTS

June 10 - Allianz Global Corporate & Specialty SE (AGCS) announced today that it now offers expanded emergency response services as part of its Environmental Impairment Liability (EIL) coverage when pollution and/or contamination events occur.

AGCS has established strategic partnerships with GM Consultant (global) and HETI (United States and Canada) to offer immediate support and claims investigation services for clients, worldwide. FA news / [Read more](#)

SAUDI OIL RESERVES JUMP 12 PCT IN LATEST BP REVIEW

June 12 - At the end of 2017, Saudi oil reserves stood at 268.5 billion barrels, up from previous estimates of 266.4 billion, according to the independent audit by U.S. consultants DeGolyer & MacNaughton.

Meanwhile, Venezuela currently holds the world's largest reserves at 303 billion barrels and Canada is third with 168 billion barrels. Pipeline Oil & Gas News / [Read more](#)

MEETING OF THE FOCAL POINTS OF REMPEC

June 12 – Report from IOPC Funds - The Director, José Maura, attended the Thirteenth Meeting of the Focal Points of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), from 11 to 13 June 2019 in Malta.

The event was attended by 19 Contracting Parties to the Barcelona Convention as well as a number of intergovernmental and non-governmental organisations.

Mr Maura presented a document which highlighted the latest developments in the international liability and compensation regime and the work of the IOPC Funds since the last Meeting of the Focal Points in May 2017. IOPC Funds / [Read more](#)



ATRAC AND REMPEC SIGN MOU ON THE PARTICIPATION OF ATRAC IN THE MEDITERRANEAN ASSISTANCE UNIT



June 12 - The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) hosted its Thirteenth Meeting of the Focal Points, from 11 to 13 June 2019 in Malta.

One of the topics of the meeting was to discuss the cooperation between REMPEC and ATRAC in the scope of the Mediterranean Assistance Unit (MAU).

The primary objective of the MAU is to rapidly provide the services of selected experts to a Contracting Party which, in case of emergency, will request such assistance.

During the meeting, REMPEC and ATRAC signed the Memorandum of Understanding appointing ATRAC as a member of the MAU, thus joining the current MAU members: CEDRE, FEDERCHIMICA, ISPRA, Sea Alarm and MONGOOS. ATRAC June 2019 Newsletter / [Read more](#)

BULGARIAN AND ROMANIAN SHIPS FIGHT OIL SPILLS IN THE BLACK SEA

June 13 - Two specialized vessels, registered under Bulgarian and Romanian flags, fight oil spills in the Black Sea. They will participate in an international exercise in the aquatic environment of the Bay of Varna, organized by the European Maritime Safety Agency (EMSA).

Demonstrations take place annually and are important, as oil trafficking in the Black Sea has increased in recent years.

Following a change in European legislation, ships supported by the Maritime Safety Agency can also help countries outside the European Union's waters. The specialized Oil Spill Response Vessels in Europe are 30.

The equipment of the Bulgarian ship costs 4 million euros and the money is from the European Maritime Safety Agency. The vessel has a 12-member crew and can collect 3,500 cubic meters of oil spilled into the sea. It has a laboratory and four types of mobile equipment for various types of pollution. Sofia News Agency / [Read more](#)

Jun 14 – See also the related report in the [June 2019 issue of the EMSA Newsletter](#)

TAKING THE FIGHT TO THE FRONTLINE: ISLAND STATES UNITE TO END POLLUTION

June 13 - Twenty-seven Small Island Developing States (SIDS) have come together in a bid to manage and eliminate toxic chemicals and waste in some of the world's most vulnerable ecosystems under a new initiative announced today in Washington DC.

Backed by \$61 million in funding from the Global Environment Facility (GEF), with partner co-financing of over \$389 million, the Implementing Sustainable Low and Non-Chemical Development in Small Island Developing States program – or "ISLANDS" – will support island states across the Caribbean, the Pacific, and the Indian Ocean to manage the growing impacts of chemicals and wastes on their unique environments. GEF / [Read more](#)

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

CANADA: AMENDMENTS TO THE CANADIAN TDGR (EMERGENCY RESPONSE ASSISTANCE PLAN)

Image on right: Hazardous Materials Transportation Placards on rear of a Fuel Tanker

June 5 - Recent amendments to the Transportation of Dangerous Goods Regulations (the Regulations) seek to enhance response to releases of dangerous goods; to ensure more effective, timely responses to incidents and clarify expectations of handlers and transporters of dangerous goods.

In Canada, the transportation of dangerous goods is regulated under the Transportation of Dangerous Goods Act, 1992 (TDG Act), the Transportation of Dangerous Goods Regulations (TDG Regulations), and standards incorporated by reference into the TDG Regulations. The TDG Act and TDG Regulations comprise the regulatory framework for the ERAP program. HazMatMag / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]



HOW THE DEBATE ON THE TRANS MOUNTAIN PIPELINE EXPANSION HAS IMPACTED CANADIANS LIVING ALONG ITS ROUTE

June 12 - In just under a week, the people living along the proposed route of the long-stalled Trans Mountain pipeline expansion could learn its fate.

The debate over the expansion project, which would triple the amount of diluted bitumen and other oil products moving from Alberta to Burnaby for international shipment, has pitted individuals, ideologies — and even provinces — against one another.

But there are more than two sides to this debate, as The Current's Anna Maria Tremonti discovered when she set out on a road trip along the expansion's proposed 1,150 km route, from Edmonton, Alta., to the B.C. coast.

CBC Radio Interactive / [Read this interesting article by Anna Maria Tremonti](#)

CHINA, HONG KONG: HKU HOLDS “THE 9TH INTERNATIONAL CONFERENCE ON MARINE POLLUTION AND ECOTOXICOLOGY”

June 11 - The opening ceremony of “The 9th International Conference on Marine Pollution and Ecotoxicology” (ICMPE-9) co-organised by the School of Biological Sciences of the University of Hong Kong (HKU) and State Key Laboratory of Marine Pollution (SKLMP) (City University of Hong Kong) was held at HKU on 11 June 2019. Officiating guests include the Under Secretary for the Environment, Mr Tse Chin-wan, JP; Executive Director of United Nations’ Partnerships in Environmental Management for the Seas of East Asia (PEMSEA), Ms Aimee Gonzales; Director of SKLMP and Vice President of City University of Hong Kong, Professor Paul Lam; HKU Vice-President and Pro-Vice-Chancellor (Research), Professor Andy Hor; and Professor at HKU School of Biological Sciences, Professor Kenneth Leung.

With the generous financial supports from the Environment and Conservation Fund of the Hong Kong SAR Government, the Croucher Foundation Limited, and other sponsors, 33 world renowned experts were invited to join the ICMPE-9. They will share their knowledge, experience and latest advancements in the field with some 270 scientists, environmental professionals and environmental regulators from 18 different countries. [Mirage News / Read more](#)

CROATIA: PRESIDENT PAYS VISIT TO EMSA



June 14 - EMSA was honoured to welcome to its premises H.E. Ms Kolinda Grabar-Kitarović, President of Croatia, on 27 May. During the visit, Ms Grabar-Kitarović was given an overview of the Agency’s extensive maritime surveillance capabilities in the Maritime Support Services operations centre.

“I am very pleased to be here, not only as the President of a country with a long maritime tradition, but also because I am very proud of the new director of EMSA, the first Croatian to lead a European Agency”

Ms Grabar-Kitarović said. Read more in the [June 2019 issue of the EMSA Newsletter](#)

KENYA: ENERGY REGULATOR GIVEN A WEEK TO PROBE KIBOKO OIL SPILL

June 13 - Senators on Tuesday gave the Energy and Petroleum Regulatory Authority seven days to probe the cause of the oil spill in Kiboko, Makueni county.

The legislators criticised the authority’s inaction on the dangerous spillage that has put the lives of the thousands of Makueni residents at risk.

The Senate Energy committee questioned why the regulator has not imposed sanctions on the Kenya Pipeline Corporation which laid the leaking pipeline.

The Nyeri Senator Ephraim Maina-led committee grilled EPRA managing director Pavel Oimeke (pictured left) over the spill that has contaminated Kiboko River, making its water unsafe for human and livestock consumption. [The Star / Read more](#)



NEW ZEALAND: SKILLING-UP IN OIL SPILL RESPONSE



Photo on left: Staff from across Greater Wellington geared up to take part in an oil spill response exercise at Island Bay.

June 11 - Staff from across Greater Wellington Regional Council geared up to practise protecting our harbours and wildlife in the event of an oil spill last week.

An oil spill response exercise, led by the Harbours team was held in the former Island Bay Surf Club last Thursday. Attendees who were originally trained by Maritime New Zealand got revalidated while scientists carried out wildlife assessments.

Greater Wellington Harbourmaster Grant Nalder set a scenario, where a barge spilt 250 litres of waste oil into the bay overnight.

Greater Wellington Government / [Read more](#)

NIGERIA: NIMASA DEPLOYING TECHNOLOGY, PARTNERSHIP TO PROTECT MARINE ENVIRONMENT

June 12 - In the first and early second quarter of 2019 alone, NIMASA signed two memorandums of understanding relating to marine environment management. The first was with the Maritime Technology Cooperation Centre, MTCC, on March 15 in Mombasa, Kenya, and the other with National Oil Spill Detection and Response Agency, NOSDRA, on April 24 in Abuja.

Coordinated by NIMASA, Nigeria is the MTCC focal point for West Africa, with Dr Oma Ofodile of MEM, NIMASA, as the focal point person overseeing Nigeria and other West African countries, including Ghana, Sierra Leone, and Liberia. Nigeria, being a developing country, stands to gain a lot from strategic partnerships in marine environment protection and marine pollution prevention. Vanguard / [Read more](#)

PORTUGAL: EU CIVIL PROTECTION EXERCISE 'CASCADE 19' HELD IN PORTUGAL



June 14 - The 'Cascade 19' exercise, held on 29-31 May in Portugal, was specifically geared towards promoting interdepartmental and interagency cooperation for response to oil spill incidents at sea. EMSA was involved in the pollution response offshore scenario in the vicinity of Setubal. EMSA's response assets were deployed on site, under the coordination of the Portuguese National Maritime Authority. These assets included: one Indago [Remotely Piloted Aircraft System](#) quadcopter, operated from the Naval base in Troia on 29 May, and from the Portuguese Navy vessel Figueira da Foz on 30 May; and, the oil spill [response vessel Bahia Tres](#),

deploying the rigid sweeping arms and simulating recovery of spilled oil on 30 May. [Satellite images](#) were also provided showing the four response vessels deployed together with three popcorn slicks used to simulate spilled oil. Read more in the [June 2019 issue of the EMSA Newsletter](#)

SOLOMON ISLANDS: OVERSEAS TEAM ASSESSES EXTENT OF SOLOMONS MARINE DISASTER



June 10 - A New Zealand ecologist says a team of scientists is testing marine life and paint left from the MV Solomon Trader at the site of one of Solomon Islands' worst environmental disasters.

Phillip Ross is at Rennell, alongside two Australian scientists, assessing the impact of the massive spill that happened when the ship grounded near a protected marine area in February. Dr Ross also worked on the 2011 Rena oil spill in New Zealand's Bay of Plenty. According to Dr Ross, there are a lot of similarities between the MV Solomon Trader and Rena spills "Similar amount of oil spilled. A lot of the oil ended up on Motiti Island, an isolated island with a small population that's really dependent on sea food. Rennell Island, even more isolated, more vulnerable. Radio NZ / [Read more](#)

USA: LATEST ACTIVITY REPORTS FROM NOAA OR&R

June 10 – Please click on the links below to read the latest News Reports from NOAA OR&R

[OR&R Participates in AMOP Conference in Halifax, Nova Scotia](#)

NOAA representatives chaired the modeling session and presented talks about modeling surface oil and expected developments in the future of modeling oil spills.

[Marine Debris Cleanup and Balloon Litter in Long Beach, Washington](#)

On May 28, Nir Barnea, the NOAA MDP Pacific Northwest Regional Coordinator, met in Long Beach, WA with Shelly Pollock and Russ Lewis, representatives of the GrassRoots Garbage Gangs volunteer organization.

[Learning about Coastal Protection and Restoration with PS 146 - Part II at Brooklyn's Plumb Beach](#)

OR&R had joined PS 146 3rd graders to clean up and remove over 700 pounds of trash from a 200 meter stretch of Plumb Beach at the mouth of Jamaica Bay in New York Harbor.

[NOAA Scientists Partnering to Study Oil in Water Using Unmanned Systems](#)

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

The week of June 3, OR&R scientists George Graettinger and Lisa DiPinto leveraged collaborative relationships with the Arctic Domain Awareness Center (ADAC), the Bureau of Safety and Environmental Enforcement (BSEE), the U.S. Coast Guard, and associated project scientists from the Woods Hole Oceanographic Institution, Monterey Bay Aquarium Research Institute, Water Mapping LLC, Environmental Protection Agency) to test novel AUV (autonomous underwater vehicles) and UAS (unmanned air systems) platforms and sensors to characterize surface oil slicks and oil in the water column around the Santa Barbara oil seep field.

[The Great Fish Count](#)

The week of June 3, OR&R's Assessment and Restoration Division partnered with the Hudson River Estuary Program/Hudson River National Estuarine Research Reserve at the Great Fish Count at Lemon Creek Park in Staten Island.

[Science of Oil Spills \(SOS\) Training in Seattle](#)

Thirty five students representing local, state, tribal and federal agencies as well as industry partners participated in the class. Students learned about the varied chemical properties of different oil types, transport of oil, impacts of oil to habitats and wildlife, the environmental trade-offs to consider when responding to oil spills, and many other things during this five-day class.

USA: 9TH CIRCUIT PANEL RULES IN FAVOR OF KEYSTONE XL PIPELINE

June 10 - A federal appeals court has ruled in favor of the Keystone XL pipeline moving forward by overturning a lower court injunction, but U.S. construction is still delayed.

The decision allows the Calgary-based pipeline giant TC Energy, formerly TransCanada Corp., to begin construction on the 830,000-barrels-per-day pipeline from tar sands in Western Canada to Nebraska and to move crude oil into refineries in the U.S. Gulf Coast, but previous delays have made the company lose the 2019 construction season. [GOP USA / Read more](#)

USA: QUICK RESPONSE LIMITS IMPACT OF HOUSTON SHIP CHANNEL SPILL

June 10 - Short-term air and water quality impacts from last month's spill of thousands of barrels of gasoline product into the Houston Ship Channel appear to be limited, an outcome experts credit to a rapid response that contained and removed the toxic product. [Houston Chronicle / Read more](#)

USA: DOI TO AWARD CONTRACT TO PHOENIX INTERNATIONAL FOR PHASE II OF AUTONOMOUS UNDERWATER VEHICLE DEVELOPMENT

June 13 - The Department of the Interior's Bureau of Safety and Environmental Enforcement intends to award a contract to Phoenix International Holdings for further development of an autonomous underwater vehicle ignition system to support the activities of the bureau's oil spill preparedness division.

BSEE said Monday in a FedBizOpps notice that the company has already completed work under the development program's initial phase, delivering an underwater-deployable ignition system designed to perform in extreme weather conditions including those in the Arctic region. [Executive Biz / Read more](#)

PEOPLE IN THE NEWS

SANCHAY SRIVASTAVA JOINED OCIMF AS TECHNICAL ADVISER



May 16 - Sanchay joined OCIMF from Shell, he began his seagoing career as a Deck Cadet on an oil tanker carrying clean products and later on crude carriers before qualifying as a Junior Navigating Officer in 2001. He joined Shell in 2004 and was promoted to Chief Officer in 2006 before moving to the Liquefied Natural Gas (LNG) fleet in 2009, as part of the new LNG carrier building delivery teams from Korean shipyards.

[Read more in the current OCIMF Newsletter](#)

DAVE MATTHEWS BAND NAMED AS UN ENVIRONMENT GOODWILL AMBASSADOR

June 5 - The Dave Matthews Band has been chosen as a Goodwill Ambassador by the United Nations Environment Programme for their environmental advocacy and fan engagement to take care of the planet. Since 2005, the rock band has partnered with the nonprofit organization Reverb on the BamaGreen Project, an ambitious set of environmental efforts. [Variety / Read more](#)



REMINDER – IF YOU'RE AT CLEAN PACIFIC IN VANCOUVER THIS WEEK ...

Don't forget to visit Booth 104 where ISCO President David Usher, Secretary Matthew Sommerville and Membership Director Mary Ann Dagleish are looking forward to seeing you. They will be able to update you on the latest ISCO initiatives and membership benefits including progress being made in the worldwide adoption of the freely available RESPONSECON contracts developed by ISCO in partnership with BIMCO, designed to speed response to marine and inland oil and HNS spill events. The downloadable contracts provide significant benefits for response contractors, government authorities, oil companies, vessel owners, pipeline operators, railroads and other parties.

At the ISCO Booth you can also pick up a free copy of the new edition of The Little Black Book

CONTRIBUTED ARTICLE

PEEKING INSIDE THE ANATOMY OF A DERELICT VESSEL

An article by Doug Helton, US NOAA, Office of Response & Restoration (Originally published on 20th May 2019)

During National Safe Boating Week (May 18-24), NOAA's Office of Response and Restoration is taking a closer look at the anatomy of abandoned and derelict vessels. In this first blog, take a peek at some of the hidden hazards of a sunken vessel.



The waterways and coastlines of the U.S. are a national resource, providing critical habitat, supporting jobs and providing views and recreation, but they are also a dumping ground for sunken, abandoned, and derelict vessels. Abandoned and derelict vessels (ADV) are a problem in most ports and waterways. Some are dilapidated but still afloat, and others are left stranded on shorelines or hidden just below the surface of the water.

Most derelict and abandoned vessels are the result of chronic processes — rot and rust and deterioration from lack of maintenance, economic obsolescence, etc., with vessels slowly worsening until they sink or become too expensive to repair, and are abandoned. Others are mothballed or are awaiting repair or dismantling. If the owners can't afford moorage and repairs, or if the costs to dismantle exceed the value of the scrap, the owners often dump the boat and disappear. Many vessels end up sinking at moorings, semi-submerged in the intertidal zone, or stranding on shorelines after their moorings fail. These vessels typically lack insurance, have little value, and have insolvent owners.

Another source of abandoned vessels comes from major natural disasters. After large hurricanes, coastal storms, and tsunamis, a large number of vessels of varying sizes, conditions, and types may be damaged or set adrift. Thousands of commercial and recreational vessels required salvage or scrapping after the [2017 hurricane season](#).

Regardless of the underlying reason for abandonment, these vessels can have significant and diverse effects on the coastal environment, including oil pollution, marine debris, and wildlife entrapment. They become hazards to navigation, illegal dumping of waste oils and hazardous materials, and general public health hazards.

The wreck itself can scour, shade, and physically crush benthic habitats such as corals and sea grasses. As the vessels break into smaller pieces these effects are amplified, and the cumulative footprint of damage becomes much larger than the vessels themselves. In the cutaway of the illustration above, this sunken vessel shows there are a lot of other hazards to consider.

While the vessel is a fairly large piece of marine debris — capable of smothering and scouring the habitat around it — it's also a source of smaller debris items. Everything that is brought onboard has the potential to do damage to the environment and the marine life around it. From personal items, such as luggage, to the many items necessary for keeping a vessel running, none of these items were meant to end up in a marine habitat.

Apart from the overall debris hazards, many of these items can also be toxic. Each vessel carries materials such as batteries, fuel and other oils, and propane — and the larger the vessel, the more oil and chemicals it can carry.

In the illustration below, take a look at the places where common hazardous materials are found on a typical abandoned or derelict vessel.

Anatomy of Abandoned and Derelict Vessels Can you spot the hazardous materials?



1. Ghost nets
2. Paint locker
3. Zincs
4. Fuel tank and vent

5. Sewage
6. Propane
7. Cleaning products
8. Flares

9. Fire extinguisher
10. Tools
11. Paints and solvents
12. Hydraulic oil

13. Batteries
14. Engine oil

ILLUSTRATION BY TOM CRESTODINA. ALL RIGHTS RESERVED.

Doug Helton, based in Seattle, first saw Tom Crestodina's artwork at a local boat show. Crestodina is a commercial fisherman from Bellingham, Washington, who began drawing to help describe to his young son about the vessels he worked on. He enjoys showing interesting details about what goes on inside the vessels, as seen above and below the waterline. He is currently working on a book of vessel illustrations. To view more work by Tom Crestodina, [visit his website here](#).

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REMEMBERING LES STANFIELD



June 14 – News just received from Member of ISCO Committee, Marc K. Shaye.

It is with great sadness that we learned today of the death of Les Stanfield on June 10. Les and his father Howard were truly pioneers in the development of technology for the newly emerging oil spill cleanup industry. Les was a successful banker who used his skills and personality to grow a fledgling business, founded in the heartland of America, Tulsa, OK, to become an internationally respected manufacturer and distributor of products to clean up oil spills under the ACME Products name.

Les was a consummate professional in so many ways and he championed the industry's leading trade association to become a respected voice of dedicated environmental clean up firms. Les and his good friend Dick Glancy were critical in taking the vision of Dave Usher to unparalleled heights of recognition by government and industry as a new environmental imperative. When Howard died, Bill Katz of Illinois proposed the creation of a special award recognizing excellence for our industry. I hold in a place of honor the HOWARD STANDFIELD AWARD received from Les back in 2000. I remember fondly his special sense of humor and the great love he had for his family, as well as the respect he showed to friends and colleagues alike. I will miss him.

SCIENCE & TECHNOLOGY

RESEARCHERS TO STUDY ARCTIC SPILL RESPONSE AND CLEAN-UP

June 5 - Researchers from Dalhousie University recently received \$523,000 in Canadian federal government funding to investigate strategies to better separate oil from water and examine the risk of spills in the Canadian Arctic Archipelago.

One research project funded under this program will test new methods to remove oil from water for greater efficiency during a cleanup. The other project will use advanced technology to help responders locate and identify spills, while minimizing harm to the marine environment. This new science and data will be important to inform decision makers and will help accelerate efficient decision making capacity. The two researchers that will be heading the investigation are Dr. Haibo Niu, and Dr. Lei Liu.

The federal government is funding Dr. Liu's project that will involve trying to find a way to use existing membrane technology to filter oil from oily waste water collected on board vessels during a spill cleanup. The goal is to create a unit carried on board to remove oil, allowing clean water to be discharged at sea rather than carried back to shore for treatment. HazMatMag / [Read more](#)

FLINDERS UNIVERSITY AND UNISA SCIENTISTS DEVELOP MATERIAL THAT RAPIDLY ABSORBS PFAS CONTAMINATION



June 5 - Flinders University and UniSA researchers are using a new type of absorbent polymer made from waste cooking oil and sulphur combined with activated carbon to mop up the PFAS contaminant.

They tested their new filter material on a water sample near the contaminated Edinburgh RAAF air base. The PFAS content of the water dropped from 150 parts per trillion to less than 23 parts per trillion, which is well within the Australian standard for drinking water. Study co-director Dr Justin Chalker, of Flinders University, says the team has demonstrated it can make a material that absorbs PFAS rapidly. Adelaide Now / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

June 5 - Major breakthrough to help clean up toxic PFAS pollution - Current filtration techniques use powdered activated carbon (PAC) to remove pollutants from water, but the process is hampered by the tendency for PAC to cake and block filters and membranes, making it expensive and complicated. There are also additional safety hazards associated with the use of PAC, including dust inhalation and flammability.

The UniSA and Flinders research team have added a sulphur polymer derived from waste cooking oil to the PAC process, drastically reducing caking and improving filtration speed and efficiency. By using the polymer as a support for PAC, the associated dust and flammability hazards are also negated.

These results were recently published in ACS Sustainable Chemistry & Engineering, and lead author, Flinders University PhD candidate Nicholas Lundquist notes, "Our canola oil polysulfide was found to be highly effective as a support material for powdered activated carbon, enhancing its efficiency and prospects for implementation in PFAS remediation." Mirage News / [Read more](#)

TRAINING

USA: OHMSETT: OIL SPILL RESPONSE STRATEGIES & TACTICS TRAINING

It's not too late to get a seat at the hands-on training course where you will learn the strategies and tactics for successful spill response operations. The course runs from August 6-9, 2019 at OHMSETT in Leonardo, NJ.

Course Topics: Fates & effects of spilled oil; Factors affecting oil spill movement; Oil skimmer & containment boom selection, use & recovery strategies; Hands-on skimmer operations; River & tidal inlet strategies; Shoreline characterization (Introduction to SCAT); Incident Command System (ICS); And more! Class size is limited to 16 students. www.ohmsett.com/registration.html

USA: REGISTER NOW FOR ELASTEC'S FALL OIL SPILL WORKSHOP

Elastec's intensive, hands-on FALL OIL SPILL WORKSHOP is designed for spill responders who desire in-depth river booming and oil skimmer training. The three day workshop begins with a full day of classroom orientation at Elastec in Carmi, Illinois followed by two rigorous booming and skimmer deployment days on the Wabash River in New Harmony, Indiana. This workshop also qualifies as an 8-hour Hazwoper refresher course.

The workshop takes place on October 7-9 and features the Whitewater Rescue Institute Instructor, Cody Harris. [Click here](#) to learn more about Elastec's Workshops and register with payment.

CONTRACTS & TENDERS

OPEN TENDER NOTIFICATION SERVICE

This is a subscription service. [Have a look to see examples of open tenders.](#)

MESSAGES FROM EVENT ORGANISERS

Clean Gulf - The preliminary conference agenda with speakers is now available to view online for the [CLEAN GULF Conference & Exhibition](#)! We're excited about the program that has been planned by a committee made up of 80+ operators, state and federal regulators, consultants, service companies and OSROs. The sessions programmed cover topics that were identified as the most pressing issues unique to oil and hazardous materials spill prevention, preparedness and response in inland, offshore and marine environments, with sessions led by experts in their field.

Maritime Salvage & Casualty Response Conference - We are pleased to announce that Jim Elliot, CTO, Teichman Group & President, American Salvage Association will chair [10th Annual Maritime Salvage & Casualty Response Conference](#), taking place on 11th & 12th September 2019 in London, UK. Jim Elliott currently serves as president of the American Salvage Association, a non-profit organization dedicated to the improvement of salvage and firefighting response operations in North, Central and South America as well as the Caribbean Sea. Mr. Elliott also serves as vice president of T&T Salvage, responsible for managing worldwide marine salvage, heavy lift, commercial diving and emergency response operations.

The 12th annual Arctic Shipping Forum North America Conference is slowly but surely approaching and we are excited to reveal the preliminary agenda for 2019 – jam-packed with hours of top-level discussions on shipping operations in the North and unrivalled networking opportunities with 100+ Arctic shipping professionals. [See the detailed agenda](#)

RESPONSE EVENTS DURING JUNE AND JULY 2019 (UPDATED)

CANADA: APICOM GENERAL MANAGERS MEETING

Vancouver, BC, June 17. The Association meets for the mutual benefits of the member to exchange information and best practice as it relates to global oil spill response and includes support through mutual aid agreements (people and equipment). APICOM is also a member of the Partnership Action Team which is made up of APICOM, SCAA (Spill Control Association of America) and the U.S. Coast Guard. [More info](#)

UK: IOPC FUNDS' SHORT COURSE

London, June 17-21. The course programme will cover all aspects of the work of the IOPC Funds and the international liability and compensation regime in general and will include practical exercises which allow participants to study a theoretical incident and the subsequent claims submission process. [More info](#)

CANADA: CLEAN PACIFIC CONFERENCE AND EXHIBITION

Vancouver, BC, June 18-20. CLEAN PACIFIC brings together the tight-knit response community in the Western United States and Canada to address spill prevention and response matters pertinent to that region's environmental sensitivities. [More info](#)

LEBANON: EAST MED MARITIME CONFERENCE

Beirut, June 19-20. East Med Maritime Conference EMMC, is the perfect platform that will discuss the latest developments in the shipping, maritime, and offshore industries, and provide a premier interdisciplinary forum to the maritime training professionals and community to present the most recent innovations, trends, and concerns, present/future challenges and recommended solutions. [More info](#)

TOGO: WORKSHOP ON OIL SPILL LIABILITY AND COMPENSATION

Lomé, June 24-27. The objective is to present and provide training to relevant national authorities on the scope and implementation of IMO Conventions related to liability and compensation in case of an oil spill through case studies and table-top exercises (cost evaluation and compensation procedures). [More info](#)

UK: UK SPILL ANNUAL CONFERENCE

Moreton-in-Marsh, June 25-26. For more information please contact Roger Mabbott at info@ukspill.org

CAMBODIA: NATIONAL TRAIN-IMPLEMENT COURSE

Phnom Penh, July 15-19. Attended by nominated officials, this national delivery will assist in the implementation phase of Annexes I, II & V of MARPOL. [More info](#)

CONGO: WORKSHOP ON CONTINGENCY PLANNING AND ON THE UPDATE OF THE NOSCP

Kinshasa, July 22-26. Objectives - Provide training to relevant national authorities on contingency planning; Test the National Oil Spill Contingency Plan (NOSCP) of DRC through a table top exercise; Initiate amendments to the NOSCP on the basis of lessons learnt from the exercise; Develop recommendations to improve the NOSCP. [More info](#)

UPCOMING EVENTS – AUGUST 2019 ONWARDS (UPDATED)

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
NAMIBIA	August 5-8	Transboundary oil spill response exercise between Angola and Namibia	Jamestown
NEW ZEALAND	Sept. 3-5	Ecoforum Conference 2019	Auckland
UK	Sept. 3-6	SPE Offshore Europe Conference & Exhibition	Aberdeen
NIGERIA	Sept. 9-11	National workshop on liability and compensation in case of oil spill	Lagos
UK	Sept. 11-12	Maritime Salvage & Casualty Response Conference	London
UK	Sept. 11-12	The Spill Response Expo	Birmingham
UK & IRELAND	Sept. 25-26	ISAA Training Days at Castle Archdale	Enniskillen
UK	October 2-4	ITAC Oil Spill Response Forum	Southampton
CROATIA	October 2-5	Pollution Response Challenges in the Mediterranean Conference	Split
USA	October 7-10	Elastec's Fall 2019 River Spill Workshop	Carmi, IL
NORWAY	October 14-18	NOSCA Seminar 2019	Frøya
SINGAPORE	October 21-24	International Chemical and Oil Pollution Conference and Exhibition	Singapore
UK	Oct. 28 – Nov. 1	Meetings of the IOPC Funds Governing Bodies	London
USA	October 28-31	Clean Gulf Conference and Exhibition	New Orleans, LA
SOUTH AFRICA	October 28-31	8th GI WACAF Regional Conference	Cape Town
TUNISIA	Nov. 13-14	Incident Management System Training Workshop	Tunis
UAE	Dec. 8-10	Middle East HSE and Sustainability Week	Dubai
COUNTRY	2020	TITLE OF EVENT	LOCATION
USA	May 11-14	International Oil Spill Conference & Exhibition	New Orleans, LA
CANADA	June 2-4	43rd AMOP Technical Seminar on Environmental Contamination and Response.	Edmonton, Alberta
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Note: Where a dedicated event URL is not available an email address for requesting more info is given

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

Alga Chronicle	News from Australia on Contaminated Land Remediation	June 2019
ATRAC Newsletter	News from the Adriatic Training and Research Centre	June 2019
AUSMEPA Bulletin	News from the Australian Marine Environment Protection Assoc'n	Summer 2019
BIMCO Bulletin	Marine and shipping-related news from BIMCO	February 2019
Newsletter from George Holliday	News and commentary on HSE issues from George Holliday	On request email
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	April 2019
Clean Nigeria Associates Newsletter	News from CNA about Oil Spill Response in Nigeria	December 2018
EMSA Newsletter	News from the European Maritime Safety Agency	June 2019
GISEA Quarterly Newsletter	News from Global Initiative for South-East Asia	April 2019
IMO News Magazine	News from the International Maritime Organization	Spring 2019
IMO Publishing News	New and forthcoming IMO publications	April-May 2019
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	April 2019 issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	Jan.-Feb. 2019
MOIG Newsletter	News from the Mediterranean Oil Industry Group	April 2019 issue
Nautical Institute News	News from the Nautical Institute	March, 2019
Navigate Response	Global crisis communications network for shipping & marine	March 2019
NOAA OR&R	Weekly round-up of news from NOAA's Office of Response & Restoration	Latest issue
Oceanbuzz	Newsletter giving news on the Ocean Technology Industry	Current issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	May 2019
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Fall 2018
OSPAR Newsletter	Protecting & Conserving the N.E. Atlantic and its resources	Spring 2019
PEMSEA Newsletter	Healthy oceans, people and economies in the East Asian Seas	January, 2019
Pollution Online Newsletter	News for pollution prevention & control professionals	April 3, 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	Current issue
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	April 16-30, 2019
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	June 1, 2019

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

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

CANADA: COAST GUARD RESPONDING TO OIL SPILL IN LEWISPORTE



June 2 - The Canadian Coast Guard Environmental Response team is on site of an oil spill in Lewisporte harbour. The incident happened yesterday.

DFO says the source of the oil is the MV Northern Ranger but that the quantity is unknown at this time. The spill occurred when a waste oil tank was overfilled and spilled over the side of the boat. VOCM / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

SRI LANKA: OIL SLICK POLLUTES BEACH IN WELLAWATTE AND MOUNT LAVINIA

June 2 - An oil slick has polluted the beach between Wellawatte and Mount Lavinia. The Marine Environmental Protection Authority said that the public have been advised to avoid a one kilometer stretch of beach between Wellawatte and Mount Lavinia as a result of the oil slick. Colombo Gazette / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CANADA: DIESEL FROM NANTICOKE REFINERY SPILLS INTO CREEK AT LAKE ERIE

June 5 - Imperial Oil is cleaning up after diesel fuel spilled into a creek at its Nanticoke refinery. The Ministry of the Environment says the company confirmed roughly 95 litres of diesel fuel leaked from a valve. "The spill appears to be contained," Gary Wheeler said in an email Monday afternoon. The Hamilton Spectator / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

CHINA: PANAMAX CONTAINER SHIP AGROUND

June 11 - Container ship TIAN FU HE ran aground in the afternoon Jun 9, while approaching Qinzhou, China, Gulf of Tonkin, on arrival from Zhanjiang. Judging from track, the ship may be hard aground. As of 1345 UTC Jun 10, was in the same position, with at least 3 tugs, SAR ship and 2 small tankers nearby. Breached hull and fuel leak? Collision? Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

GULF OF OMAN: REPORTS OF ATTACK ON TWO OIL TANKERS

Editor – There have been hundreds of reports on this event – many containing conflicting statements and some of them can almost certainly be classed as “fake news”. What I have done is to include a few reports from usually reliable sources and give you excerpts that will hopefully help you to piece the story together and perhaps help you to make up your own mind on the actual sequence of events. It could be some time before the whole story is known



June 13 - Crude oil tanker FRONT ALTAIR with cargo of crude, en route from Al Ruways UAE to Taiwan, and chemical tanker KOKUKA COURAGEUS with cargo of methanol, en route from Saudi Arabia to Singapore, caught fire after reportedly, being attacked in Gulf of Oman, in roughly the same area in vicinity 25 20N 057 30E, Both tankers were under way, what exactly hit them is yet unknown, though some sources mention torpedoes. FRONT ALTAIR was attacked at around 0230 UTC, KOKUKA COURAGEUS was attacked some 3 hours later at around 0600 UTC. Nothing decisive can be said about attacks, who, why and how, and any version is nothing more than speculation, as of now. Including torpedoes hits version. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

June 13 - Both ships were attacked in more or less the same time in the same area, in morning twilight between 06-07 LT Jun 13, in something which looks like coordinated operation, carried out by spec-op team/teams, using sophisticated equipment. FRONT ALTAIR crew was picked up by nearby general cargo ship HYUNDAI DUBAI, reportedly by its' lifeboat. Later the crew was transferred on board of Iranian Coast Guard ship, most probably against crew will. HYUNDAI DUBAI claimed hearing three explosions. With US Navy being close to KOKUKA COURAGEUS, Iranian forces couldn't “rescue” KOKUKA COURAGEUS crew in the manner they “rescued” FRONT ALTAIR crew, and as of morning Jun 14, crew may be already back on board. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

June 14 - Gulf of Oman tanker attacks: US says video shows Iran removing mine - The US military has released a video which it says shows Iranian special forces removing an unexploded mine from the side of an oil tanker damaged in an attack in the Gulf of Oman on Thursday. The US also released images of the Japanese tanker apparently showing the unexploded mine before it was removed. A Norwegian tanker in the gulf also reported being hit by three blasts. The US accused Iran of being behind the attacks. Iran said it “categorically” rejected the allegation. BBC News / [Read more](#)



June 14 - U.S. and Iran Trade Blame for Tanker Attacks - U.S. Secretary of State Mike Pompeo asserted Thursday that Iran was responsible for the attack, “based on intelligence, the weapons used, the level of expertise needed to execute the operation, recent similar Iranian attacks on shipping and the fact that no proxy group operating in the area has the resources and proficiency.” For its part, Iran denies involvement, and Iranian foreign minister Mohammad Javad Zarif suggested the timing of an attack on a Japanese-owned ship during a visit to Tehran from Japanese President Shinzo Abe was a “suspicious” event. Zarif accused hostile foreign governments of plotting to derail diplomatic talks and increase tensions in the region.

Hossein Amir Abdollahian, an aide to the president of Iran's parliament, accused American and Israeli agents of covert involvement. “The US intelligence services and Mossad are the main suspects of targeting the security of oil exports in the Persian Gulf and the Sea of Oman,” said Abdollahian in a Twitter post Friday.

Factual accounts of the event differ. U.S. Central Command asserted Thursday that hand-placed limpet mines were the likely source of the initial explosions. In a statement, it said that the crew of the damaged tanker Kokuka Courageous “abandoned their ship after discovering a probable unexploded limpet mine on their hull” after the initial attack. Central Command released a photograph taken by the crew of the destroyer USS Bainbridge showing a “likely mine” attached to the Courageous' hull (image top), along with aerial video (below) of an Iranian patrol boat allegedly removing the same mine later that day.

SMIT Salvage been appointed as the salvor for both tankers. In a statement, the firm said that the situation aboard the Front Altair is “still worrisome.” The crew was able to safely leave the ship and the fire was extinguished yesterday afternoon, and a salvage team and its equipment have been flown in. The salvage operations are being carried out in consultation with the local authorities, including the Marine Emergency Mutual Aid Center (MEMAC). The Maritime Executive / [Read more](#)

INCIDENT REPORTS (CONTINUED)

June 15 – Comments from Mikhail Voytenko in Maritime Bulletin - I've been interviewed by Russian mainstream media on tankers attacks, and each of them asked me if I know the initial source of information. Where did first news come from? I was at a loss, too. I wasn't surprised at all when Jerusalem Post published an article, which exposes Iran as the initial source of attacks information, and all following strange, inconsistent, twisted or downright fake "news". I recalled Fujairah tankers attacks – absolutely the same pattern. Exaggerations and fakes. Remember "news" about Fujairah port on fire? I remember all too well, because I have been talking to Russian media, explaining to them, why there couldn't be any major fires in Fujairah port – because attacked tankers were anchored far off Fujairah port and coast.

All disinformation or twisted facts are coming from one source, from Iran. Read article published by Jerusalem Post, and if you're interested, if you're shipping insider, you'll clearly see the light in the end of long black tunnel of lies and fake news:

<https://www.jpost.com/Middle-East/What-was-Irans-plan-behind-tankers-attack-592566> Everything Jerusalem Post wrote correlate with facts. Check yourself.

Now to Yutaka Katada, president of Kokuka Sangyo, who said, "I've received reports that they saw something come flying toward them, then there was an explosion, and then there was a hole in the vessel." He denied that the tanker was hit by a floating mine, torpedo or an attached explosive as had been previously reported. He said the damage was way above sea level.

Everybody around took what he said for granted, as a fact which disproves US version. What fact, I want to ask? Does Mr. Yutaka Katada understand what he's talking about? No serious professional, from the very beginning, believed in torpedo version, or floating mine version. It was as clear as weather on accidents site, that torpedoes, floating mines and artillery/missile hits were to be excluded as absolutely improbable.

If crew saw "some flying objects", which hit tanker, those objects couldn't be missiles, and couldn't be shells, either. Missiles are easily recognizable and couldn't be described as "something flying". Shells couldn't be of a caliber enough to be fired so far away to be noiseless – it takes main caliber of a battleship, to fire and hit, being beyond the horizon. Maybe objects some crew saw, were drones which detonated via radio attached to hull mines? Maybe. It's at the very least, no less plausible version, than the version voiced by Mr. Yutaka Katada, and his mysterious, noiseless and traceless, flying objects, which hit tanker. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

SOMETHING TO MAKE YOU SMILE AFTER ALL THE BAD NEWS

To lighten the tone of this newsletter your editor has sometimes in the past included some amusing content – but printing jokes can be a minefield and he has been chastised in the past for including some that were not PC. In response to requests received he's agreed to give it an occasional go - but very carefully ...

Submissions should be sent to the Editor – info@spillcontrol.org

COUNTRY WISE

A big-city lawyer was representing the railroad in a lawsuit filed by an old rancher. The rancher's prize bull was missing from the section through which the railroad passed. The rancher claimed that the bull must have been hit by the train, and wanted to be paid the fair value of the bull.

The case was scheduled to be tried before the justice of the peace in the back room of the general store.

As soon as the rancher showed up, the attorney for the railroad pulled him aside and tried to get him to settle out of court. The lawyer did his best selling job, and finally the rancher agreed to take half of what he was asking.

After the rancher had signed the release and took the check, the young lawyer couldn't resist gloating a little over his success, telling the rancher, "You know, I hate to tell you this, old man, but I put one over on you in there. I couldn't have won the case. The engineer was asleep and the fireman was in the caboose when the train went through your ranch that morning. I didn't have one witness to put on the stand. I bluffed you!

The old rancher replied, "Well, I'll tell you, young feller, I was a little worried about winning that case myself, because that darned bull came home this morning". [Thanks to Paul Dixon and Sam Ignarski of the Maritime Advocate Online]

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