

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

ISCO COMMITTEE & COUNCIL

ISCO is managed by an **EXECUTIVE**

Directors

- Mr David Usher, President (USA)
- Mr Matthew Sommerville, Secretary (UK)
- Mr John McMurtrie, VP and Editor (UK)
- Ms Mary Ann Dalgleish, VP M'ship (USA)

Members

- Mr Li Guobin (China)
- M. Jean Claude Sainlos (France)
- Mr Kerem Kemerli (Turkey)
- Mr Marc Shaye (USA)
- Mr Dan Sheehan (USA)
- Captain Bill Boyle (UK)
- Lord Peter Simon Rickaby (UK)

Assisted by **COUNCIL**

(National Representatives)

- Mr John Wardrop (Australia)
- Mr Osman Tarzumanov (Azerbaijan)
- TBA (Brazil)
- Dr Merv Fingas (Canada)
- Captain Davy T. S. Lau (China)
- Mr Darko Domovic (Croatia)
- Eng. Ashraf Sabet (Egypt)
- Mr Torbjorn Hedrenius (Estonia)
- Mr Pauli Einarsson (Faroe Islands)
- TBA (Greece)
- Captain D. C. Sekhar (India)
- Major Ben Benny (Israel)
- Mr Sanjay Gandhi (Kenya)
- Mr Dennis van der Veen (Netherlands)
- Chief Kola Agboke (Nigeria)
- Mr Carlos Sagrera (Panama)
- TBA (Singapore)
- Mrs Fatima B. Shaik (South Africa)
- Dr Ali Saeed Al Ameri (UAE)
- Mr Kevin Miller (UK)
- Dr Manik Sardessai (USA)

INTERNATIONAL NEWS

YEMEN URGES UN TO EXERT PRESSURE ON HOUTHIS TO AVOID ENVIRONMENTAL DISASTER IN RED SEA



The unmaintained FSO Safer off Yemen's Red Sea coast has been described as a 'floating bomb', pictured in March 2005. (Getty Images)

November 26 - The Yemeni government has demanded UN Secretary-General Antonio Guterres to exert more pressure on the Iran-backed Houthi militias to allow a UN technical team to carry out the necessary maintenance work on the Safer floating storage and offloading terminal to avoid an environment disaster.

The Foreign Ministry accused the Houthis of continuing to deny the UN team access to the vessel. The ongoing delay threatens the erosion of the storage, which in turn may lead to an oil leak or accumulation of highly flammable gases.

"If it happens, the oil spill will extend beyond Yemen to the other Red Sea countries," the statement warned.

The vessel is loaded with an estimated 1.1 million barrels of oil and is described by experts as a floating bomb. Asharq Al-Wasat / [Read more](#)

Editor: Back in July a report from the Atlantic Council advised –

"In April, we sounded the alarm about how the Safer, an oil tanker converted into a floating storage and offloading facility (FSO) near the Red Sea coast of Yemen and filled with an estimated 1.1 million barrels of crude oil, was not only structurally deteriorating but might actually explode. In the past week, news outlets around the world have taken up the story. But the question remains: what happens if the Safer spills all its oil?

Such an incident could have a far-reaching and highly destructive range of effects: desalination plants contaminated, depriving tens of millions of people, some already

MEMBERSHIP OF ISCO

[Benefits of Membership](#)

[Online Membership Application Form](#)

ADVANCE YOUR CAREER BY GAINING PROFESSIONAL RECOGNITION.

Professional recognition is a visible mark of quality, competence and commitment, and can give you a significant advantage in today's competitive environment.

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO.

The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

You can apply for Student Membership, Associate Membership (AMISCO), MEMBERSHIP (MISCO) or FELLOWSHIP (FISCO)

[About Professional Membership](#)

[Application Form \(Professional Membership\)](#)

TO RECEIVE THE FREE ISCO NEWSLETTER

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

INTERNATIONAL NEWS (CONTINUED)

on the brink of famine, of access to clean drinking water; the loss of marine ecosystems that may be the key to saving the rest of the world's coral from warming seas; millions of desperate Yemenis literally starved for international aid because port facilities are unusable; tangible impact on the global economy from the temporary closure of Red Sea shipping lanes; armed conflict over basic necessities; and a downward spiral in an already fragile region. Those are all possible consequences of a million-barrel oil spill in the Red Sea.

There is no vessel more likely to precipitate such a multidimensional crisis than the Safer, which continues to decay despite continuous efforts to negotiate a way to secure the vast quantity of crude oil in its storage tanks. Mark Lowcock, United Nations (UN) undersecretary general for humanitarian affairs, would not venture to quantify the stakes for the UN Security Council: "I leave it to you," he said, "to imagine the effect of such a disaster on the environment, shipping lanes and the global economy."

Maritime oil spills are complex phenomena; even with the most sophisticated computer modeling, it is impossible to predict exactly how a spill will behave. Not only do currents, winds, weather, and a host of other external variables play into the situation; the composition of the oil itself, and the nature of the spill's source, play crucial roles. That said, any oil spill on the order of a million barrels is a massive event; as a benchmark, when Saddam Hussein's forces released about 1.2 million barrels of crude into the Arabian Gulf at the end of the first Gulf War, the resulting oil slick was four inches deep and covered some 4,000 square miles. While the variables surrounding the Safer are very different, some can be anticipated, and it is appropriate to game out possible consequences.

Earlier this year, one piece of the Safer became so corroded that it separated from the vessel; fortunately, it did not fall onto the submarine portion of the Marib-Ras Isa

pipeline feeding into the FSO. Had things gone differently, that pipeline—which in normal operation delivered some 200,000 barrels per day to the Safer—might have dumped its contents into the Red Sea. That is only one of a few scenarios by which the Safer might create a disastrous oil spill. Another possibility, more remote but still very real, would involve volatile gases, accumulated since the last inert gas operation in June 2017, igniting in the headspace of one of the FSO's thirty-four tanks, creating a fire or explosion that could break up the decrepit vessel. A third scenario—all too possible in the midst of a conflict characterized by repeated episodes of provocation—would be outright environmental vandalism, in which an actor or actors deliberately destroyed the Safer. While the ship could spring a relatively modest leak at any time, it is those three possibilities—structural deterioration from corrosion, accidental explosion, or intentional destruction—that present the greatest threat",

<https://atlanticcouncil.org/blogs/energysource/gaming-out-the-disaster-what-could-go-wrong-with-the-fso-safer/>

ISCO reported on the pollution threat from the FSO Safer in issues 695, 696, 698, 700, and is keeping in touch with the United Nations Office for Project Services (UNOPS), the arm of the UN that has been trying to mobilise an assessment mission of experts to advise on options for preventing a major disaster. We will endeavour to keep our members and other readers informed on progress.

NEW INDUSTRY SAFETY GUIDELINES PUBLISHED FOR THE STOWAGE OF DANGEROUS GOODS – CONTAINER SHIPS

The International Group is pleased to announce that new safety guidance for the stowage of dangerous goods on board container ships has been published by the Cargo Incident Notification System (CINS). The new publication – entitled "Safety Considerations for Ship Operators Related to Risk-Based Stowage of Dangerous Goods on Containerships" (that can be downloaded from this article as well as the CINS website www.cinsnet.com) - has been prepared by CINS, the international container shipping line organisation established with the remit of increasing safety in the supply chain, reducing the number of cargo incidents on-board ships and highlighting the risks caused both by certain cargoes and by packing failures. The International Group welcomed the opportunity to have an active and constructive role in the development of these guidelines that represents the first in one of a series of initiatives – undertaken both by ship operators and by regulators – aimed at enhancing safety on board container ships. The publication has been created in response to a number of serious fire incidents in recent years, often caused by deficiencies in cargo declaration and cargo packing, and recognises - and also takes into account - the significant complexities involved in achieving effective and compliant stowage of containers on board ships. IGP&I / [Read more](#)

IMO WORKSHOP FOR ROCRAM/ROCRAM-CA STATES

On 26 November 2019, the International Maritime Organization (IMO) organised a one-day workshop for States which are members of two Latin American maritime networks: ROCRAM and ROCRAM-CA. The workshop, which took place at the IMO headquarters in

London and saw the participation of 28 delegates from 17 States, provided an overview of the work of IMO on technical cooperation matters, including the implementation of key IMO conventions. As part of the workshop, the Director, José Maura and the Head of Claims, Liliana Monsalve, were invited to deliver two presentations on the international liability and compensation regime and the role of the IOPC Funds. IOPCFunds / [Read more](#)

WATCH THE FILM: "OUR OCEANS: OUR FUTURE"

The Institute of Marine Engineering, Science and Technology (IMarEST) and ITN Productions Industry News have co-produced Our Oceans: Our Future, an industry film that draws attention to the challenges facing the ocean and showcases stories of science, innovation and sustainability that are transforming the marine sector.

The one-hour news and current affairs-style programme investigates the latest global developments in sustainable marine science. Presented by national newsreader Natasha Kaplinsky, OBE, Our Oceans: Our Future explores how scientists are protecting our oceans, how the industry is engineering more efficient ships, the new technology shaping the future of shipping and renewable energy, how oceanographic data is expanding our knowledge of the oceans and how world-class maritime education is training the next generation of marine professionals. IMarEST / [Read more and watch the film](#)

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

Your editor monitors a limited number of websites for news (in English language) of interest to the international spill response community but does not have the resources to visit multiple social media platforms. If you have news you would like to share with readers of the ISCO Newsletter in over 60 countries (probably including your own country), you should send it by email to the editor john.mcmurtrie@spillcontrol.org

CANADA: SHIP-SOURCE OIL POLLUTION FUND - NEW MANUALS AND GUIDELINES

These include - General Claims Manual; Expedited Process for Small Claims: Guidelines & Form; Sample Small Claim: Individual Claimant; Sample Small Claim: Government Agency Claimant More info / http://sopf.gc.ca/?page_id=543

CANADA: WHY THE HEILTSUK NATION WANTS TO ESTABLISH ITS OWN OIL SPILL RESPONSE CENTRE

November 26 - After the Nathan E. Stewart ran aground in 2016, the Heiltsuk waited 17 hours for oil spill responders to arrive. Now they have a proposal to drastically reduce response times by creating an Indigenous Marine Response Centre. An article by Emma Gilchrist. The Narwhal / [Continue reading](#)

NIGERIA: OTUARO, DEP GOV IN DILEMMA OVER SECURITY AGENTS BURNING CRUDE OIL

November 26 – Deputy Governor of Delta State, Deacon Kingsley Otuaro, is in a tight spot over the rampant manner security agents, both Army and Navy personnel, set ablaze crude oil and barges impounded from oil thieves and discharge the contents into the river, oblivious of the danger to residents of riverine communities. Vanguard / [Read more](#)

NIGERIA: INVESTIGATION - NIGERIAN GOVERNMENT AWARDED N690M OGONI CLEANUP CONTRACTS TO UNQUALIFIED FIRMS

November 26 - Fresh facts have emerged on how the Federal Ministry of Environment awarded consultancy contracts worth N690 million to two unqualified companies in the ongoing remediation of hydrocarbon pollution in Ogoniland. The two firms were among the three consultants engaged by the ministry on behalf of the Hydrocarbon Pollution Restoration Project (HYPREP), the body responsible for coordinating the cleanup. Premium Times / [Read more](#)

NIGERIA: BODO REMEDIATION – UPDATE REPORT

November 27 - The Bodo remediation and restoration project is in its third week of active cleanup with gains already recorded on the operations of this project. Over 800 workers are currently on site carrying out the cleanup under the supervision of oil spill response experts. The third report was shared on Wednesday, 13 Nov. 2019. No link available but your editor can send the report.

SOUTH KOREA: ITOPF MEETS MEMBERS AND RAISES AWARENESS

November 25 - Richard Johnson was invited by Britannia P&I Club to attend their annual Asian Forum in Seoul on 19th November. Richard presented on ITOPF's role in responding to oil and chemical spills worldwide to the invited audience of 70 shipowners and correspondents. ITOPF / [Read more](#)

USA: LATEST ACTIVITY REPORTS FROM NOAA OR&R

November 25 – Please click on the links below to read the latest News Reports from NOAA OR&R

[OR&R's John Tarpley Receives Legacy Award at Pacific States-British Columbia Oil Spill Task Force Annual Meeting](#)

On Nov. 13, 2019, John Tarpley, regional operations branch chief in the Emergency Response Division, received the prestigious Legacy Award at the [Pacific States-British Columbia Oil Spill Task Force](#) annual meeting in Bellingham, Washington.

[NOAA Shares Regional Activities with Port of Seattle at Western Regional Center](#)

On Nov. 1, 2019, a delegation of 12 senior leaders from the Port of Seattle visited the NOAA Western Regional Center in Seattle to learn more about NOAA and areas of common interest in the Puget Sound.

[OR&R's Mary Baker and Marla Steinhoff Receive 2019 National Ocean Service Safety Pro Award](#)

The National Ocean Service (NOS) awarded Mary Baker and Marla Steinhoff, Office of Response and Restoration, the biannual 2019 NOS Safety Pro Award for authoring comprehensive safety plans for essential field work on the Duwamish and Willamette rivers.

[Marine Debris Program at Arctic Council Marine Litter Monitoring Workshop](#)

From Nov. 13-14, Peter Murphy with the Office of Response and Restoration Marine Debris Program (MDP) attended the Arctic Monitoring and Assessment Program (AMAP) workshop on establishing marine litter monitoring guidelines for the Arctic, held in Copenhagen.

[Marine Debris Program Participates in Friends of Waikiki Aquarium Fall Fest](#)

On Nov. 16, Mark Manuel, Pacific Island regional coordinator for the Office of Response and Restoration Marine Debris Program, participated in the Friends of Waikiki Aquarium Fall Fest Event.

[Marine Debris Program Presents to Amazon Lab126](#)

On Nov. 19, Sherry Lippiatt, California regional coordinator for the Office of Response and Restoration Marine Debris Program, presented as part of the Amazon Lab126 seminar series. Lab126 is Amazon's research and development team that designs and engineers Amazon devices. About 150 people attended the seminar, which was co-hosted by Amazon's Sustainability Ambassadors who are working to green the Sunnyvale, California campus and build a culture of zero-waste events. Sherry's presentation included an overview of the sources and prevalence of plastic packaging waste, the general state of the science on marine debris, federal government mandates and efforts, and initiatives and other solutions that are being implemented in the state.

[OR&R Gears Up for a Busy Year of Training](#)

Each year, the Office of Response and Restoration (OR&R) supports the training of over 2,000 responders. The OR&R external training team and instructors are gearing up for a busy 2020. We will be holding four [Science of Oil Spill \(SOS\) Classes](#), two [Science of Chemical Releases \(SOCR\) Classes](#), three [NOAA-specific ICS 300 classes](#), as well as a number of Shoreline Cleanup and Assessment Techniques (SCAT) classes and other training programs associated with conferences, such as those at the upcoming International Oil Spill Conference (IOSC).

[Upcoming Training for Responders](#)

In anticipation of its very busy training schedule in fiscal year 2020, OR&R has announced training classes on various spill-response topics in a number of locations. We encourage spill responders and planners to apply!

VIETNAM: TOWARDS A NATIONAL OIL SPILL CONTINGENCY PLAN



November 27 - Work is underway to further develop Viet Nam's national oil spill contingency plan at a workshop in Ho Chi Minh City, Viet Nam, this week (26-29 November).

Forty participants from across 10 government departments and the oil and gas and shipping industry are taking part in the workshop, which is the latest in a series of IMO-assisted events on oil spill contingency in South-East Asia.

Participants are being introduced to international good practices and developments in the field of oil spill preparedness and response – and supported to identify areas for improvement in Viet Nam's existing national framework. An action plan to finalize the draft National Oil Spill Contingency Plan will be agreed.

Accession to IMO's Oil Pollution Preparedness, Response and Co-operation ([OPRC](#)) Convention was also discussed, as part of

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

Viet Nam's plan to become a party to the treaty. Under the convention, countries are required to establish measures for dealing with pollution incidents, either nationally or in cooperation with other countries.

The workshop was organized under the framework of the Global Initiative project for South East Asia (GI SEA), a joint project with the oil and gas industry (IPIECA), which supports implementation of OPRC Convention. IMO / [Read more](#)

PEOPLE IN THE NEWS

JOSEPH J. ANGELO AWARDED IMO MARITIME PRIZE



November 27 - The International Maritime Prize for 2018 has been presented to Joseph J. Angelo, a former United States Coast Guard (USCG) and International Association of Independent Tanker Owners (INTERTANKO) senior executive who participated in IMO meetings for many years, providing leadership on a number of key regulatory developments.

IMO Secretary-General Kitack Lim presented the prize on November 25 at the annual IMO Awards ceremony. Lim outlined Angelo's long commitment to IMO and his reputation as a technical expert, diplomat and problem solver - who earned the nickname, IMO-Joe.

Accepting the prize, Angelo thanked the United States and INTERTANKO for nominating him, and the IMO Council for selecting him for the "tremendous honor." In their nominations, they highlighted Angelo's constructive and collaborative work with all stakeholders to achieve outcomes. Angelo was active in a number of IMO bodies, most notably the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC). He first attended the MEPC's thirteenth session in 1980 and attended every session since, up to and including MEPC 73 in 2018.

"It has been my distinct privilege to work side-by-side with many exceptional delegates from around the world over the past 39 years – all coming together to create solutions which have resulted in crucial improvements to maritime safety, security and protection of the marine environment. I am proud to have been a part of the progress we made together," he said.

The Maritime Executive / [Read more](#) [See also the press release from the IMO](#)

ISCO NEWS

POSTPONED ISCO 2019 AGM BEING HELD VIA EMAIL

The Secretariat has determined that the postponed AGM can be carried out by email. ISCO recognises that holding an AGM by email is not a good substitute for a face-to-face meeting of Members but under the circumstances and time limitation there is no other option. The unusual procedure will be something of an experiment and it is hoped that a good response will result. One upside is that Members who would not have been able to attend an AGM held at a remote location will be able to make their own comments on the agenda items by email and these will be circulated to members in advance of voting.

Looking forwards, our aim will be to retain the traditional AGM format wherever possible but within a revised constitution we would like to include an option to hold an AGM by email if it is not possible to follow our usual practice.

The proposed motions to be voted on remain unchanged apart from an additional Proposal 9 to allow the holding of an AGM by email if this becomes necessary in future.

As the Agenda and other meeting papers were circulated to all Members on 27th October these will not be sent out again. This time we have only sent a short briefing note and a revised Proxy Voting Form. Any Member who has not received this can download at http://spillcontrol.org/downloads/Postponed_2019_AGM.docx

MORE NON-MEMBER READERS ARE JOINING ISCO IN ORDER TO CONTINUE RECEIVING THE NEWSLETTER

The Secretariat is pleased to report receipt of more joining applications from non-members who wish to continue to receive the ISCO Newsletter. You can join online at <http://www.spillcontrol.org/2013-02-05-10-50-47/membership-application>

USING ESI MAPS TO SET PRIORITIES IN THE CHAOS OF AN OIL SPILL

An article by Megan Ewald and Tom Brosnan, Office of Response and Restoration. Originally published on 12th November 2019

This week, we're taking a closer look at what sensitivity mapping is, how it's used, and why it's so important. A snapshot of the resources in a specific area, sensitivity mapping can be a valuable tool both in and out of the spill response community. Our latest blog takes you through the process of using sensitivity mapping to prioritize response activities during an oil spill.



Bald Point State Park near Alligator Harbor, Florida. Image credit: Florida State Parks.

Oil spills are by definition chaotic events. Conditions often change rapidly as the oil moves into the environment and is subject to currents, waves, weather, and whatever is in its path. When time and resources are limited, responders need sound science to make informed decisions to minimize impacts to natural resources, and the communities and economies that depend on them.

NOAA scientists must also quickly determine what samples and data to collect to understand exposure and injury to natural resources. To maximize efficiency for both response and assessment, NOAA experts use Environmental Sensitivity Index (ESI) maps during oil spills to zoom in on those resources that are most at risk.

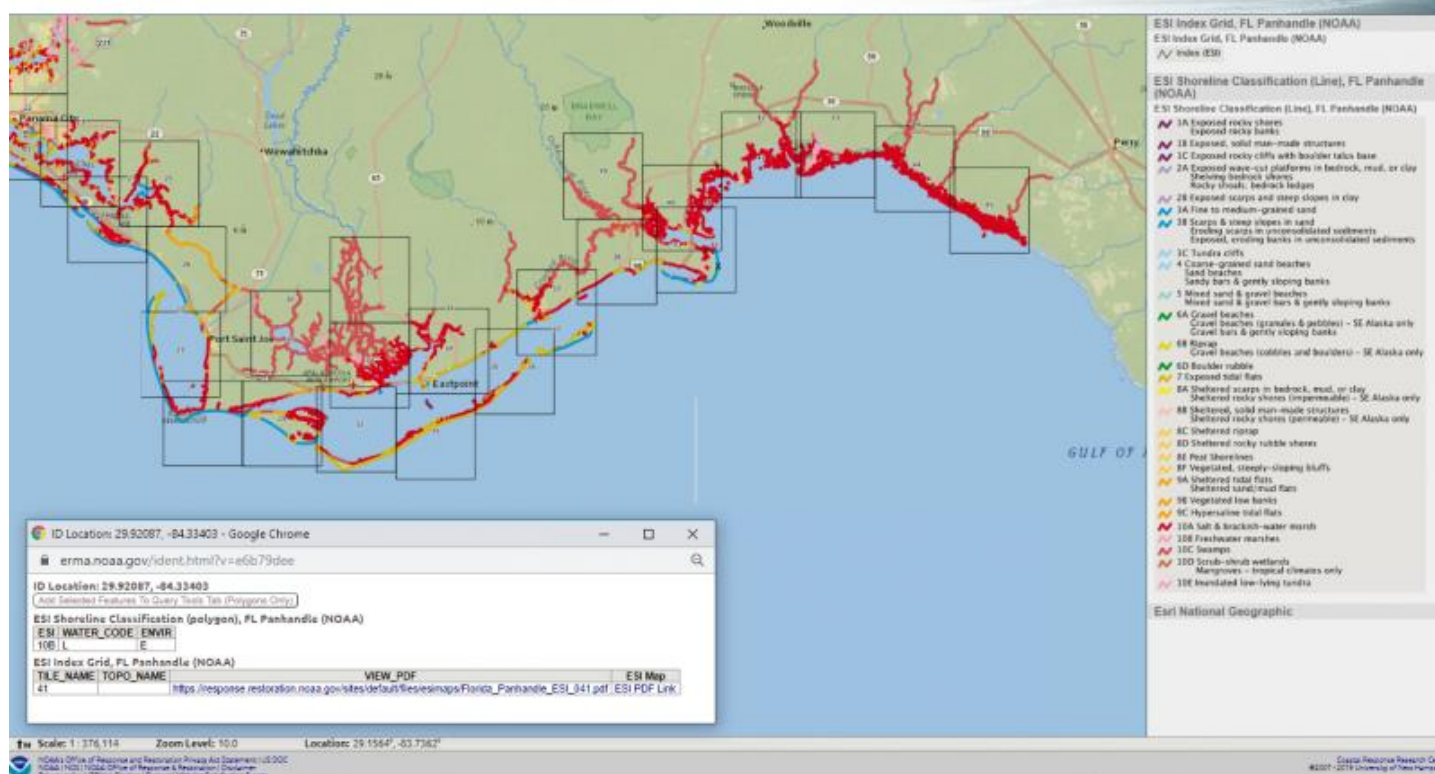
ESI maps provide a concise summary of coastal resources that are at risk from oil spills, including birds, shellfish beds, sensitive shorelines, and public beaches, parks, marinas and archaeological and cultural sites, among others. The maps show where habitats and species are found, highlighting seasons, key life stages, concentrations, and their vulnerabilities. They also identify recreational features like parks and marinas.

This provides NOAA scientists with critical information to prioritize their response and assessment actions. There is a brief window of time after a spill to gather scientific information, so it's important to know what animals, habitats, and human uses are at risk and which are not.

To illustrate this concept, let's pretend that a ship sank and spilled oil offshore of Alligator Harbor, Florida in the middle of August. Our initial questions would include: What got spilled and how much? Where will it go and what will it hit? What damage will it cause and how can the effects be reduced?

One of the key tools to access is the ESI map.

1. Access the Environmental Response Management Application (ERMA®) online and find the ESI Map for Alligator Harbor, Florida.



The [Environmental Response Management Application \(ERMA\)](#) is an online mapping tool that integrates static and real-time data — such as ESI maps. Much of the environmental data hosted on ERMA is available to the public. ERMA is broken up into regional portals, so we would open ERMA Gulf of Mexico. ERMA makes it easy to zoom in on Alligator Harbor and pull up ESI maps for the area.

2. Now let's see what is the sensitivity to oil of habitats that are in the area. How does it overlap with where the oil is, and where it is going?

On the ESI maps, shorelines are color-coded to show their sensitivity to oiling or cleanup activities. Some habitats are more sensitive than others.

The ESI Shoreline Habitat Map for Alligator Harbor shows that it has over five square miles of saltwater marsh, shown in red. These marshes are very sensitive to oil exposure, making them a high priority.

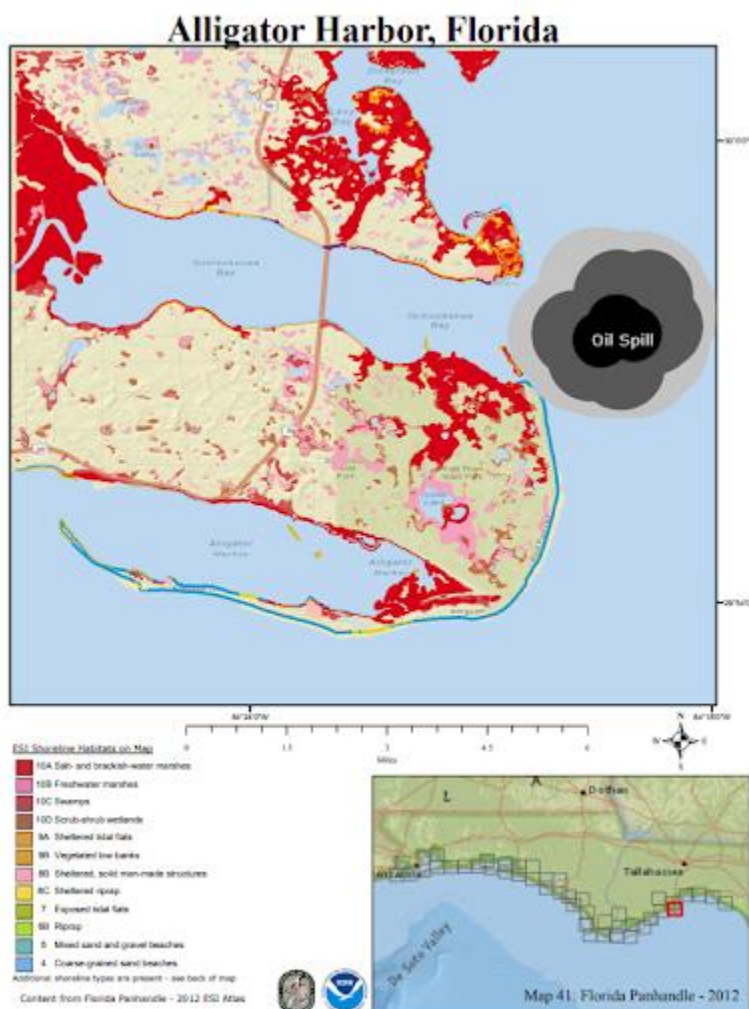
NOAA scientists would use this map to identify which areas to prioritize, and where to send scientists for data collection.

These maps also help NOAA responders advise the U.S. Coast Guard about which areas need the most protection. This will guide protection actions, like deploying booms, and cleanup actions tailored for specific habitats.


3. What species are here during the middle of August?

The ESI Map shows us that Alligator Harbor is home to 84 fish species, 53 bird species, seven kinds of turtles, three rare plant species, American alligators, Gulf salt marsh snakes, bottlenose dolphins, and West Indian manatees. It also provides information about how abundant a species is, what months of the year they may be present and their yearly lifecycle.

This information is critical so scientists know what species are at greatest risk, and which ones not to look for. Let's look at sea turtles found in Alligator Harbor.



Alligator Bay, Florida (continued)

Reptiles and Amphibians (continued)																											
Subelement		Species		S	F	Concentration				J	F	M	A	M	J	J	A	S	O	N	D	NESTING	HATCHING	INTERESTING	JUVENILE	ADULT	
 Turtle		Diamondback terrapin				HIGH						X	X	X	X	X	X	X	X	X	X	Apr-Jun	Aug-Sep				
		Green sea turtle	E	E			RARE			X	X	X	X	X	X	X	X	X	X	X	X	Jun-Aug	Aug-Nov		May-Nov	Jan-Dec	Jan-Dec
		Hawksbill sea turtle	E	E			RARE			X	X	X	X	X	X	X	X	X	X	X	X					Jan-Dec	Jan-Dec
		Kemp's ridley sea turtle	E	E			PRESENT			X	X	X	X	X	X	X	X	X	X	X	X					Jan-Dec	Jan-Dec
		Leatherback sea turtle	E	E			RARE			X	X	X	X	X	X	X	X	X	X	X	X	May-Jul	Jul-Sep			Jan-Dec	Jan-Dec
		Loggerhead sea turtle	T	T			PRESENT			X	X	X	X	X	X	X	X	X	X	X	X	May-Sep	Jul-Nov		Apr-Sep	Jan-Dec	Jan-Dec
		Suwannee cooter	C				-			X	X	X	X	X	X	X	X	X	X	X	X	Mar-Aug					



There are five species of sea turtles found here. This table shows us that not only are all five species found in Alligator Harbor during the month of August, but green sea turtles would be nesting and leatherback and loggerhead sea turtles nests could be hatching and crawling from the beach to the ocean.

Hatching sea turtles are at an increased risk of getting trapped in oil slicks, and cleanup operations can inadvertently scare nesting turtles away from beaches or harm eggs buried under the sand. Having this valuable information ready beforehand helps spill planners and responders prioritize species to protect them from oil and identify appropriate cleanup and assessment approaches.

4. What resources are protected or require special attention?

Legislation like the Endangered Species Act, the Marine Mammal Protection Act and the National Marine Sanctuaries Act place additional protections and considerations for natural resources, which must be taken into account during oil spills. ESI Maps show where endangered species can be found, the boundaries of National Marine Sanctuaries, Essential Fish Habitat, and other information critical to protecting vulnerable species and habitats.

Another function of ESI maps is allowing responders to call in species experts early in the response. Take marine mammals for example:

Marine Mammals																				
Subelement	Species	S	F	Concentration	J	F	M	A	M	J	J	A	S	O	N	D	MATING	CALVING	PUPPING	MOLTING
 Dolphin	Bottlenose dolphin			-	X	X	X	X	X	X	X	X	X	X	X	X				
 Manatee	West Indian manatee	E	E	MEDIUM			X	X	X	X	X	X	X	X	X	X				

With the data provided in ESI Maps, responders have the information they need to call in species experts and consider protected species from the very beginning of oil spill response.

ESI Maps Help Prepare Communities For Disasters

Photo: Florida salt marsh. Image credit: Environmental Protection Agency.

ESI maps are rich with complex information that can help communities prepare for disasters. ERMA ensures that they are online and accessible for the many federal and state emergency responders that rely on them. Prepared in advance of a disaster, ESI Maps can provide critical information to help local responders and the U.S. Coast Guard to prioritize needs and make decisions based on sound science.

While the scenario we walked through was hypothetical, the data available in the Alligator Harbor Environmental Sensitivity Index Map is very real. If a disaster were ever to strike this area, local responders are equipped with the information to lead a coordinated response.

Visit the resources below to learn more:

- [View the PDF ESI Map for Alligator Bay Here](#)
- [View the Environmental Response Mapping Application \(ERMA\) Here](#)
- [View ERMA with all the nation's ESI Maps displayed](#)

ISCO thanks NOAA OS&R for kind permission to reprint this article. <https://response.restoration.noaa.gov>



USCG R&D CENTER: REQUEST FOR INFORMATION - "VESSEL OF OPPORTUNITY SKIMMING SYSTEM (VOSS)"

November 25 - The United States Coast Guard (USCG) Research and Development Center (RDC) has developed a Request for Information (RFI) as part of its market research strategy to determine the availability of state-of-the-art mechanical oil spill response technologies that can be outfitted on vessels of opportunity (VOOs) available outside of the contiguous United States (OCONUS), or in remote locations. More specifically the OCONUS region includes Coast Guard Districts 14 (Hawaiian Islands and most of the Central and Western Pacific) and 17 (Alaska and its surrounding waters).

This RFI is issued for information and planning purposes only and does not constitute a solicitation. RDC does not intend to award a contract based on this RFI or to otherwise pay for information received in response to this RFI. RDC intends to use the information collected from this RFI to examine the applicability, feasibility, equipment capability, benefits of operation, and acquisition (non-recurring) and life-cycle operating (recurring) costs for said technologies. Industry is invited to respond with information to assist RDC with its market research to identify potential availability of commercial and emerging technologies for improving oil spill response efforts in remote locations.

The deadline for final responses to the RFI is 30 December 2019. [More information](#)

NEWS FROM ISCO MEMBERS

News from ISCO Members – Your editor welcomes news from members. Please ensure that ISCO is on your mailing list for your press releases and company newsletters. Send your news to john.mcmurtrie@spillcontrol.org

SPILLTECH AS LAUNCHES NEW TRASH COLLECTION SYSTEM FOR RIVERS



SpillTech, the Norwegian company which specialises in oil spill recovery equipment and systems to collect waste in ports, is expanding its services to tackle waste pollution issues in rivers.

Trond Lindheim, managing director of SpillTech, says littering is having an impact on water quality in rivers as well as ports. "Many rivers are becoming increasingly polluted, so it is important to collect as much waste as possible and that is the reason why we have developed a new waste collector system."

The system, dubbed Trash Trawl, is currently being tested by the Environmental Agency in the Akers river in Oslo. The

system works on the high-speed boom principle that is common in oil spill recovery. It uses a boom system that feeds floating garbage to a meshed net, which is emptied two to four times on a weekly basis. An important aspect of the development work has been to ensure that the equipment is easy to handle, and yet robust enough to withstand adverse river conditions according to Lindheim.

"It is a very simple, effective and robust way to collect waste and it is already producing positive results, gathering a lot of debris in the Akers river each week. Clearly, there is a need to develop new systems such as PortBin Trash Trawl to help address the increasing pollution problems in our rivers and also catch the garbage before it reaches out to the sea and causes further damage."

SpillTech is currently in talks with local government agencies and international organisations to explore further applications of the new system. For more information, contact Trond Lindheim via trond@spilltech.no [Watch video of the system in operation](#)
Company website is at <https://hhenriksen.com/news/spillrecs/2016/04/spilltech-as>

PRO EARTH LTD. RELEASES DETAILS OF NEW BOOM THAT SORBS OIL

Released by the UK Environment Agency, these booms use a geo-textile encased sphagnum peat moss to contain and absorb hydrocarbons chemicals and heavy metals from water.

The 400mm water proof drop curtain stops contaminant from being swept below the boom, good for flows of up to 8 knots.

The press release advises – "Pro Earth oil booms use an innovative new product from the U.S. (SaveSorb) to contain and absorb hydrocarbons and chemicals. The product is hydrophobic and attracts and traps oils, encapsulating the contaminant within its molecules. The non leaching molecules create a haven for naturally occurring microbes which ingest the contaminant.



NEWS FROM ISCO MEMBERS

This makes the product ideal for floating booms, spill kits and floating barriers and is a significant improvement on traditional spill products that only block or coat themselves in oil, resulting in materials that are difficult to handle and are themselves a potential pollution risk.

The boom pictured has been developed with Team Van Oord to specifically account for high river flows or tidal shifts encountered on many of our projects.

We have directly addressed the issue of pressure building on the front of the containment and absorption boom, which can result in contaminants being dragged below the water and under the boom before resurfacing metres downstream. The boom has a 400mm diameter which sits around 50% below the water line and incorporates a 300mm waterproof drop curtain to capture any oils that are pushed below the boom, forcing them up and into the SaveSorb mixture. We have also developed front and rear skirts to help to ensure that contaminants cannot wash over the boom in inclement weather.

The booms sections are 2400mm long and joined together tightly using easy to attach carabiners. The drop curtains overlap on each section for added protection". For more information contact Nicholas Addison nick.addison@pro-earth.co.uk or visit the company website at www.pro-earth.co.uk

CONTRACTS & TENDERS

OPEN TENDER NOTIFICATION SERVICE

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

TRAINING

ALERT FROM LLOYDS MARITIME ACADEMY – NEW START DATE FOR NEW COURSE ON OIL SPILL RESPONSE

We've moved the start date of our [NEW course in Oil Spill Response](#) This course will now start on **31 January 2020**, giving you plenty of time to get your training on track for next year.

If you have any questions about the course, please feel free to get in touch with the course education consultant, Lee Baker, who will be happy to help: **Call:** +44 (0) 207 0176 442 **Email:** Lee.Baker@KNect365.com If you wanted to remind yourself of the course content and what you'll learn [download the course content here.](#)

UPCOMING EVENTS

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UK	Nov. 25 – Dec. 4	IMO Assembly	London
GERMANY	November 29	South Baltic Oil Spill Conference	Rostock
ITALY	December 2-5	Meeting of Parties to Barcelona Convention	Naples
UK	December 4-5	Salvage & Wreck Removal Conference	London
UK	December 4-6	Global Marine Casualties Week	London
UK	December 5	IMO Council	London
UK	December 5	Maritime Accidents & Emergencies Summit	London
UAE	Dec. 8-10	Middle East HSE and Sustainability Week	Dubai
COUNTRY	2020	TITLE OF EVENT	LOCATION
USA	March 24-25	SCAA Annual Meeting & Conference	Arlington, VA
USA	April 7-9	Clean Waterways Conference	Indianapolis, IN
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
USA	June 2-4	Elastec's Spring 2020 River Workshop	Carni, IL
USA	June 9-11	Clean Pacific Conference & Exhibition	Seattle
COUNTRY	2021	TITLE OF EVENT	LOCATION
NETHERLANDS	March 22-26	Interspill Conference & Exhibition	Amsterdam
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

Alga Chronicle	News from Australia on Contaminated Land Remediation	October 2019
AMSA Update	Latest news from the Australian Maritime Safety Authority	Current issue
ATRAC Newsletter	News from the Adriatic Training and Research Centre	June 2019
AUSMEPA Bulletin	News from the Australian Marine Environment Protection Assoc'n	Winter 2019
BIMCO Bulletin	Marine and shipping-related news from BIMCO	June 2019
Newsletter from George Holliday	News and commentary on HSE issues from George Holliday	On request email
Cedre Newsletter	News from Cedre in Brittany, France	October 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	November 2019
GEF Newsletter	Monthly Newsletter from the Global Environment Facility	October 2019
GESAMP	Group of Experts on the Scientific Aspects of Marine Environmental Protection	Latest news
GISEA Quarterly Newsletter	News from Global Initiative for South-East Asia	Q3 2019
IMO News Magazine	News from the International Maritime Organization	Autumn 2019
IMO Publishing Newsletter	New and forthcoming IMO publications	November 2019
ITOPF Ocean Orbit	News from the International Tanker Owners Pollution Federation	October 2019
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q4 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	November 2019
Nautical Institute News	News from the Nautical Institute	October, 2019
Navigate Response	Global crisis communications network for shipping & marine	October 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	September 2019
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Summer 2019
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	September, 2019
Pollution Online Newsletter	News for pollution prevention & control professionals	Current issue
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	Oct. 1-15, 2019
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	November 1, 2019
WestMOPoCo	Western Mediterranean Region Marine Oil & HNS Pollution Cooperation	August 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)

BRAZIL: OIL FROM SPILL WASHES UP IN RIO STATE

November 24 - Oil from a spill that has contaminated a stretch of Brazil's coast was detected in Rio de Janeiro state, the navy said Saturday, as President Jair Bolsonaro warned the country was preparing for the worst.

Some 300 grams—a small quantity of oil—were found far from the region's most famous beaches, in the sand in the town of Sao Joao da Barra, as the spill moves southward.

"The samples analyzed are compatible with the oil found on the northeast coast," the navy said in a statement. On Saturday, Bolsonaro said that "we still don't know how much oil is left in the sea. In the worst case, if an oil tanker unloaded all of its cargo into the sea, less than 10 percent has reached our shores, which is why we are preparing for the worst," he said, speaking outside a military ceremony in Rio de Janeiro. Phys Org / [Read more](#)

ROMANIA: HORROR IN PORT, 14600 SHEEP ON CAPSIZED LIVESTOCK CARRIER

November 25 - Livestock carrier QUEEN HIND with 14600 sheep on board developed list, capsized and sank in Midia Port, Romania, on Nov 24, starboard resting on bottom, half of the hull remaining above water. 22 all Syrian crew rescued. Such a slaughter of animals is a horrific tragedy. These awful livestock carriers in Mediterranean and Middle East, torture chambers for cattle they carry, are a floating nightmare, but nothing changes so far, notwithstanding recurrent tragedies and protests against inhuman cruelty of such ships, crews and involved companies.

UPDATE: Coast Guard, Police and Firefighters are trying to rescue sheep, but they managed to pick up from water few swimming around animals, those who somehow, made it out from capsized ship. The majority of sheep are trapped inside.

UPDATE Nov 25: 33 animals were rescued by 0100 LT Nov 25, the rest are feared to be drowned. The ship was leaving MIDIA, bound for Libya. It is said that the ship was overloaded and that overload was the cause of disaster, but far more likely, faulty ballasting caused capsizing, or more broadly, low-quality crew actions or inactions.

There are a lot of big, ocean-going modern livestock carriers, providing decent conditions and care for animals they transport. Such ships regularly call Australian and South American ports with strict sanitary control. But Mediterranean and Middle East livestock

traders are a different story, if there's a culture of transporting and treating animals, it's a barbaric culture, inherited from biblical times. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc] Related article in The Maritime Executive <https://www.maritime-executive.com/article/video-sheep-dying-on-capsized-livestock-carrier>

INDONESIA: CONTAINER SHIP SANK IN JAVA SEA, CREW RESCUED

November 25 - Container ship MITRA SEJAHTERA IX sank in the morning Nov 23 SW of Makassar in vicinity 05 56S 118 34E, Sulawesi, Indonesia, while en route from Surabaya to Kendari, southeast Sulawesi, with 147 containers on board. The ship reported on Channel 16 water ingress, developing list, at around 0700 WIT (UTC +7), shortly after report she capsized and sank. 15 crew were rescued by nearby ships, a lot of containers are floating around. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

IRAN OFFICIAL CONFIRMS MAJOR OIL LEAK IN PERSIAN GULF

November 27 - An Iranian official has confirmed a major leak off an oil rig near Kharq Island in the Persian Gulf and said considering the spread of the contamination more equipment and reinforcement is required for the clean-up operation. The leak started at least a week ago but neither the Iranian Oil Ministry nor the National Iranian Oil Company (NIOC) have yet commented on it. On November 26, an Iranian official of the Ports and Maritime Organization of Bushehr Province confirmed the leak after a satellite image published by TankerTrackers.com on Twitter showed the spill had spread and measured 20 kilometers (12 miles) in length.

Speaking to the Islamic Republic News Agency (IRNA) on Tuesday the head of the local branch of Iran's Ports and Maritime Organization (PMO) in the province of Bushehr Siyavosh Arjomandzadeh said the leak now covers an area of around 24 kilometers. The official said four vessels have been dispatched to the area to spray dispersants on the leak. According to Arjomandzadeh neither the Ports and Maritime Organization nor the Iranian Offshore Oil Company (IOOC) which owns the oil rigs, would be able to fully contain the leak on their own. Efforts were being coordinated at regional and national levels to accelerate the clean-up operations, he said. According to the Iranian Students News Agency (ISNA) the spill which initially measured 15 miles in length and 100 meters in width began around November 22 from one of the rigs eight miles to the west of Kharq Island. Radio Farda / [Read more](#) Related reports in [Payvand](#) and [The Maritime Executive](#).

SAUDI ARABIA: 'EXPLOSION' REPORTED ON IRANIAN OIL TANKER OFF SAUDI COAST

November 28 - An explosion has caused a fire on an Iranian tanker near the coast of Saudi Arabia, Iranian media say. The vessel, from Iran's national oil company (NIOC), was 60 miles (97km) from the Saudi port city of Jeddah.

The ship's two main storage tanks are said to have been damaged, causing an oil spill in the Red Sea, but no-one was injured and the spill is said to have been contained. Iranian authorities said the cause of the incident is being investigated.

Initial media reports said the vessel was hit by missiles. But Iran's national tanker company (NITC) denied the claims, and said the fire had been put out and the oil spillage reduced to a minimum. Iranian state TV identified the ship as the oil tanker Sinopa, but the NIOC later said it was another vessel named Sabiti. Wellston Journal / [Read more](#)

TIMELY PAYMENT OF MEMBERSHIP RENEWAL FEES

ISCO is grateful that most members pay their annual dues on time but unfortunately there are exceptions.

All members are reminded that membership fees should be paid annually in advance on the date of the anniversary of the date on which you first joined the organization.

Currently, our Membership Director Mary Ann Dagleish is spending a considerable amount of time in chasing up overdue subscriptions. This task is made even more difficult in cases where invoices and reminders get bounced because contact details are no longer valid. If you have not received an invoice or payment reminder please contact Mary Ann at mrydetroit@aol.com without delay.

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this newsletter is accurate unintentional mistakes can occur. No liability for consequences of errors is accepted but, if an error is brought to our attention, a correction will be printed in a following issue of this newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. It should not be assumed that views and opinions expressed in linked reports, articles and other content reflect the views of the organization. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website www.spillcontrol.org and your acceptance of ISCO's Data Protection and Privacy Policy.
