

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



*A Happy New Year
to all our readers*



BOOST FOR IMO-LED REMPEC MEDITERRANEAN MARINE POLLUTION RESPONSE CENTRE



Mediterranean Coastal States have agreed to increase resources for the IMO-administered regional marine pollution emergency response centre for the Mediterranean sea (REMPEC), which assists Mediterranean coastal states to build national capacities to prevent marine pollution from ships and act in the event of major incidents.

Parties to the Barcelona Convention for the protection of the Mediterranean, meeting in Naples, Italy (2-5 december), recognised increased workload and new environmental issues (such as air pollution) assigned to rempec and the other five regional activity centres. the centres have been established under the mediterranean action plan to support environmental protection of the mediterranean sea.

The meeting agreed to new standards and guidelines which have been developed by rempec. these include: standards and guidelines under the offshore protocol, which aims at protecting against pollution from offshore activities; and guidelines on port reception facilities (guidelines on the provision of reception facilities in ports and the delivery of ship-generated wastes and the application of charges at reasonable costs for the use of port reception facilities). IMO / [Read more](#)

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)

CELEBRATING SEA ALARM'S 20 YEARS OF OILED WILDLIFE RESPONSE PREPAREDNESS



In December of 1999, Sea Alarm was founded under Dutch law. To celebrate this milestone and the many achievements of the organisation, we will be producing a series of articles over the course of 2020, covering some highlights of our Foundation's history.

In the process, we will be reminding ourselves and others of the tremendous strides oiled wildlife response and preparedness have taken in those 20 years, and take a look at what the future holds for Sea Alarm. Sea Alarm / [Read more](#)

FIRST PLASTIC FROM GREAT PACIFIC GARBAGE PATCH ARRIVES ONSHORE IN VANCOUVER

Photo: The Ocean Cleanup's Founder and CEO Boyan Slat speaks during a press event in Vancouver, British Columbia, Canada welcoming the first catch of plastic from the Great Pacific



Garbage Patch, December 12, 2019. Photo courtesy The Ocean Cleanup

The Dutch non-profit led by young entrepreneur Boyan Slat is just now bringing the first batch of ocean plastic back to shore following a successful mission to the Great Pacific Garbage Patch.

The first plastic arrived last week in Vancouver, British Columbia, after being caught by The Ocean Cleanup's u-shaped floating collection system. gCaptain / [Read more](#)

STILL NO RESOLUTION OF POLLUTION THREAT POSED BY FSO SAFER OFFSHORE YEMEN

No action yet to prevent potential release of more than 1 million barrels of crude oil from decaying tanker

Both sides in Yemen's civil war are blaming each other for blocking international aid to prevent an imminent disaster in the Red Sea that has been described as a "floating bomb." In his latest brief to the UN Security Council in September, UN Undersecretary-General for Humanitarian Affairs and Emergency Relief Coordinator Mark Lowcock said the Houthi rebels had objected to deployment of a UN assessment team and equipment to Djibouti on the Gulf of Aden coast in August, based on a prior agreement with Houthi authorities.

In April, the Atlantic Council described the ship as a "massive floating bomb." For his part, Lowcock warned the Security Council in July that, depending on the time of year and water currents, a spill from the tanker could reach the Suez Canal — and potentially as far as the Strait of Hormuz. Al-Monitor / [Read more](#) See other recent reports in [XinhuaNet](#) and [Hellenic Shipping News](#)

ISCO supports the view that this environment issue must be disassociated from political and military conflict and addressed as a looming major humanitarian disaster.

EXPEDITION CRUISE OPERATORS FORMALIZE BAN ON DIRTY HEAVY FUEL OIL IN THE ARCTIC

While the IMO has not been successful in its attempts, expedition cruise operators have now formalized a self-imposed ban on the use of heavy fuel oil in the Arctic. Environmental organizations praise the decision.

Now, the Association of Arctic Expedition Cruise Operators (AECO) has approved a self-imposed ban on the use and carriage of HFO in the Arctic. While AECO members previously refrained from using this type of fuel, it has now become a mandatory guideline. High North News / [Read more](#)

SEAS OF EAST ASIA – PEMSEA HIGHLIGHTS PROGRESS MADE IN 2019

2019 was an exciting year of expansion for PEMSEA. As we pause for the year end and recharge for the New Year, here are 10 moments that highlight how the work of PEMSEA expanded over the past year. PEMSEA / [Read more](#)

REFOCUS OF ARDENT STRATEGY AND RELOCATION OF HQ

Ardent, a leading Emergency Management and Wreck Removal company, today announced a refocus of its strategy and a relocation of its headquarter.

Ardent will refocus its strategy away from decommissioning towards its core business of emergency management and wreck removal. It has a market leading position in these areas which it intends to build further. Ardent will also move its headquarter from Houston, USA, to Ijmuiden, the Netherlands, where the new CEO, Oliver Timofei, and CFO, Jens Jaeger, are based.

These moves will continue the positive momentum experienced in emergency management (emergency preparedness & emergency response) and wreck removal over the last 4 years and make Ardent more customer centric. Ardent will continue to provide its Global Preparedness Cover offerings as well as its OPA90 SMFF services for the USA. All of Ardent's four major response hubs in the Netherlands, USA, Singapore and Australia as well as its offices in Korea, Brazil, South Africa and the UK will be there to serve its customers. Ardent Global / [Read more](#)

OLDEST KNOWN KING EIDER FOUND 23 YEARS AFTER OIL SPILL CARE

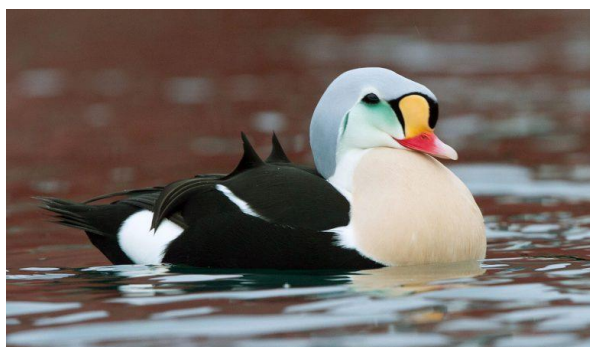


Photo: Male King Eiders are super colorful sea ducks commonly found in Arctic waters. CC photo by Ron Knight

A new bird banding report shows something truly remarkable: the oldest known King Eider – a species of sea duck – was a 24-year-old oil spill survivor cared for by International Bird Rescue. This finding proves once again that rehabilitated, formerly-oiled birds can survive many years after treatment and release back to the wild.

The latest discovery involves a male King Eider that was oiled as an adult during an oil spill in Alaska in 1996. The recovered bird survived 23 years after oiling and release, and according to federal banding information, this may well be the oldest known King Eider. International Bird Rescue / [Read more](#)

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 follow 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

AUSTRALIA: EQUINOR GAINS ENVIRONMENTAL APPROVAL FOR GREAT AUSTRALIAN BIGHT PLAN

December 18 - Australia's offshore oil and gas authority NOPSEMA has approved Norwegian oil-giant Equinor's Environment Plan for drilling in the Great Australian Bight.

This is the second of four approvals required before drilling activity can begin for the Stromlo-1 exploration well located 400 kilometers south west of Ceduna and 476 kilometers west of Port Lincoln.

Under Commonwealth legislation, energy companies must have a petroleum title, an accepted environment plan, well operations management plan and activity safety case before they can undertake any offshore oil and gas activity. The Maritime Executive / [Read more](#)

BRAZIL: SPILL AND RUN: BRAZIL STRUGGLES TO IDENTIFY TANKER BEHIND MAJOR OIL LEAK

December 20 - What looked at first like a small leak has now become one of Brazil's most serious environmental disasters. Hundreds of beaches have been polluted in 11 states, covering more than half of the country's coastline. At least 106 animals, mostly sea turtles, have died.

Investigators have come to believe that Venezuelan oil leaked from a ship travelling in international waters hundreds of kilometres off Brazil's coast. But the culprit remains elusive. China Dialogue Ocean / [Read more](#)

CANADA: WHO PAYS FOR AN OIL SPILL ?

In Canada, the polluter pays – whether the oil pollution came from tanker cargo or fuel (called bunker) from vessels of any size.

The Marine Liability Act (MLA) establishes responsibilities and liabilities and incorporates international compensation conventions into Canadian law. The Marine Liability Act also establishes the requirements of Canada’s Ship-source Oil Pollution Fund (SOPF).

Under the Marine Liability Act, the shipowner pays, usually through mandatory liability insurance.

The amount a shipowner pays depends on the source of the oil (cargo or fuel) and on the size of the ship.

If the costs associated with a tanker cargo spill exceed a tanker owner’s liability limits then additional compensation is available from other sources funded by industry, including the International Oil Pollution Compensation Funds (IOPC Funds) and Canada’s Ship-source Oil Pollution Fund (SOPF). Both of these funds are incorporated into the Marine Liability Act. If the costs associated with a fuel (bunker) spill exceed a shipowner’s liability limits then additional compensation may be sought from the SOPF. Clear Seas / [Read more](#)

CANADA: SLICK TRAINING – CARING FOR OIL SOAKED BIRDS

December 18 - Armed with large nets, a group of government employees fanned out across a field at Work Point in search of oil-covered waterfowl.

However, they weren’t searching for real-life, oil-soaked birds, but instead three plastic decoy ducks; the activity was part of an Oiled Wildlife Preparedness and Response Training Course led by instructors from environmental firm Focus Wildlife Canada.

The two-day course was attended by both civilian employees from the base, including members of Port Operations and Emergency Services Branch (POESB), a representative from Canadian Fleet Pacific, and workers from Fisheries and Oceans Canada, Environment and Climate Change Canada, and Western Canada Marine Response Corporation. Look Out Navy News / [Read more](#)

FINLAND: VELLAMO 2020 COMBINES FOUR OIL SPILL RESPONSE EXERCISES NEXT JUNE

December 18 - A large oil leak is spotted on the coast of Finland. The affected area stretches to the open sea and international shipping routes. How effectively can local emergency services and voluntary organizations respond? The disaster is massive, and international support is needed. How easy is it to receive it?

All this will be tested and practiced during Vellamo 2020 exercise on the southwest coast of Finland next June. This multinational training event combines four oil spill response exercises: SaaME 2020, OIL SPILL and Host Nation Support exercises, and a Table Top exercise. INTERREG / [Read more](#)

NORWAY: AECO SUPPORTIVE OF STRICTER SVALBARD PROTECTION MEASURES



December 17 - On December 9, 2019, the Norwegian Government stated it is considering a generalized ban on heavy fuel oil (HFO), size limitation on passenger ships in Svalbard and other measures to manage growing tourism.

The Association of Arctic Expedition Cruise Operators (AECO) is supportive of the measures, saying it believes that an organized and well-managed travel industry is the best way to ensure that Arctic tourism is carried out with the utmost consideration for the natural environment and local cultures as well as the challenging safety hazards the region presents. The Maritime Executive / [Read more](#)

POLAND: OILED WILDLIFE RESPONSE WORKSHOP AND EUROWA TRAINING

December 23 - In September, Sea Alarm, in cooperation with WWF Poland, presented a National Workshop on Oiled Wildlife Response Planning in Poland, followed by a EUROWA Basic Response training.

The one day workshop was attended by 32 representatives from Poland’s national authorities, the oil and gas industry, and non-governmental organisations, all brought together by WWF Poland.

Led by Hugo Nijkamp (Sea Alarm and HELCOM Expert Working Group on Oiled Wildlife Response) with support from Claude Velter ([Wildlife Rescue Centre Ostend](#)), the attendees were encouraged to strengthen relationships between them and their respective organisations, and to further elaborate the details of Poland’s current Oiled Wildlife preparedness plan for oiled wildlife response. Sea Alarm / [Read more](#)

SOUTH SUDAN: OIL SPILL CAUSES ENVIRONMENTAL DAMAGE, HEALTH PROBLEMS

December 27 - Two months after a pipeline ruptured and spilled crude oil over a wide swath of South Sudan's former Unity State, residents and government officials are grappling with a new pipeline break and the subsequent impact of leaks on public safety and the environment.

In the latest incident, residents said oil leaked at Kailoy, about 10 kilometers west of the Unity Oil Field. They said it caught fire Dec. 21 and burned for two days, sending thick plumes of smoke into the air. The Chinese Greater Pioneer Operating Company (GPOC) owns and operates the field. VOA News / [Read more](#)

UAE: SIGNING THE MEMORANDUM OF UNDERSTANDING BETWEEN MARINE EMERGENCY MUTUAL AID CENTRE (MEMAC), AND THE REGIONAL CLEAN SEA ORGANIZATION (RECSCO)



December 12 - In the context of enhancing regional cooperation in preserving the safety of the marine environment, a joint regional memorandum of understanding was signed between the Marine Emergency Mutual Aid Centre (MEMAC) and the Regional Clean Sea Organization (RECSCO), on Thursday, December 12, 2019, the signing ceremony was hosted in RECSCO office Dubai, United Arab Emirates. The memorandum was signed by His Excellency Mr. Abdullah Al Marzouqi (Chairman of the Board of Directors of RECSCO) and Captain Dr. Abdul Monem Mohamed Al-Janahi (Director of MEMAC), in the presence of members of the Board of Directors of RECSCO.

The memorandum included technical and legal cooperation frameworks between the two organizations regarding the principle of information exchange, pollution control, equipment transportation and training operations. MEMAC – RSA / [Read more](#)

UK: PLANE OWNER REVEALS WHAT JET WAS DOING FLYING OVER GRIMSBY AND CLEETHORPES AND WHY IT WAS TRAILING VAPOUR

December 21 - The owners of the aircraft which flew repeatedly over Grimsby and Cleethorpes has issued a statement to explain what it was doing - and why white vapour was trailing from its wings. The distinctive Boeing 727 was first spotted in a strange flight pattern over Grimsby and the Humber on Wednesday, repeatedly flying over the Humber at between 3,500ft and 8,000ft.

The plane is owned by Oil Spill Response, which said that the flights being undertaken from Doncaster were part of the "normal routine" for their generic flight training exercise - and they were not responding to a spillage. The jet is designed to spray oil slicks in the sea with dispersal fluid which flows from tanks under its wings.

A spokesman from 2Excel Aviation said: "Our 727 aircraft are based at Doncaster Sheffield airport and are equipped with the TERSUS aerial spray system designed for the oil spill response role. "The aircraft are on standby 365 days a year to respond to oil spills anywhere in the world. "The 'white substance' seen by some members of the public was fresh water deployed from the rear boom of the aircraft. Grimsby Telegraph / [Read more](#)

USA: STATE, TRIBE TO DEVELOP DAKOTA ACCESS PIPELINE SPILL PLAN

December 16 - North Dakota will work with the Standing Rock Sioux Tribe to help develop a response plan for a potential spill of the Dakota Access pipeline, a state official said Monday. Washington Post / [Read more](#)

USA: LATEST ACTIVITY REPORTS FROM NOAA OR&R

December 20 – Please click on the links below to read the latest News Reports from NOAA OR&R

[College of Charleston Students Create Interactive GIS Story Maps with Regional Marine Debris Data](#)

On November 13, Sarah Latshaw, Southeast Regional Coordinator for NOAA’s Marine Debris Program, visited a College of Charleston Introduction to Geographical Information Systems (GIS) class to talk about the issue and share marine debris data.

[OR&R Seattle Teams up with Downtown Emergency Services Center to Provide Holiday Gift Bags for Homeless](#)

Many of us are fortunate to have friends and family to spend the holiday season with; however, we know that many in our community face a different reality.

[NOAA OR&R Hosts “Cool” Arctic Survival Training](#)

Demonstrating NOAA’s commitment toward enhanced Arctic safety preparedness, select Office of Response & Restoration (OR&R) members participated in four days of intense Arctic Survival Training at the Seattle NOAA Western Regional Center Dec 10-13, 2019.

[Updates Available for Tier2 Submit™ and CAMEOfm](#)

On December 11, the CAMEO® software team released updates of two products: Tier2 Submit™ and CAMEOfm.

[Marine Debris Program Hosts Delaware Regional Response Planning Workshop](#)

On December 3, NOAA’s Marine Debris Program hosted a Delaware Regional Response Planning workshop at the St. Jones National Estuarine Research Reserve in Dover, Delaware.

[Marine Debris Program Releases the Great Lakes Land-based Marine Debris Action Plan Accomplishments Report 2014-2019](#)

On December 11, the Marine Debris Program released the [Great Lakes Land-based Marine Debris Action Plan Accomplishments Report 2014-2019](#).

[Marine Debris Program Attends International Whaling Commission Marine Debris Workshop](#)

On December 3-5, the Marine Debris Program’s Northeast Regional Coordinator, Demi Fox, attended the International Whaling Commission (IWC) Third Marine Debris Workshop.

[OR&R Represented at National Ocean Service Employee Recognition Ceremony](#)

The week of December 2, experts from the Office of Response and Restoration (OR&R) were recognized at the National Ocean Service 2019 All Hands and Employee Recognition Ceremony at NOAA headquarters in Silver Spring.

[OR&R Experts Hold New York Congressional Roundtable](#)

NOAA's North Atlantic Regional Collaboration Team convened a roundtable discussion on December 9 in New York City with nine partners alongside of six NOAA staff with district staff from Senators Kirsten Gillibrand and Chuck Schumer's offices on NOAA's work to restore natural resources and its connections to resilience.

[“Derelict is Dangerous” Sign Hanging](#)

On December 4, the Weeks Bay Foundation, in partnership with the Weeks Bay National Estuarine Research Reserve and NOAA’s Marine Debris Program wrapped up a two year derelict vessel removal project by hanging 25 “Derelict is Dangerous” signs at each of the state- or county-owned boat launches in Baldwin County, Alabama.

[OR&R Scientists Invited to Oil Toxicity Workshop, Halifax, Nova Scotia](#)

Convened by the [Multi-Party Research Initiative](#), a 5 year, \$45.5 million effort under Fisheries and Oceans Canada, a two-day workshop was held on December 11 and 12 which brought together research and policy individuals from Canada and the U.S.

[Restoring Natural Resources of the Kalamazoo River and Portage Creek in Michigan](#)

On December 11, a [Consent Decree was announced](#) that includes \$25 million as a partial settlement to restore natural resources injured by releases of hazardous substances to the [Kalamazoo River](#) and Portage Creek in Michigan.

[Disaster Preparedness Program Conducts Functional Shaken Sanctuaries Exercise](#)

On December 3-4, 2019, the [Disaster Preparedness Program \(DPP\)](#) joined forces with the Office for National Marine Sanctuaries and other NOAA offices to hold a functional exercise called “Shaken Sanctuaries.”

USA: WASHINGTON - DEPT. OF ECOLOGY PREPARING REPORT ON \$9 MILLION CLEANUP OF OIL SPILL INTO CAPITOL LAKE

December 22 - It started back in February, when police believe someone broke into a transformer on Boston Street Southwest in Tumwater, part of the former Olympia Brewing Co. property, in search of copper wire.

That's when the transformer oil spilled: About 600 gallons flowed through storm drains, into the Deschutes River and on to Capitol Lake, according to the state Department of Ecology, which oversaw the months-long cleanup.

A final report from the department into what happened is expected early next year. Among other things, the report will look at ownership history, maintenance and security at the brewery property to identify the responsible party. The Olympian / [Read more](#)

OBITUARY

DAVIE MAIN – SAD LOSS TO THE OIL SPILL RESPONSE INDUSTRY



Davie Main passed away suddenly at his home in Burghead Morayshire Scotland on 21st December 2019 at the age of 74.

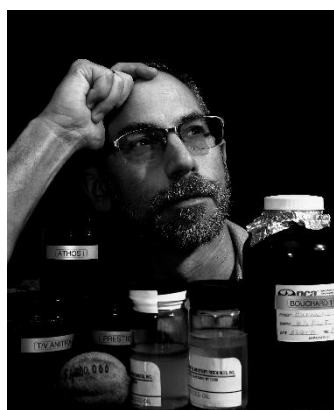
Davie started his career in the Merchant Navy then moved to the Fishing Industry until he joined Briggs Marine Environmental Services in 1989 sailing as Bosun in the dedicated oil spill response vessels Forth Explorer, Seaspring, British Shield and lastly Forth Guardian before coming ashore, still working for Briggs as an Oil Spill Technical Consultant around the world in places such as Brazil, Azerbaijan, Mexico, India, Malta and Tunisia. Davie retired from Briggs in 2016 however kept in contact with his past work colleagues as he liked to be kept informed of what was happening in the oil spill response industry.

Davie was a good Shipmate, Work Colleague and most of all he was a Good Long Term Good Friend who will be Sadly Missed.

[Thanks to Captain Bill Boyle, MNI, Hon FISCO, Member of ISCO Executive Committee]

PEOPLE IN THE NEWS

ED LEVINE OF NOAA RETIRED AT THE END OF 2019



After 32+ years, Edwin ("ED") Levine retired at the end of 2019 from the National Oceanic and Atmospheric Administration (NOAA) as the Regional Operations Supervisor – East managing the Office of Response and Restoration (O R & R) Emergency Response Division (ERD), Scientific Support Coordinators (SSCs) from Maine to Louisiana.

From 1987 to 2015, he served as the SSC for the coastal area from Connecticut to Delaware. He has responded to hundreds of incidents at the request of Federal, state and international officials, including working in Louisiana on the Deep Water Horizon and in Alaska on the Exxon Valdez oil spills. These responses were for products ranging from crude through refined oils to chemicals and even floatable debris in the New York Bight. The more noteworthy incidents in this area were the Exxon Bayway pipeline failure and spill, T/V Presidenté Rivera and T/V World Prodigy tanker spills, T/B Cibro Savannah explosion and spill, the C/V Santa Clara I arsenic trioxide release, TB North Cape

and Julie N oil spills, and the B-125 barge explosion, fire and gasoline spill. Internationally, he has traveled to Uruguay, Honduras, Nicaragua, Ecuador, Mexico, Panama, China, Korea, England, Canada, Spain, and Portugal, for both planning and response activities. He has worked on-scene at the oil spill from the T/V Jessica in the Galapagos Islands, T/V Prestige in Spain, and the MT Hebei Spirit in Korea. During September 11th, 2001 ED assisted the USCG in New York City on environmental, response, and security issues. He has responded with the USCG to potential radiological and biological threats, as well as to hurricanes Katrina, Rita, Ike, and Sandy.

Awards received include the US Coast Guard Meritorious Achievement Award (July 2004), USCG Certificates of Merit (May 2005, March 2004 & April 2000), the USCG Meritorious Team Commendations (November 2004 & March 2003), and USCG Commander's Award for Civilian Service (August 1990), NOAA Certificate of Recognition (1995 & 1993), the DOT 9-11 Ribbon (Sept. 2005) and the NOAA Administrators Award (2010).

As part of the contingency planning effort, Mr. Levine has helped write, review and comment on the Area Contingency Plans for the Coast Guard Captain of the Ports of Long Island Sound, New York and Delaware Bay. He was also an advising member to the Regional Response Teams for Federal Regions I, II, and III, and the National Response Team NOAA rep on the Panama Canal Authority Subcommittee.

PEOPLE IN THE NEWS (CONTINUED)

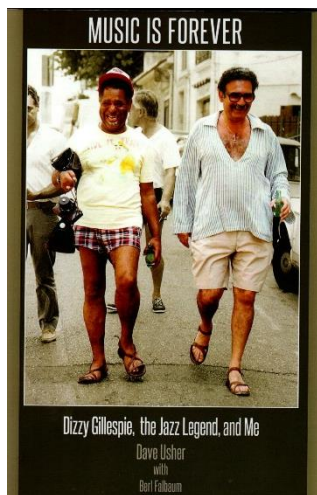
Prior to working at NOAA he was Coordinator of Monitoring for the City of New York Department of Environmental Protection's, Bureau of Wastewater Treatment. There he supervised, managed and administered EPA compliance monitoring of the NY Bight ocean sludge disposal site (12-mile site) and surrounding area, the annual NYC Harbor Water Quality Survey, and programmatic and non-programmatic sampling for the 14 City wastewater treatment plants.

In 1981, Mr. Levine received his Master of Science degree in Marine Sciences from the University of Puerto Rico, Mayagüez, PR.

In 2019 Ed Levine was elected as a Fellow of the International Spill Control Organization (FISCO)

ISCO NEWS

ISCO'S PRESIDENT, DAVID USHER CELEBRATES HIS 90th BIRTHDAY



Happy Days: David Usher (on the right) pictured with his life-long friend, the late Dizzy Gillespie – Photo from front cover of Dave's book "Music is Forever". The book is a major contribution to our knowledge about Dizzy Gillespie, particularly his work in the early 1950s when he had a partnership with Dave Usher in the Dee Gee Record label.

Mary Ann Dalglish, ISCO VP (Membership) writes – "The President and creator of ISCO had a major birthday on December 29th. He turned 90 years young.

David was also instrumental in the creation of SCAA and is still active at his company, Marine Pollution Control located in Detroit, Michigan. As most of you know, David was one of the first contractors active in pollution cleanup and a true pioneer in the development of the industry.

Anyone wishing to send David a greeting can do so at his email: dusher@marinepollutioncontrol.com

Happy belated Birthday David Usher from all of us at ISCO".

ISCO WELCOMES NEW MEMBERS

ISCO is pleased to welcome the following new members who have recently joined the organization

New Professional Member – Andrew J. Brines has been elected as a Member of ISCO (MISCO). He is the founder of Polysorb and has 30 years' experience in manufacturing absorbents and spill equipment for use on spills, developing new absorbent products to neutralise oil and chemical spillages.

NEW INDUSTRY PARTNERS

Adriatic Training and Research Centre (ATRAC) – ATRAC is based in Croatia and its key role is to provide training and education to the personnel from all Adriatic countries in all matters related to oil spill preparedness and response.

International Spill Accreditation Association (ISAA) - ISAA is the world authority for accreditation of spill response organizations (SROs) and is dedicated to the raising of worldwide standards in spill response. As a not-for-profit NGO, ISAA sets international standards for spill response in all areas including inland and marine spills. Accreditation is not only applicable to privately owned spill contractors but can also be used by governments and others for independently checking their own response capabilities.

ADNOC Onshore – Based in the UAE, ADNOC Onshore is the leading onshore producer within ADNOC Group, producing 1.6 million barrels of oil and 5.6 billion cubic feet of gas per day.

NEW CORPORATE MEMBERS

Spilcare-O Metaclen Pvt. Ltd. – Based in Chennai, India, SPILCARE is in the forefront in Oil spill Dispersant Technology and was the first in India to develop and manufacture state of art concentrate dispersants.

SurfCleaner AB - Based in Stockholm, Sweden, the company's product SurfCleaner is a surface separator for 100% removal, separation and recovery of oil, diesel, petrol, plastics, sludge, debris, and more.

NEW INDIVIDUAL MEMBERS

Solomon Aliu, Delta State, Nigeria

Helena Rowland, Florida, USA

Peter Taylor, UK

Bonthu Subrahmanyam, India

Festus Oshadin, Warri, Nigeria

Nicholas Addison, UK

Ayman Cookey, Delta State, Nigeria

Dr Jon Burton, UK

Vernon Novosad, British Columbia, Canada

Gerold Popovice, Washington, USA

CONCLUSION OF ISCO'S 2019 AGM

ISCO's 2019 AGM, which was unusually conducted by email, concluded on 23rd December, this being the closing date for receipt of Members' votes. Members voted unanimously in favour of accepting all the motions put forward. Significant matters decided on included –

- The Secretariat will now progress the preparation of the final draft of a revised ISCO Constitution
- The Secretariat is authorised to invite Members via email to accept/reject new proposals on matters that require the approval of the membership. This will facilitate decision-making during the periods between annual AGMs.
- In the event of circumstances making it impossible or very difficult to hold a traditional face-to-face AGM, the Secretariat is authorised to conduct an AGM by email.

NEWS FROM ISCO MEMBERS

DESMI - OIL SPILL RESPONSE SEGMENT NAME CHANGED INTO ENVIRO-CLEAN



For many years, our well-known oil spill response equipment has been marketed under the segment name Oil Spill Response. However, due to our strong commitment in relation to removal of plastic waste and marine debris from rivers and tributaries and removal of seaweed from beaches, we want to position ourselves as a strong environmentally conscious partner showing consideration for our customers' business, which is why our segment name is changed into EnviRo-Clean.

With inspiration from our oil spill response equipment, we have developed equipment for the collection and containment of floating debris, waste, plastic and seaweed. [Read more](#)

<https://www.desmi.com/oil-spill-response.aspx>

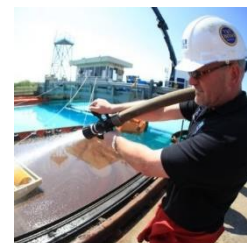
MISSION RESOLVE AND THE BAHAMAS RELIEF

Maritime Executive editor-in-chief Tony Munoz spoke with Joseph Farrell III, director of business development at Florida-based salvage and emergency response company Resolve Marine. The company and its non-profit charity, Mission Resolve, helped to bring a portable desalination plant and critical relief supplies to the Bahamas after Hurricane Dorian, the Category 5 storm that devastated Grand Bahama and the Abaco Islands in September. The Maritime Executive / [See video and listen to podcast](#)

PETER CHENEY APPOINTED AS V.P. INTERNATIONAL SALES AT SURF CLEANER AB

Peter Cheney has been appointed as Vice-President International Sales at SurfCleaner AB, a Corporate Member of ISCO, based in Stockholm, Sweden.

Peter has a background in the Royal Navy, and for the past 15 years he has been involved with spill control and containment. He has a large network within the oil spill industry, not only in Europe, but around the world. Peter is a result driven, committed and articulate business developer, who will increase SurfCleaner's new and existing markets through dealer networks and direct sales. info@surfcleaner.com



CONTRIBUTED ARTICLE

PASSING ON THE TORCH: PREPAREDNESS AND RESPONSE ROLE FOR THE PANAMA CANAL CHANGES HANDS

An article from NOAA Office of Response and Restoration. Originally published on 13th December, 2019.

As a response operations supervisor for NOAA's Office of Response and Restoration, Ed Levine is part of an interdisciplinary scientific team that responds to oil and chemical spills in U.S. waters and helps the U.S. Coast Guard make timely operational decisions during a spill response.

Though Ed oversees scientific support coordinators on the East Coast, his work has taken him around the world — from the Galapagos Islands and Uruguay to Portugal and China. But the one place that he keeps going back to is the Panama Canal.

Photo: Ed Levine at the Panama Canal during the construction for the Expansion Project that began in 2007.

A 50-mile artificial waterway across the Isthmus of Panama, the Panama Canal acts as a shortcut between the Atlantic and Pacific oceans and provides an important passage for maritime trade and global commerce. With nearly 15,000 ships passing through the canal each year, there's an increased risk for oil and chemical spills, and a greater need for a strong preparedness posture.

For over a decade, Ed Levine has made trips down to the canal to support continued response and preparedness efforts. Though Ed's role in supporting the Panama Canal Authority is but one piece in the historic timeline of U.S. involvement in the canal

A History of U.S. Involvement - Theodore Roosevelt [declared a need for a canal](#) connecting the Atlantic and Pacific Oceans in his first speech to Congress in 1901. In his speech, Roosevelt stated that such a canal would make the United States a great power and provide a channel from which to extend its reach on a more global scale — improving trade and commerce, but also a means for better military defense.

The U.S. sought to reach an agreement to build the canal, but was rejected by the Columbian government. Aware of Panama's desire for independence, Roosevelt sent a marine fleet to Panama to back a revolution for independence that began on Nov. 3, 1903. With U.S. support, Panama gained recognition as the Republic of Panama three days later. On Nov. 18, the Hay-Bunau-Varilla Treaty was signed, giving the U.S. possession of the Panama Canal Zone.

Construction of the canal began in May of 1904, and was completed 10 years later. For nearly 100 years, the U.S. maintained possession of the canal until 1999 when it relinquished control of the canal back to the Panamanian government.



Above left: Two container ships passing through locks of the Panama Canal. Above right: Ed Levine (middle) standing to the right of former Panama Canal Authority Administrator Jorge Quijano with several U.S. Coast Guard officers.

Working Together to Prevent Marine Pollution

Once the canal operations were returned to Panama, the Panama Canal Authority sought to maintain a working relationship with the U.S. A memorandum of agreement was signed in 2002, allowing collaboration on spill response and preparedness in the canal. To date, the Panama Canal Authority is the only foreign entity the U.S. has this agreement with.

“The Panama Canal Authority (ACP) can call us up at any time if they have an incident in their area of responsibility,” Ed said. “The Panamanian government, however, would still have to go through the intergovernmental request process for our aid in an incident response outside the Canal Zone. But because of this unique agreement that we have with only the ACP, we can actively respond to incidents right away.”

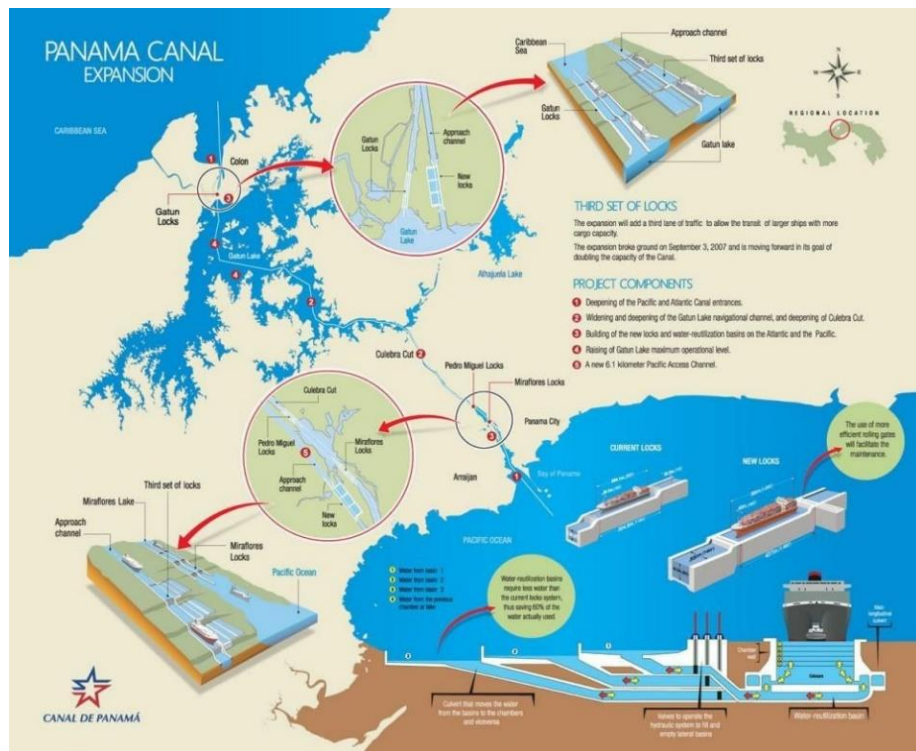
The agreement allows for involvement from a variety of U.S. agencies, including the Department of State, the Environmental Protection Agency, the U.S. Coast Guard, and, of course, NOAA. As the agency that handles the science for oil spill response in U.S. waters, NOAA's Office of Response and Restoration maintains a close partnership with the Panama Canal Authority, or ACP.

When the partnership first began, Ed would go down to Panama at least once a year to help plan and execute spill response exercises in the canal. “The first time I went down there, I expected a real third world country,” Ed said. “But it's amazingly modern, with more biodiversity than anywhere in the world. And the canal was this engineering marvel to build, but that's actually incredibly simple to operate.”

CONTRIBUTED ARTICLE (CONTINUED)

Canal locks are at each side of the canal to lift ships up to Gatun Lake, the artificial body of water that makes up the canal. The ships are lifted above sea level, and then lowered again on the other side. The only mechanism required is the opening and closing of the locks to control the flow of water.

Growing the Canal: From Swinging to Sliding



Ed Levine (second from right) with representatives of the U.S. Coast Guard and the Panama Canal Authority.



A view of a portion of the Panama Canal showing two tugs and lock gates.

Panamá Canal expansion project illustration. Image credit: Panamá Canal Authority.

In 2007, an expansion project for the canal began. The project set out to double the capacity of the canal with a new traffic lane that allowed for both a larger number of ships, and ships of a larger width and depth, such as NeoPanamax ships, which are about one and a half times the previous Panamax ships and can carry twice as much cargo.

The project widened and deepened the existing channels and raised the maximum operating water level of Gatun Lake. It also changed the locks from a swinging design to a sliding one to make the opening and closing of the locks even smoother.

During the expansion project, Ed was part of a team from various U.S. agencies asked to provide input on the new locks.

“We did inspections of the locks, and they actually made modifications based on our recommendations,” Ed said, adding that the U.S. contribution to the project also included an analysis of the new risks and preparedness needs that the expanded canal might have.

With the expansion of the canal, liquefied natural gas (LNG) carriers could now make use of the waterway. Previously, LNG carriers did not use the canal because they mostly used the larger post-Panamax size ships, and thus did not fit in the locks.

As the U.S. began to increase LNG exports, the Panama Canal expansion became a valuable economic asset. More than 90% of the world’s LNG fleet now transits through the Panama Canal. But with this traffic comes an added risk for incidents.

During a 2015 visit to the canal, Ed, as part of the U.S. National Response Team, met with representatives from the Panama Canal Authority to review the implications of LNG carrier transits — identifying a need for contingency and safety plans, as well as for training and exercises to improve overall preparedness.

From ‘Crawling’ to ‘Running’

Ed remembers that when he first started going down to Panama, his visits were as frequent as two and three times a year. Together with the National Response Team, he would participate in everything from regular conference calls to annual full-scale exercises and site visits.

“Initially we would send teams down to do both the planning and execution of the exercises, but now the canal does it on their own. They know the ICS [incident command system] and they’re well-equipped to handle whatever



comes their way,” Ed said. “They’ve really gone from crawling, to walking, to running in terms of their preparedness level. They’ve really been great partners to work with, and very willing to take the lead in the preparedness role.”

Photo: Ed Levine "holds up" one of the new lock gates at the Panama Canal during its construction in 2015

As Ed planned to retire at the end of the year, his last trip to the canal was earlier in the year. The ACP gave him a very fond farewell for all his work with them. Though the ACP has integrated the incident command system knowledge into their response plans and preparedness efforts, there will always be a need for someone in Ed’s position to provide expertise when called upon.

Scientific Support Coordinator Brad Benggio will be taking on the role and continuing the long-standing history of international collaboration with the Panama Canal.

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

CONTRACTS, TENDERS & BUSINESS OPPORTUNITIES

INTERNATIONAL OPEN TENDER NOTIFICATION SERVICE

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

OTHER OPPORTUNITIES: USA & EUROPE

USA - Government solicitations are frequently posted in *Technology Innovation News Survey* and *US EPA Tech Direct*. EUROPE – *European Maritime Safety Agency invitations to tender* are often posted in *The EMSA Newsletter*. See “Links for other publications” for links to download current issues.

USA: CONTRACTING OPPORTUNITY FOR TECHNOLOGY DEVELOPMENT FOR RECOVERY OF OIL UNDER SOLID ICE

The Bureau of Safety and Environmental Enforcement is soliciting proposals to design, fabricate, and test a system consisting of a remotely operated vehicle (ROV) equipped with a mounted tooling skid to be used to detect, inspect, and recover pockets of oil under solid ice, and to scrape and remove oil-laden ice crystals formed on the underside of the ice. Questions are due by January 10, 2020, and full proposals are due February 6, 2020. Details can be found on <https://beta.sam.gov/> by searching for 140E0120R0001, or through the following link:

https://beta.sam.gov/opp/f4a0dc22dd144f7b978715c0d02ee261/view?keywords=recovery%20of%20oil%20under%20solid%20ice&sort=-relevance&index=opp&is_active=true&page=1 [Thanks to Kristi McKinney, Engineer, Oil Spill Preparedness Division]

UPCOMING EVENTS

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
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	April 28 – May 1	Oil Spill Response Strategies & Tactics Training	Leonardo, NJ
USA	May 10	APICOM GM Meeting	New Orleans, LA
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, WA
NETHERLANDS	June 24-25	European Environmental Ports Conference 2020	Rotterdam
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	Summer 2020
BIMCO Bulletin	Marine and shipping-related news from BIMCO	December 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	November 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	December 2019
GEF Newsletter	Monthly Newsletter from the Global Environment Facility	December 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	Winter 2019
IMO Publishing Newsletter	New and forthcoming IMO publications	December 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	November 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	Nov. 1-15, 2019
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	January 1, 2020
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)

USA: NEW JERSEY - TWO YACHTS BURN AND SINK AT NEW JERSEY MARINA



December 17 - The U.S. Coast Guard is overseeing the management of a diesel discharge from two sunken vessels at Seaview Harbor Marina in Egg Harbor, New Jersey. According to the Coast Guard, the estimated maximum potential for the fuel discharge is about 2,000 gallons of diesel. There have been no reports injuries or of impacts to wildlife.

"Our pollution investigators are on-scene and overseeing commercial cleanup operations," said Chief Petty Officer Christopher Brady, command duty officer at Coast Guard Sector Delaware Bay. The Maritime Executive / [Read more](#)

USA: FLORIDA - POLLUTION RESPONSE COMPLETE FOR MARC ANTHONY'S SUNKEN YACHT

December 23 - On Monday, pollution mitigation efforts were completed for the 120-foot superyacht Andiamo, which caught fire and partially capsized at a marina on Watson Island, Miami last week. The vessel belongs to the American singer, producer and actor Marc Anthony. Resolve Marine Group was contracted for fuel removal and pollution mitigation, and responders deployed boom around and on the vessel. The U.S. Coast Guard reported Monday that Resolve Marine Group has successfully removed about 3,000 gal of oily waste from the Andiamo. The Maritime Executive / [Read more](#)
Related report in [Business Insider](#)



ECUADOR: CLEAN-UP UNDERWAY AFTER CRANE COLLAPSE NEAR GALAPAGOS ISLANDS



Photo: A crane falls on a barge carrying 600 gallons of diesel in a port on San Cristobal Island, in the Galapagos Islands, Ecuador, Dec. 22, 2019. Government of Ecuador/AFP via Getty Images

December 24 - The spill occurred off San Cristobal Island when a barge carrying 600 gallons of diesel fuel collided with a crane at the La Predial pier on Sunday. The crane was loading a container onto the barge when it suddenly tipped over onto the barge, sinking the vessel. Ecuadorean President Lenín Moreno said he declared the state of emergency when the collision first occurred but said the situation was under control as of early Monday. ABC News / [Read more and watch video](#) Related report in [Al Khaleej Today](#)

SARDINIA: FUEL LIGHTERING BEGINS FOR GROUNDING FREIGHTER

Picture: The CDRY Blue, December 26 (video still courtesy Guardia Costiera)

January 3 - Lightering operations have begun for the stranded freighter CDRY Blue, which ran aground on a rocky shore in Sant'Antioco, Sardinia on December 21. Smit Salvage has been appointed lead salvor and is overseeing the work in cooperation with the Guardia Costiera and the local port authority. The pollution-prevention plan calls for bunkers and other petroleum on board the CRDY Blue to be pumped into special containers on deck. When filled, the containers will be flown off by helicopter.

The Maritime Executive / [Read more](#)



HISTORY

DUCK MISSION – THE F-III SORTIE FLOWN TO PRESERVE CORMORANT COLONIES AGAINST OIL SPILL CAUSED BY IRAQIS DURING OPERATION DESERT STORM

One of the most challenging missions of Operation Desert Storm in 1991 was flown on Jan.27 after Iraqi troops opened the taps on the oil terminal delivery pipes at Al Ahmadi in Kuwait, causing a disastrous spreading oil spill that threatened to pollute the entire Persian Gulf.

The Aviation Geek Club / [Read this article and see the mission photographs](#)

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.
