

ISCO & THE ISCO NEWSLETTER

The International Spill Control Organization, a not-for profit organization dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to Intergovernmental, Governmental, NGO's and interested groups and individuals

ISCO holds consultative status at the International Maritime Organisation and observer Status at International Oil Pollution Compensation Funds

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INTERNATIONAL NEWS

CLICK ON THE BANNERS BELOW FOR MORE INFO ON THE EVENTS FEATURED



CLEAN WATERWAYS
SPILL PREVENTION & RESPONSE FOR
INLAND REGIONS AND WATERWAYS
Use VIP code **ISCO** to save \$100 on your registration
APRIL 7-9, 2020
JW Marriott Indianapolis
INDIANAPOLIS, IN



International Oil Spill Conference

API • BSEE • IMO • IPIECA • NOAA • PHMSA • USCG • USEPA

IOSC 2020

May 11-14 | New Orleans, LA



CLEAN PACIFIC
JUNE 9-11, 2020
HYATT REGENCY LAKE WASHINGTON
AT SEATTLE'S SOUTHPORT
Real Strategies & Solutions for Spill Prevention, Response and
Remediation in the Western United States and Canada
Use VIP code **ISCO** to save \$100 on your registration!

RED SEA AND GULF OF ADEN BORDER COUNTRIES FORM COUNCIL

FOREIGN MINISTERS FROM SAUDI ARABIA, JORDAN, DJIBOUTI, SUDAN, SOMALIA,
EGYPT AND YEMEN MET IN SAUDI CAPITAL RIYADH ON MONDAY 6TH JANUARY



The Council signed its Charter at the meeting. *afp*

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

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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)

Countries bordering the Red Sea and Gulf of Aden formed a new group on Monday, in an effort to support co-operation and economic integration in the region.

The Council of Arab and African States bordering the Red Sea and Gulf of Aden and the signing of the Council's Charter is the culmination of a plan put together by Saudi Arabia's King Salman.

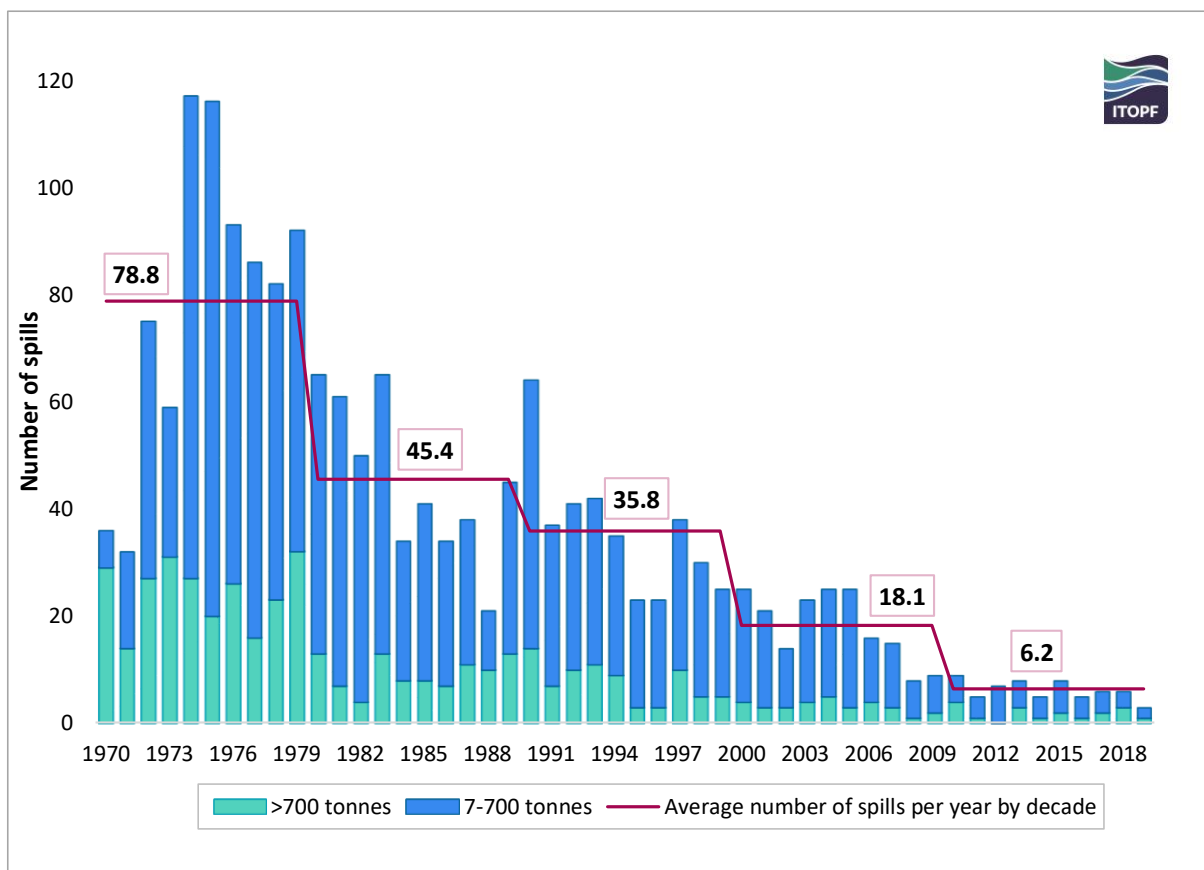
Foreign ministers from Saudi Arabia, Jordan, Djibouti, Sudan, Somalia, Egypt and Yemen met in Saudi capital Riyadh to discuss opportunities to work together and strategies for securing the two waterways from piracy, smuggling and regional threats.

The meeting also dealt with political and investment interests and confronting foreign interference in the Red Sea and Gulf of Aden. [The National / Read more](#)

2019 OIL TANKER SPILL STATISTICS LOWEST NUMBER OF SPILLS RECORDED IN HALF A CENTURY

Over the last five decades, the frequency of oil spills from tankers has continued to decrease. The average number of spills of 7 tonnes or more in the 1970s was about 79 per year and has now decreased by over 90 percent to a low of six.

Similarly, there has been a significant reduction in the quantity of oil spilled through the decades. The total amount spilled per decade has reduced by about 95% since the 1970s.



Number of large (>700 tonnes) and medium (7-700 tonnes) spills recorded from 1970 to 2019

In 2019, one large spill (>700 tonnes) and two medium spills (7–700 tonnes) were reported. The large spill occurred in North America and both medium spills occurred in South Asia. Three spills, of size 7 tonnes or more, is the lowest recorded for any particular year in the last five decades. The estimated total amount of oil lost to the environment through tanker incidents in 2019 was approximately 1,000 tonnes.

ITOPF's 50 years of oil tanker spill data reflect the hard work by governments and industry in improving safety and standards of operations. ITOPF Press Release 10 January 2020 / <https://www.itopf.org/>

PREPARING FOR A WORST-CASE OIL SPILL



Equinor suffered two oil spills and vessel collision at Statfjord A production platform in 2019

January 6 - The importance of stocking oil spill response equipment on offshore installations and OSVs was again highlighted in the wake of spills in Norway and Brazil last year.

In the last four months of 2019 and into 2020 two large oil spillages (not thought to originate from offshore facilities) have threatened catastrophe for Brazilian beaches and ecosystems.

When spillages occur from offshore installations they are mostly dealt with quickly, confined and then soaked up. But

when they originate from other maritime sources this is not always the case. Brazilian authorities have still not identified the source of two spillages that struck the coast in Q4 2019.

In Norway, two much smaller hydrocarbon spillages from the Statfjord field in the Tampen area of the North Sea were controlled and cleaned up rapidly in 2019. However, the country's Petroleum Safety Authority (PSA) had to investigate how these incidents could occur from the same installation that was also struck by an OSV in 2019 – Equinor's Statfjord A platform.

The latest of these hydrocarbon spills, on 26 November 2019, produced a discharge of about 40-80 m3 of oil. PSA said this leak came from one of the cells in Statfjord A's concrete gravity base structure and produced an oil slick on the sea surface alongside the North Sea platform.

Equinor lead investigator Kenneth Bård Persson will present the key findings and lessons from the Sioborg/Statfjord A incident during Riviera Maritime Media's European Dynamic Positioning Conference, in London on 4 February. In his presentation, Mr Persson will explain how the collision occurred and outline areas of improvement in terms of system integration and operations.

There were no hydrocarbon spillages from this incident, but the potential for disaster highlights the importance of stocking oil spill containment and recovery equipment on vessels. Riviera Maritime / [Read more](#)

GLOBAL INITIATIVE SOUTHEAST ASIA

Following an exceptionally busy Q3, GISEA continued to engage and support the ASEAN Member States, and the wider community, in Q4 2019, towards capacity building in oil spill preparedness. We would like to express our sincere appreciation to the National and INDUSTRY Focal Points, the IMO, IPIECA and all working partners for enabling the Project to deliver on its mission. There were a number of successes in 2019; we look forward to new endeavours and greater achievements in the coming year. 2019 achievements included -

1 regional workshop and meeting on the ASEAN Regional Oil Spill Contingency Plan, hosted by Malaysia; 1 sub-regional 'train-the-trainer' training on IMO OPRC Model Courses, hosted by the Philippines; and 3 national workshops on contingency planning in Cambodia, Thailand and Viet Nam, respectively.

2 meetings of the ASEAN Maritime Transport Working Group; 1 sub-regional forum and meeting under the 'Straits of Malacca and Singapore' framework; 1 sub-regional pollution response exercise, led by the Philippines; 1 national exercise in Thailand; 2 preparedness activities in Myanmar; 2 conferences/ forums with international/ regional focus in Australia and Singapore; 1 conference with regional/ national focus in Myanmar; and 1 regional conference focused on 'Women in Maritime', hosted by WIMA in Malaysia. GISEA / [Read more](#)

MARCH 2020 MEETING OF THE IOPC FUNDS' GOVERNING BODIES

Invitations and agendas have now been issued for the next sessions of the IOPC Funds' governing bodies, set to take place from 11 to 13 March 2020 at the headquarters of the International Maritime Organization (IMO) in London ([IOPC/2020/Circ.2](#)).

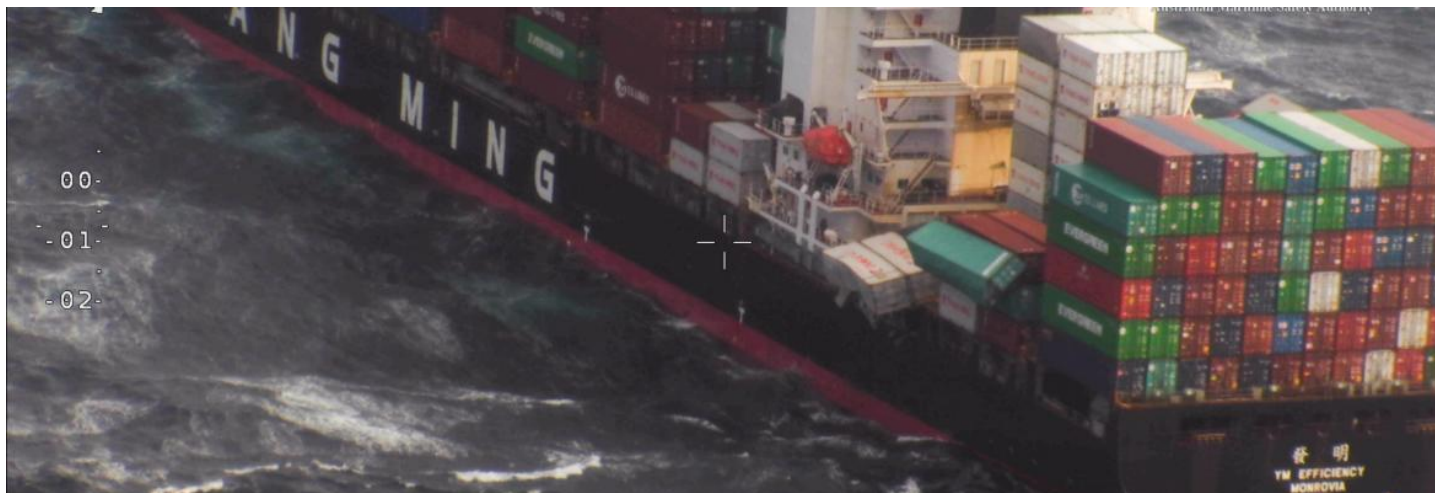
Documents for consideration at the meeting will be made available via the [Document Services](#) section, where delegates should also register for the meeting. Further information regarding the meeting and the role and composition of each of the governing bodies is available [here](#).

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

The next meeting of the IMO MEPC Sub-Committee (PPR7) will take place in London over February 17-21. The Sub-Committee on Pollution Prevention and Response (PPR) deals with all matters relating to pollution prevention and response which falls within IMO's remit. [More info](#)

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: CONTRACT SIGNED FOR YM EFFICIENCY POLLUTION CLEAN-UP OPERATION



December 18 - The Australian Maritime Safety Authority (AMSA) has signed a contract to remove the pollution caused by the Yang Ming owned container ship YM Efficiency, when it lost 81 containers off the coast of Newcastle last year. After reviewing the proposals AMSA has signed a contract with Ardent Oceania Pty Ltd to remove 60 containers and associated debris from the waters off the Newcastle and Port Stephens coast. Of the 81 containers lost five have already been recovered—a further 16 remain undetected by the underwater surveys. AMSA / [Read more](#)

CANADA: COAST GUARD WORKING TO REMOVE MV SPUDNIK FROM FRASER RIVER

January 6 - Today, the Honourable Bernadette Jordan, Minister of Fisheries, Oceans and the Canadian Coast Guard, announced that the Coast Guard is taking action to remove the MV Spudnik from the Fraser River near Surrey, BC Work is now underway to permanently resolve the threat posed by the vessel to prevent any long-term impacts.

A recent assessment of the vessel determined that there are imminent risks of pollution threat, hull corrosion, possible sinking and fire. In order to prevent future costs to the environment, the Fraser River and surrounding communities, we are acting now to permanently remove this threat of pollution, and safety risk.

The Canadian Coast Guard has begun work with the contractor Marine Recycling Corporation to assess various options to safely dismantle and remove the vessel from the marine environment. Canadian Coast Guard / [Read more](#)

CANADA: FORECAST FOR 2020: MORE OIL TRAINS, FIRES, SPILLS, AND THE RISE OF LNG BY RAIL



January 7 - As 2019 drew to a close and the new year ramps up, a number of signs point to the growing risks of transporting oil and gas by rail, with little government oversight to speak of: from increasing oil train traffic into the U.S. to fiery oil train derailments and new approvals for moving liquefied natural gas (LNG) by rail. As oil trains continue to derail, rupture, and burn, the evidence continues to build that oil trains are being operated unsafely in both Canada and the U.S., and that the main thing protecting the public from another disaster like the one in [Lac-Mégantic has been luck](#). Desmog / [Read more](#)

IRAN: DUTCH VET DEDICATES YEARS TO SAVE CASPIAN SEALS IN IRAN

December 31 - Lenie 't Hart, a 78-year-old Dutch animal caretaker and animal rights activist, has spent 50 years on preserving seals, especially Caspian seals, which are exposed to environmental pollution and are at risk of extinction.

In 2008, Iran's Department of Environment started the seal conservation program with the support of the Zeehondencreche, a seal protection center founded by Lenie 't Hart.

She comes to Iran annually to help the endangered species of seals.

Caspian seal, the sole marine mammal inhabiting the Caspian Sea, is endangered according to the International Union for Conservation of Nature and Natural Resources (IUCN), as recently demonstrated to have declined by more than 90 percent since the start of the 20th century.

According to the latest census conducted in 2016, the population of Caspian seals has reached less than 70,000; while their population once stood at about one million in the country. Tehran Times / [Read more](#)



JAPAN: PAJ OIL SPILL WORKSHOP FEBRUARY 2020 - "DEVELOPMENTS IN THE OIL SPILL RESPONSE STRUCTURE IN SOUTHEASTERN ASIA"

On the 14th February 2020 Petroleum Association of Japan plans to hold the 8th Oil Spill Workshop to discuss the developments in the Oil Spill Response Structure of various organizations in Southeastern Asia. The industry continues to develop its response strategy based on the lessons learned from Major incidents such as "Exxon Valdez" 1987, "Gulf War Oil Spill" 1991, "Nakhodka" 1997, "Deep Water Horizon in the Gulf of Mexico" 2010 and we will hear from experts who have extensive experience in various fields such as actual response, onsite advice, compensation, regulation & best practice and also experience in the most recent major oil spill incident.

Our focus this year will be on the developments taken place within the industry in both the software and the hardware available within the Southeastern Asia area and we will also hear detailed experiences from the major oil spill in the Java Sea close to Indonesia's capital Jakarta, between July and September 2019. This was a major incident which has exercised both national and international resources and presented some unique challenges being in relatively shallow water. PAJ / [Read more](#)

NIGERIA: BODO REMEDIATION PROJECT ACTIVITIES - UPDATE 06: 03 JANUARY 2019

January 3 - The remediation phase of the Bodo clean-up is in progress. As expected, not without challenges. But despite the challenges, we are making progress and the polluted Bodo creeks are being cleaned up.

This clean-up in the creeks of the Bodo is historic and has never been done before, not at this scale. From the mediation process, including all the partners and actors to the actual cleanup exercise, this has been a well thought out multi-dimensional, multi-stakeholder engagement, including the Dutch Embassy, SPDC, Bodo Community, UNEP, Independent international mediation experts, Rivers State government through the RSSDA, NACGOND, SDN, NOSDRA, NAPIMS, DPR and Rivers State Ministry of Environment. The fact that we are continuing with the remediation phase of the cleanup six years after the mediation process commenced, is a true testimony to the determination, tenacity and strong resolve of all involved to see this through to a successful conclusion.

The latest project updates (issued on December 14 and January 3), complete with detailed descriptions of ongoing work, maps and many photographs are not currently available via a linked website but upon request the editor of the ISCO Newsletter can forward the update reports to interested readers.

NIGERIA: ENVIRONMENTALISTS URGE DEFINITE APPROACH IN OGO NI LAND CLEAN-UP

January 6 - Four years into the Hydrocarbon Pollution Remediation Project (HYPREP), initiated by the Federal Government to clean up contaminated Ogoni land in Rivers State, the exercise is dogged in transparency issues. The Federal Government flagged off the remediation of contaminated sites in Ogoni Land in 2016.

The government had through the Nigerian National Petroleum Corporation, and multi-national oil companies mobilised \$180 million for the exercise. A total of 21 contractors were picked for the clean up/remediation exercise. But, the procedure employed by the government has been condemned by critical stakeholders and environmentalists questioning the process adopted to remedy the sites.

Last year, a group, the Civil Society Legislative Advocacy Centre (CISLAC), said the status of HYPREP in terms of its structure, independence, funding, effectiveness, capacity as well as perception of sluggishness due to bureaucracy, politicisation, low responsiveness has affected the clean up exercise. According to CISLAC, the exercise is now bogged with identity crisis, procedures, processes and overheads. The Guardian / [Read more](#)

PEOPLE IN THE NEWS

SEA ALARM BIDS FAREWELL TO PAUL KELWAY



December 23 - Senior Technical Adviser Paul Kelway has recently resigned from his position in order to join Sea Alarm's partner, Oil Spill Response Ltd. At OSRL, Paul will take the position of Wildlife Preparedness and Response Manager.

The position has recently been created and signifies the larger interest the oil industry is taking in the field of wildlife emergency response preparedness. We see this as one of the encouraging results of Sea Alarm's long term advocacy and cooperation with the oil industry, and the success of our projects such as the development of a Global Oiled Wildlife Response System.

In that sense, Paul's departure creates mixed feelings. On the one hand we will miss him as a highly valued colleague, on the other Paul will be well-placed to help us establish higher levels of global preparedness within the oil industry from this newly created position.

Therefore, we very much look forward to continuing working with Paul and a strengthened OSRL from 2020 onwards. We thank Paul for his hard work and wish him well in his new role. <https://www.sea-alarm.org/>

NEWS FROM ISCO MEMBERS

ALPHAMERS - CLEANING UP THE RIVERS



Captain D. C. Sekhar, Member of ISCO Council for India writes "We have succeeded in controlling river plastics phenomenally and would like to share the developments with our ISCO fraternity".

AlphaMERS designed specialised floating barriers in response to an Oil spill in Sunderbans (Bangladesh) a few years back, where the oil was mixed with a lot of organic debris from the riverbank and mangroves. This specialised barrier never got used in Bangladesh or any other oil spills. But this barrier has become widely popular for river clean up applications.

Now deployed in 3 coastal cities, this barrier has stopped over 22000 tons of trash including over 2000 Tons of plastics, from reaching the ocean in one year alone. This makes it the most successful solution worldwide. The deployments are visible on Google Earth (links are on www.alphamers.com landing page). The barrier uses no fuel or boat to bring trash to riverbank, but uses only natural river waterflow. Thus the opex is NIL.. Land based excavators remove trash and plastics from the river bank every few days. This has reduced the capex and opex of this methodology to unbelievably low levels.

AlphaMERS has also designed devices for arresting silt transport which is another major problem in streams and drainages. The firm has also developed technology for lake clean up, including waterjet propelled platforms for the clean up devices.

AlphaMERS has designed and developed an ocean wave energy converter successfully in 2018. This was made for coastal off grid applications. The firm is now developing a floating version of this technology.

AlphaMERS success in river clean up has brought interest from some quarters to leverage this technology for ocean clean up. While talks are on, Capt.Sekhar firmly believes any solution to work in the ocean, must predominantly power itself from ocean renewables. He believes the hydrodynamics of plastics collection is easier to address than the logistics of transporting it from the deep seas for disposal. Any solution should be very smart and cheap in order to be hugely scalable as is required to work in the ocean.

NEWS FROM HARBO TECHNOLOGIES IN ISRAEL

"As a member of ISCO I wanted to reach out and let you know about a recent new milestone in the energy community that HARBO is part of".

Noble Energy has built a rig off the coast of Israel in the Mediterranean Sea producing natural gas. Its the first rig of its kind in Israel and the largest Natural gas field in the Eastern Mediterranean region. They officially kicked off successfully on December 31st. <http://investors.nblenergy.com/news-releases/news-release-details/noble-energy-announces-first-gas-leviathan-field-offshore-israel>

It's very significant for Israel but also for HARBO as Noble Energy is one of our customers. Our T-Fence system is actually located on their offshore rig. <https://www.harbo-technologies.com/>

NEW RESEARCH AND DEVELOPMENT: ADVANCING THE DESIGN OF HIGH-SPEED OIL SPILL CONTAINMENT BOOMS

What is the problem?

Mechanical containment and recovery is the most commonly practiced response technique to clean up oil spills. Mechanical spill response uses physical barriers (containment booms) to contain and concentrate floating oil, mechanical devices (skimmers) to remove oil from the water's surface, and temporary storage devices to store the recovered oil and water until it can be disposed of properly.

Spilled oil floating on the water's surface is affected by wind, currents, and waves, all of which cause it to spread, fragment, and disperse. The first stage of an effective response is to deploy containment booms to limit further spreading and concentrate the oil for recovery. Oil containment booms come in many different shapes, sizes, and styles ranging from small, lightweight models intended for manual deployment in harbors, to large, robust units deployed using sizeable vessels designed for the open seas (see Figure 1). A key performance metric for a boom is its capability to contain oil, which is determined by its interaction with and response to the movement of water. The boom should be flexible enough to conform to wave motion, but rigid enough to retain as much oil as possible.

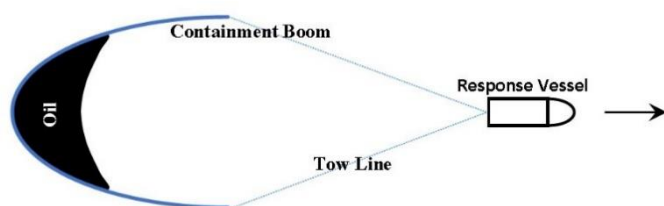


Figure 1. Aerial view of a containment boom being towed by a response vessel.

The need for a boom system capable of successfully containing oil at high speeds is pressing. High-speed containment booms are required in fast-flowing bodies of water, including rivers and tidally impacted coastal regions, and when fast towing is required to remove oil at a higher rate, for example in the event of a large spill. Despite this need, the majority of existing boom technologies fail to collect oil in currents or tow speeds exceeding 1 knot (approximately 1.8 km/h), irrespective of boom size or skirt depth. This severely limits both encounter rate and recovery rate.

There is relatively little published research regarding the design and evaluation of high-speed oil booms using either a computational fluid dynamics (CFD) modeling approach or an experimental scale modeling approach. A very limited number of prototype test facilities exist around the world. While these facilities provide as close to real-world simulation as could be expected, the cost of fabricating and modifying various types of booms designs for assessment, and the cost of operating the facility are impediments towards dedicated research in this area.

Who is addressing the issue?

The Bureau of Safety and Environmental Enforcement (BSEE), a US government agency, works to promote safety, protect the environment, and conserve resources offshore through vigorous regulatory oversight and enforcement. Among other tasks, they are responsible for assessing emerging or improved technologies for offshore environmental protection. BSEE has recently funded an extensive research and development project whose primary purpose was to develop, assess, and validate alternative boom designs that would allow containment and collection of oil at speeds above the current standard maximum. A second objective was to investigate the feasibility of using CFD simulations and scale model experiments to assess the relative performance of boom systems.

This research involved a collaborative effort between SL Ross Environmental Research Limited and the National Research Council of Canada (NRC). SL Ross is an environmental consulting firm specializing in research and development related to oil spills and countermeasures, and also provides consulting services in the areas of oil spill contingency planning, countermeasures strategies and equipment, and training. The NRC is Canada's leading research and technology organization and has extensive experience in computational and laboratory modeling of offshore and coastal engineering challenges and hosts world-class model testing facilities.

What was accomplished?

NRC and SL Ross conducted an extensive literature review on the existing knowledge in oil spill boom science and technology, particularly concerning high-speed conditions. This review was followed by a comprehensive series of two- and three-dimensional CFD simulations and physical modeling experiments, conducted by NRC, to investigate the oil containment performance characteristics of several oil spill containment boom concepts (and variations thereof) at high speeds subjected to varying quantities of light, medium, and heavy oil.

For the CFD simulations, the problem was modelled as a two-phase incompressible flow moving past a fixed boom system using the OpenFOAM® CFD toolbox. The results of the CFD simulations were then used to inform a series of novel scaled laboratory tests.

In the 2D experiments, the water and oil flowed past scale models of the oil containment booms that were fixed in place. In the 3D experiments, the model booms were towed through a tank of water. Some of the 3D experiments were conducted in calm water, while wavy conditions were modelled in others. Figures 2 and 3 show examples of the CFD and experimental modeling. Through this study, CFD techniques and scaled laboratory experiments were both shown to be a useful and cost-effective means for studying the interaction of oil and water with various styles of oil containment booms, assessing their relative performance, and developing modifications to improve their performance.

Among others, some of the boom concepts investigated by the CFD simulations and physical modeling experiments included conventional booms and booms with ramped or screen components to manage the oil slick at high speeds. The extensive laboratory and computational modeling revealed the promise of several new and modified concepts suggesting the possibility for collection of oil at speeds of 3 knots. If confirmed by full scale testing and field trials, this represents a significant contribution to oil spill containment technology.

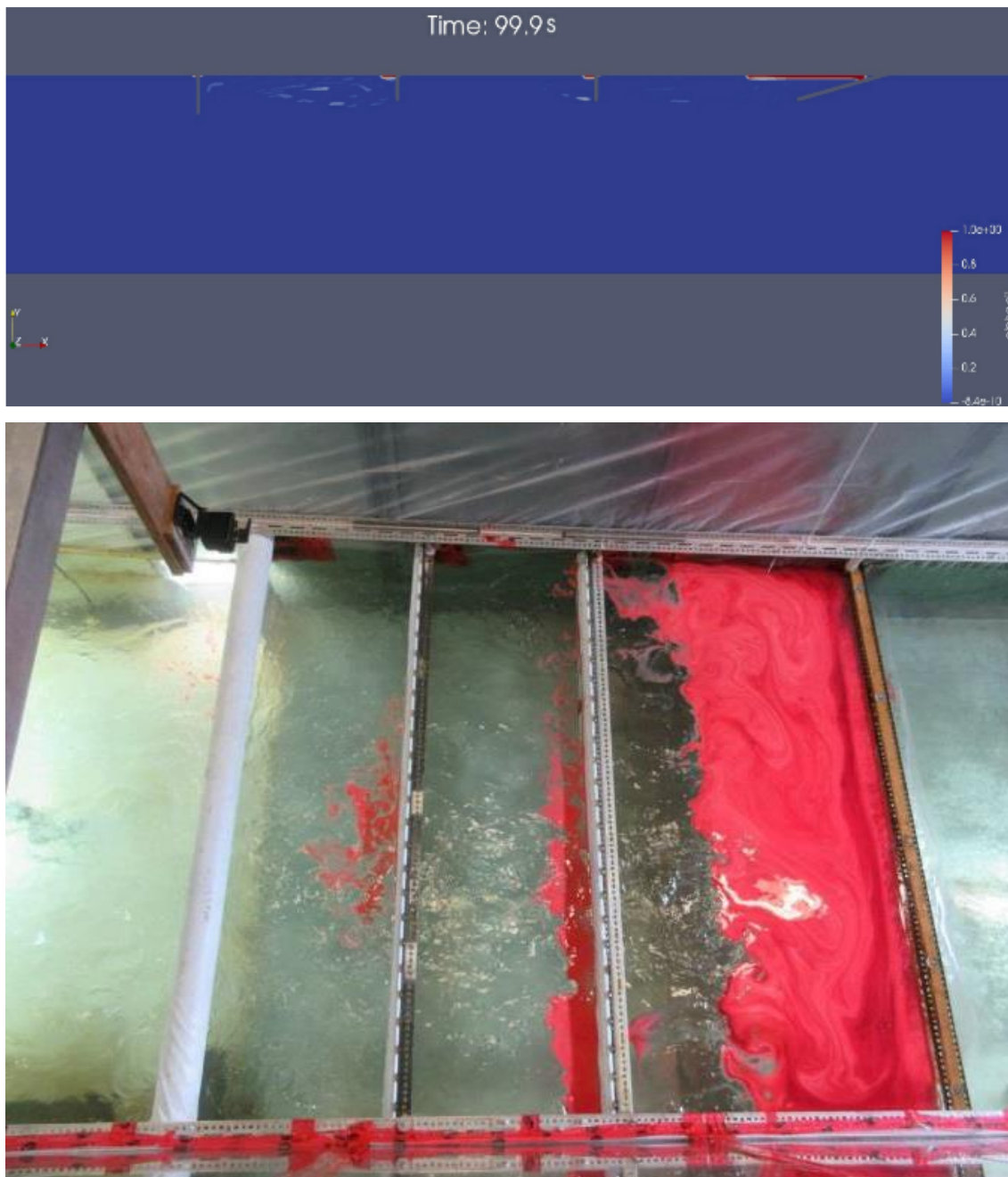


Figure 2. 2D numerical and physical modeling of a ramped-boom concept.

Both images show water and oil flowing from right-to-left. The main boom (skirt) is at the far left, with an upstream submerged ramp at the far right, and intermediate skirts in between. Water and oil first flow beneath the ramp. The oil then rises to the surface where the majority becomes trapped in the calm area above the ramp, with smaller amounts collected on the downstream side of the intermediate skirts

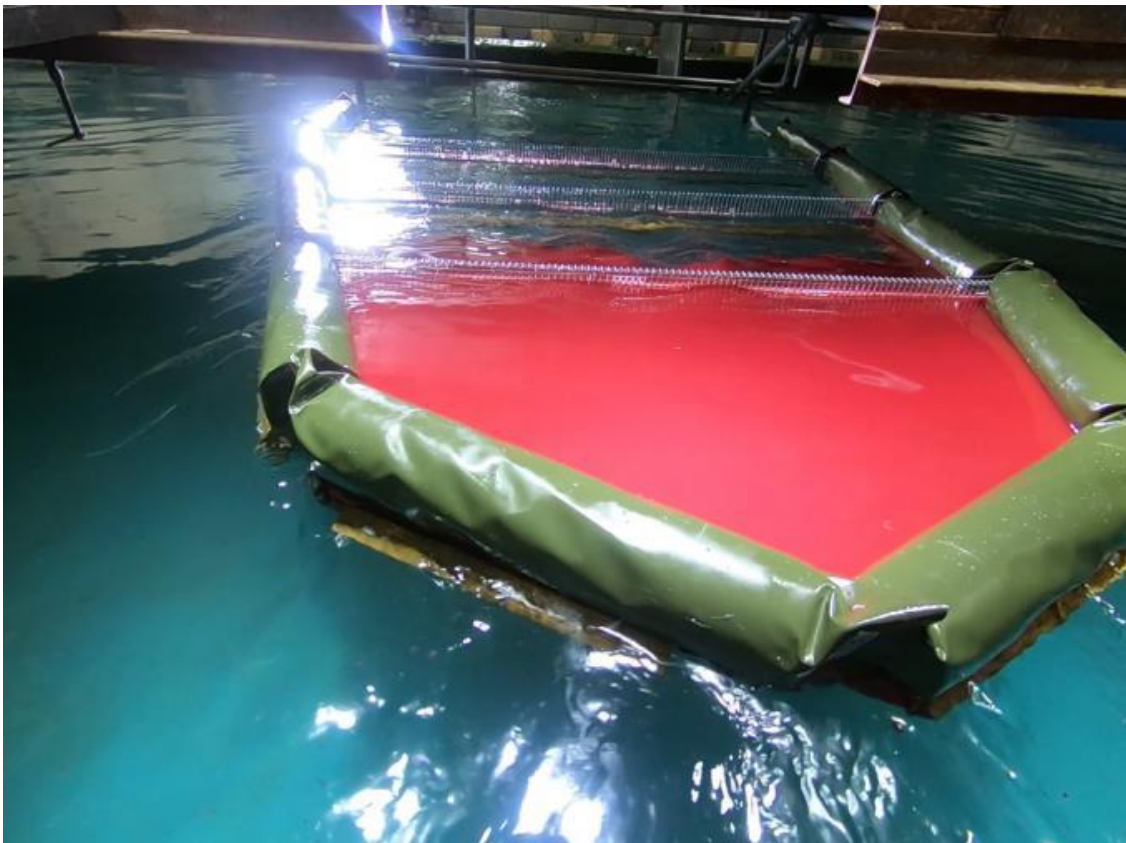
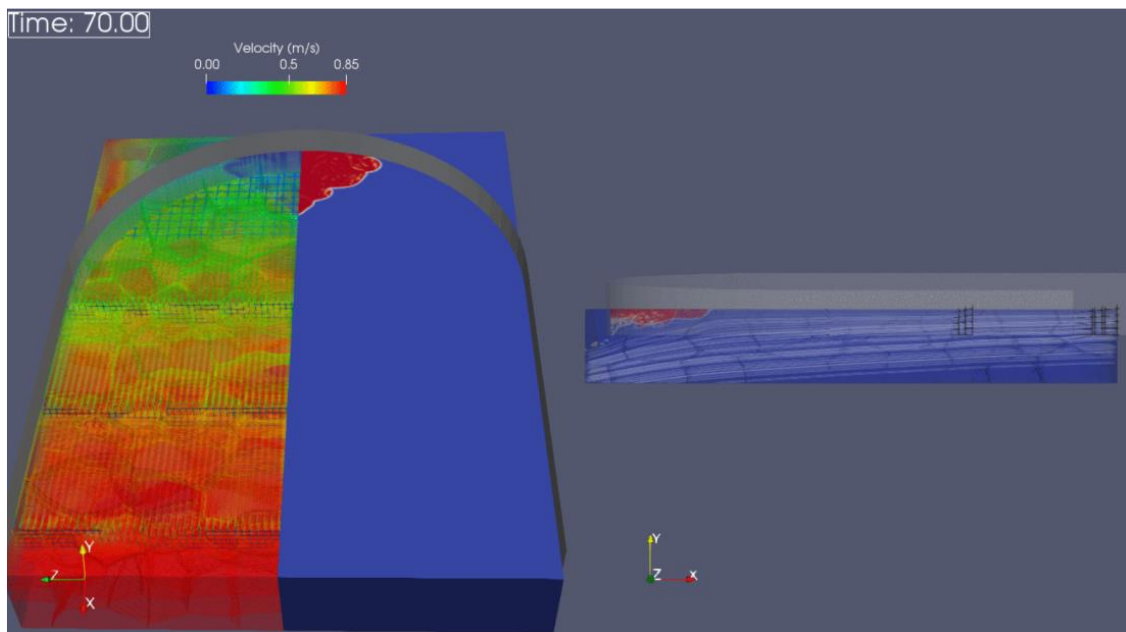


Figure 3. 3D numerical and physical modeling of a multi-screened boom concept.

Figure 3a (top image) shows an aerial (left) and cross-section (right) view. A series of vertical and horizontal screens are used to slow the surface velocity, allowing oil to be contained by the U-shaped boom. Figure 3b (bottom image) shows a scale model of the same concept being towed through waves (view from behind the boom apex).

More information regarding this research and development project can be found on BSEE's website:
<https://www.bsee.gov/research-record/investigation-of-design-enhancements-to-current-boom-technologies>

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TRAINING

USA: COLD WEATHER/ICE – OIL SPILL RESPONSE TRAINING

Canadian Pacific is pleased to extend an invitation to attend the Cold Weather/Ice – Oil Spill Response Training on Lake Michigan. We will be holding three, one-day duration courses to accommodate as many responders as possible.

Tue, 02/11/2020 08:00 AM to 05:00 PM CST

Wed, 02/12/2020 08:00 AM to 05:00 PM CST

Thu, 02/13/2020 08:00 AM to 05:00 PM CST

Training includes: An 8-hour training class that reviews the strategy and tactics of Response to Environmental Emergencies in waterways during freezing conditions. Classroom instruction followed by hands on evolutions on the ice.

CN & CP Emergency response teams along with the TRANSCAER® Committee will be hosting a Transportation Community Awareness and Emergency Response outreach event.

Course Content:

Cold and Frozen Water Oil Spills + Self-Rescue Techniques + Cold Weather Oil Spill Response PPE + Moving Ice - Spill Response Containment + Ice Characteristics + Surface and Subsurface Oil Removal + Source Containment Techniques + Decontamination - Cold Weather Operations

Field Exercise: Ice Slotting - Chainsaw + Diversion and Collection + Ice Slotting - Sled + Trenching [More info & Registration](#)

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.

CORRECTION

Name not spelt correctly in list of new members printed in last week’s newsletter – Your editor apologises to Mr Veron Novosad of British Columbia, Canada for having accidentally misspelt his name.

MESSAGES RECEIVED FROM EVENT ORGANISERS

CLEAN PACIFIC - PRELIMINARY OUTLINE OF CONFERENCE AGENDA

June 9-11, 2020, Hyatt Regency Lake Washington at Seattle's Southport, Washington, USA

TRACK 1: PLANNING AND PREPAREDNESS

Abandoned and Derelict Vessels – Jurisdictional Challenges

Emerging Issues

Public Health Considerations During Oil Spills

Emerging Technologies

Evolving Regulations and their Effect on Responders and State Requirements

Preparing Your Incident Management Team (IMT)

TRACK 2: RESPONSE AND RECOVERY

Crisis Leadership Challenges and Advancements

The New Enemy – Plastics Debris in the Marine Environment

Emerging Non-Floating Oils Issues

Oiled Wildlife Response – Regional Risks, Priorities, and Solutions in the Eastern Pacific

Response Case Studies

Salvage Case Studies and Lessons Learned

TRACK 3: COMMUNICATION AND ENGAGEMENT

A Type 1 Incident Case Study – 2019 Houston Ship Channel Tank Farm Fire

MESSAGES RECEIVED FROM EVENT ORGANISERS (CONTINUED)

Capacity Building in Tribal and First Nation Communities

Emerging Issues in Communications

Including Indigenous/Tribal Communities in Emergency Response Planning

Case Studies: Successful Response Communications

The Island's Oil Spill Association: A Unique Community-Wide Approach to Spill Response

[More info](#)

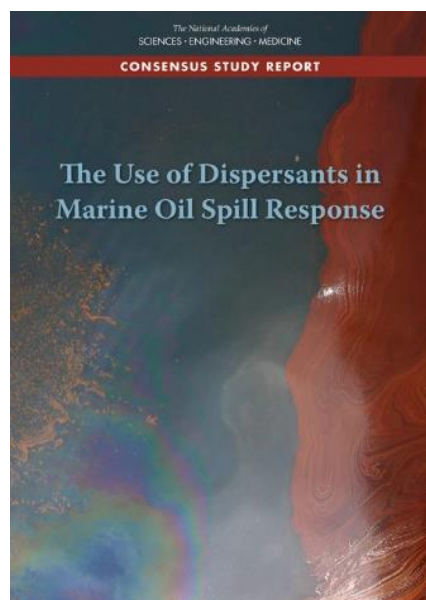
UPCOMING EVENTS

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
COUNTRY	2020	TITLE OF EVENT	LOCATION
JAPAN	February 14	PAJ Oil Spill Workshop	Tokyo
UK	February 17-21	IMO MEPC Sub-Committee on Pollution Prevention and Response (PPR 7)	London
UK	March 11-13	Meeting of IOPC Funds' governing bodies	London
USA	March 24-25	SCAA Annual Meeting & Conference	Arlington, VA
UK	Mar. 30 – Apr.3	IMO Marine Environment Protection Committee	London
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
INDIA	Sept. 22-24	Oil Spill India Conference & Exhibition	Mumbai
UK	October 19-23	IMO Marine Environment Protection Committee	London
USA	October 20-22	Clean Gulf Conference & Exhibition	San Antonio, TX
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

PUBLICATIONS

THE USE OF DISPERSANTS IN MARINE OIL SPILL RESPONSE



Contributors - National Academies of Sciences, Engineering, and Medicine; Division on Earth and Life Studies; Ocean Studies Board; Board on Environmental Studies and Toxicology; Committee on the Evaluation of the Use of Chemical Dispersants in Oil Spill Response

Description - Whether the result of an oil well blowout, vessel collision or grounding, leaking pipeline, or other incident at sea, each marine oil spill will present unique circumstances and challenges.

The oil type and properties, location, time of year, duration of spill, water depth, environmental conditions, affected biomes, potential human community impact, and available resources may vary significantly. Also, each spill may be governed by policy guidelines, such as those set forth in the National Response Plan, Regional Response Plans, or Area Contingency Plans. To respond effectively to the specific conditions presented during an oil spill, spill responders have used a variety of response options—including mechanical recovery of oil using skimmers and booms, in situ burning of oil, monitored natural attenuation of oil, and dispersion of oil by chemical dispersants. Because each response method has advantages and disadvantages, it is important to understand specific scenarios where a net benefit may be achieved by using a particular tool or combination of tools.

[More info](#)

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	Q4 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	January 2020
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	December 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	End of year 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: REPORT FROM NOAA OR&R ON INCIDENT RESPONSES DECEMBER 2019

Every month our [Emergency Response Division](#) provides scientific expertise and services to the U.S. Coast Guard on everything from running oil spill trajectories to model where the spill may spread, to possible effects on wildlife and fisheries and estimates on how long the oil may stay in the environment. During December 2019 OR&R responded to 12 incidents, including oil discharges, sunken vessels, and other pollution-related incidents. Click on the links to get the details.

Pleasure Craft MARCHELLE aground	Whitney Oil & Gas Tank Battery 49, Garden Island Bay
Bayou Bouillion Vessel Discharge	M/V Levant - Pier Allision
Lake Pelto Equipment Failure	M/V TECUMSEH Engine Room Fire
F/V SEA ANGELS Grounding	Sea View Harbor Vessel Fire
Finley BNSF Diesel Spill Hover Park	F/V MANDY JANE sunk
Barge Ironmaster Tug Anglian Lady Aground	Port of Coos Bay Ammonia Release

DENMARK: TANKER MANAGED TO UNMOOR IN ADVERSE WEATHER, AVOIDING MAJOR ACCIDENT

January 5 - Product tanker STONE 1 was offloading gas oil at Aaberna Fjord, Denmark, Little Belt, when in the morning Jan 4 strong wind battered the area and moored tanker. Mooring lines started to snap, tanker managed to start engine and move away from

berth. In the process of unmooring some 30 tons of oil leaked overboard, not exactly clear how – either pump wasn't stopped in time, or hose broke, or both. Tanker anchored in Aabernaas Fjord, and as of Jan 5, remained in the same position. Nobody was injured, tanker understood not to suffer any damages. Crew, hopefully, won't be blamed for leak, they managed to do most important thing – to take tanker away from pier, thus avoiding major disaster. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc] Related article in [The Maritime Executive](#)

TURKEY: 6 CONTAINERS LOST IN STORMY AEGEAN SEA

January 6 - Container ship MEDKON ISTANBUL encountered severe storm entering Aegean sea early in the morning Jan 6, after transiting Dardanelles, en route from Rodaport Marmara sea to Aliaga, Turkey. The ship lost 6 containers being N of Bozcaada island, Turkey, resumed sailing after reporting accident to maritime authorities. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

IRELAND: COUNCIL PROBING SOURCE OF FUEL SPILL IN TRALEE RIVER

January 8 - Kerry County Council is working to identify the source of a major pollution incident that has seen the Lee River in Tralee covered by a slick of spilled fuel. The fuel spill appears to have occurred late last week, and since Friday council staff have been working to clean the spilled fuel from the river, which is a popular trout fishing spot and flows into the sea near Tralee's wetlands wildlife preserve.

While the trout do not appear to have been harmed in large numbers, a number of dead fish could be seen floating in the river on Friday and Saturday. A strong smell of fuel also permeated along the section of river where the spill was at its worst, a roughly 150-metre stretch of water to the rear of the Rose Hotel.

While it had been speculated that the spill may have originated at a pumping station at Fels Point, this has been ruled out by engineers from Kerry County Council, who are now working to find the source of the spill. The exact amount of fuel that entered the river remains unknown and The Kerryman understands it could range from just a few gallons of petrol or diesel to a much larger quantity. As the drainage system that flows into the Lee covers about a quarter of Tralee, locating the source of the spill will be a complicated task. Oil Clean-up / [Read more](#)

USA: GEORGIA - GOLDEN RAY SALVAGE MOVING TO WRECK REMOVAL PHASE



Photo: Crews onboard work barges work to clean residual fuel oil from tanks inside the M/V Golden Ray, St. Simons Sound, Dec. 3, 2019. Photo: St. Simons Sound Unified Command

January 8 - The salvage of the Golden Ray car carrier near the Port of Brunswick in Georgia is moving into wreck removal phase now four months since the ship grounded. The Unified Command (UC) announced late Tuesday that Texas-based T&T Salvage has been hired to conduct the wreck removal.

As of now, the UC continues to develop and refine the plan for the on-site and full-scale demolition of the vessel in St. Simons Sound. Currently, it is coordinating with experts to install a barrier around the wreck so that demolition can begin. [gCaptian / Read more](#)

USA: NORTH CAROLINA - UNEXPLODED ORDNANCE COMPLICATES SALVAGE FOR GROUNDED FISHING VESSEL

January 9 - Lightering operations to remove the fuel from the grounded fishing vessel Sea Angels have begun at Browns Inlet, North Carolina. Operations are expected to continue over the next several days to remove all fuel and oil from the fishing vessel, which ran aground near the shores of the U.S. Marine Corps' largest East Coast base on December 9. The total amount of fuel on the vessel is unknown, but the current estimated amount is 15,000 gallons of diesel fuel. [The Maritime Executive / Read more](#)

JAMAICA: NO FISH KILL REPORTED FROM ROCKFORT OIL SPILL

January 9 - The National Environment and Planning Agency (NEPA) says it has received a report from RUBiS Energy Jamaica of a "pollution incident" which it said happened at the company's Rockfort facility in east Kingston on Tuesday. "The company reported that there was a release of petroleum products which entered the terrestrial and marine environment," NEPA said yesterday. Senior manager for the environmental management subdivision at NEPA, Richard Nelson, explained in a Jamaica Observer interview that the incident involved fractures to two pipelines, resulting in petroleum products seeping into a drain and getting into the marine environment. [Jamaica Observer / Read more](#)

INDONESIA: TANKER, PROBABLY IN LOAD, AGROUND ON COASTAL REEFS, JAVA SEA

January 11 - Cargo ship identified as tanker MT EXPRESS 88 (no data found) on Jan 10 was beached by storm on northern coast of Bawean island, Gresik Regency, Indonesia, Java sea, in Tanjungori district. The ship sailed from Jakarta about a week ago and anchored off Tanjungori to shelter from storm, the wind changed direction, anchor dragged, and tanker winds up on coastal reefs. [Maritime Bulletin / Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

HISTORY

THE ERIKA HEAVY FUEL OIL SPILL – 20 YEARS ON

On the 12th of December, 1999, the 25-year old, 184m-long tanker Erika, bound for the port of Livorno in Italy, foundered in heavy weather in the Bay of Biscay off the coast of Brittany before breaking in two and sinking causing one of the worst spills of heavy fuel oil (HFO) ever. Some 31,000 tonnes of heavy fuel oil was spilled, resulting in 74,000 oiled birds along the coast of France and Northern Spain. Apart from severe ecological impact, the spill polluted of 400 kilometers of coastline and had considerable impact on local fisheries, shellfisheries, businesses and tourism. The total compensation costs agreed upon in the course of several court cases totalled €203.8 million. The Erika sunk close to the ports of Brest, Lorient and Sant-Nazaire with readily available personnel and oil spill response equipment. But due to poor weather conditions, very little oil could be "skimmed" from the ocean surface – in fact, just 3% of the oil spilled was collected at sea. [HFO Free Arctic / Read more](#)

This article was first published by Lloyds List: [The Erika heavy fuel oil spill – 20 years on](#)

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