ISCO INTERNATIONAL SPILL CONTROL ORGANIZATION ESTABLISHED 1984

NEWS

THE NEWSLETTER OF THE INTERNATIONAL SPILL RESPONSE COMMUNITY

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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

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INTERNATIONAL NEWS

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

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR 7), 17-21 FEBRUARY 2020

MEETING SUMMARY PUBLISHED BY IMO

Prohibiting the use and carriage for use as fuel of heavy fuel oil by ships in the Arctic waters- draft MARPOL amendments agreed

The Sub-Committee on Pollution Prevention and Response (PPR) agreed draft amendments to MARPOL Annex I (addition of a new regulation 43A) to introduce a prohibition on the use and carriage for use as fuel of heavy fuel oil (HFO) by ships in Arctic waters on and after 1 July 2024.

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INTERNATIONAL NEWS (CONTINUED)

The draft amendments will be submitted to the Marine Environment Protection Committee (MEPC 76) (19-23 October 2020) with a view to approval and circulation for adoption at MEPC 77 (spring 2021).

The prohibition would cover the use and carriage for use as fuel of oils having a density at 15°C higher than 900 kg/m^3 or a kinematic viscosity at 50°C higher than 180 mm^2/s.

Ships engaged in securing the safety of ships, or in search and rescue operations, and ships dedicated to oil spill preparedness and response would be exempted.

Ships which meet certain construction standards with regard to oil fuel tank protection would need to comply on and after 1 July 2029.

A Party to MARPOL with a coastline bordering Arctic waters may temporarily waive the requirements for ships flying its flag while operating in waters subject to that Party's sovereignty or jurisdiction, up to 1 July 2029.

Currently, a MARPOL regulation prohibits the use or carriage of heavy grade oils on ships in the Antarctic; and under the Polar Code, ships are encouraged not to use or carry such oil in the Arctic.

Meanwhile, the Sub-Committee established a correspondence group to further develop draft guidelines on measures to reduce risks of use and carriage of HFO as fuel by ships in Arctic waters. The draft guidelines would cover ship operation, ship construction and heavy fuel oil bunkering, infrastructure and communication, enhancement of heavy fuel oil spill preparedness, early detection and response, and drills and training.

Implementation of the IMO 2020 sulphur limit - verifying sulphur content of fuel on board – guidelines agreed

IMO 2020, the 0.50% limit for sulphur in ships' fuel oil, has been in effect since 1 January 2020, cutting sulphur oxide emissions from ships operating worldwide. From 1 March 2020, the carriage ban on non-compliant fuel oil (except for ships with exhaust gas cleaning systems installed) will enter into force under MARPOL Annex VI, helping to support implementation of the global sulphur limit.

To support the safe and consistent sampling of fuel oil being carried for use, and the enforcement of the carriage ban, the Sub-Committee finalized draft guidelines which provide a recommended method for the sampling of liquid fuel oil intended to be used or carried for use on board a ship.

The draft 2020 Guidelines for sampling of fuel oil intended to be used or carried for use on board a ship will be forwarded to the next session of the Marine Environment Protection Committee (MEPC 75), which meets 30 March to 3 April 2020, with a view to adoption.

Revised guidelines on exhaust gas cleaning systems (scrubbers) agreed

The Sub-Committee finalized its work on revising the 2015 Guidelines for exhaust gas cleaning systems (EGCS, also known as "scrubbers").

The revision is aimed at enhancing the uniform application of the guidelines, in light of recent technical developments and experience gathered from approvals and operation of such alternative compliance systems.

The draft 2020 EGCS Guidelines will be submitted to MEPC 75 for adoption.

The Guidelines specify the criteria for the testing, survey, certification and verification of EGCS under regulation 4 of MARPOL Annex VI to ensure that they provide effective equivalence to the sulphur oxide emission requirements of regulations 14.1 or 14.4 of MARPOL Annex VI, as applicable. They cover continuous monitoring requirements and discharge water quality criteria, including minimum pH, maximum PAHs (Polycyclic Aromatic Hydrocarbons) concentration; provisions to minimize suspended particulate matter, including heavy metals and ash, and to prevent discharge of nitrates beyond specified levels.

The Guidelines note that discharge water quality criteria should be reviewed in the future as more data becomes available. Guidance for voluntary discharge water data collection, by means of a recommended procedure for sampling, is included.

The Guidelines are expected to be applied to new exhaust gas cleaning systems installed after a date to be decided by the Committee.

Discharges from exhaust gas cleaning systems - evaluating and harmonizing rules and guidance

The Marine Environment Protection Committee (MEPC) at its last session in May 2019 asked the PPR Sub-Committee to look into evaluating and harmonizing rules and guidance on the discharge of liquid effluents from EGCS.

To assist the discussions, a report from a task team established by the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) was submitted. This report contains the conclusions of the task team in relation to the available

evidence on the environmental effects of discharge water from EGCS, as well as recommendations on the data, tools and approaches that could be used as basis for conducting a risk assessment of the possible effects of discharges.

Following discussion in a working group, the Sub-Committee agreed to recommend to the MEPC that its future work should look at evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas.

The scope of the work should include:

- risk assessment (development of risk assessment guidelines for the evaluation of possible harmful effects of the discharge water from EGCS, taking into account existing methods and mathematical models);
- impact assessment (to consider developing impact assessment guidelines);
- delivery of EGCS residues (developing guidance on delivery of EGCS residues to port reception facilities, regarding volumes and composition of residues);
- regulatory matters (including assessing state of technology for EGCS discharge water treatment and control, identifying possible regulatory measures, developing a database of local/regional restrictions/conditions on the discharge water from EGCS;
- database of substances (establishing a database of substances identified in EGCS discharge water, covering physico-chemical data, ecotoxicological data and toxicological data, leading to relevant endpoints for risk assessment purposes).

The MEPC was invited to approve the planned scope of work and to consider involving GESAMP for scientific advice.

Reducing the impact on the Arctic of Black Carbon emissions from international shipping.

Black Carbon in the context of international shipping is the product of incomplete combustion of carbon-based fuels. Black Carbon emissions contribute to climate change as a 'Short-Lived Climate Pollutant'.

IMO has been looking at how to measure and report on Black Carbon emissions, as part of its work to consider the impact on the Arctic of Black Carbon emissions from international shipping. A reporting protocol for voluntary measurement studies to collect Black Carbon data and Black Carbon measurement methods for data collection have already been agreed.

The Sub-Committee noted a number of submissions, including proposals to look at the aromatic content of blends of fuel oil. A high aromatic content, among other factors, could increase Black Carbon emissions from ships.

The International Standardization Organization (ISO) advised the Sub-Committee that it was already in the process of monitoring properties of very low sulphur fuel oil and high sulphur fuel oil and would provide feedback on their performance. ISO also advised the Sub-Committee that it would also consider whether it was possible to add a further measure to provide an approximate indication as to whether a fuel is more paraffinic or aromatic, based on the characteristics already included in the ISO 8217 standard, which specifies the requirements for fuels for use in marine diesel engines and boilers.

The Sub-Committee established a correspondence group to advance the development of a standardized sampling, conditioning, and measurement protocol, including a traceable reference method and an uncertainty analysis, taking into account the three most appropriate Black Carbon measurement methods (light absorption filter smoke number (FSN); photo-acoustic spectroscopy (PAS); and laser induced incandescence (LII)), to make accurate and traceable (comparable) measurements of Black Carbon emissions; and investigate the linkages between the measurement systems and policy options.

Prohibiting cybutryne in anti-fouling systems

The Sub-Committee finalized a proposed amendment to the IMO Convention for the Control of Harmful Anti-fouling Systems on Ships (AFS Convention), to include controls on the biocide cybutryne. The draft amendment will be forwarded to MEPC 75 for approval, with a view to adoption at MEPC 76.

The AFS Convention already prohibits the use of biocides using organotin compounds.

Revised guidance on commissioning testing of ballast water management systems agreed

Ballast water management systems (BWMS) may be used on ships to meet the requirements of IMO's Ballast Water Management Convention, which has been in force since 2017 and aims to prevent the spread of invasive aquatic species in ballast water. An amendment to regulation E-1 of the BWM Convention, which is expected to be adopted by MEPC 75, mandates the commissioning testing of BWMS. The Sub-Committee completed its revision of guidance on this testing, which is intended to validate the installation of a BWMS by demonstrating that its mechanical, physical, chemical and biological processes are working properly.

Review of the Biofouling Guidelines

The Ballast Water Management Convention aims to prevent the spread of potentially harmful aquatic species in ballast water. But invasive species can also attach themselves to the outside of ships.

The Sub-Committee began its review of the IMO Biofouling Guidelines, which provide a globally consistent approach to the management of biofouling - the accumulation of various aquatic organisms on ships' hulls.

The Sub-Committee identified key elements that require further attention and discussion, considered areas for potential revision of the Guidelines, and established a correspondence group on the review of the Biofouling Guidelines, to progress the relevant work and facilitate more effective deliberations at PPR 8.

IMO is executing the GEF-UNDP-IMO GloFouling Partnerships project which aims to drive actions to implement the Biofouling Guidelines. The project will also spur the development of best practices and standards for improved biofouling management in other ocean industries.

Marine plastic litter – draft circulars agreed

The Sub-Committee prepared a draft MEPC circular on *Provision of adequate facilities at ports and terminals for the reception of plastic waste from ships* and a draft MEPC circular on *Sharing of results from research on marine litter and encouraging studies to better understand microplastics from ships*.

A correspondence group was established to consider how to amend MARPOL Annex V and the 2017 Guidelines for the implementation of MARPOL Annex V (resolution MEPC.295(71)), to facilitate and enhance reporting of the accidental loss or discharge of fishing gear, as currently provided in regulation 10.6 of MARPOL Annex V, and consider the information to be reported to Administrations and the IMO, the reporting mechanisms and modalities.

This work is in the context of the IMO Action Plan to address marine plastic litter from ships, which aims to enhance existing regulations and introduce new supporting measures to reduce marine plastic litter from ships. The action plan was adopted by the MEPC in 2018.

The MEPC has agreed actions to be completed by 2025, which relate to all ships, including fishing vessels. The action plan supports IMO's commitment to meeting the targets set in the UN 2030 Sustainable Development Goal 14 (SDG 14) on the oceans.

Source document: http://www.imo.org/en/MediaCentre/MeetingSummaries/PPR/Pages/PPR-7th-Session.aspx
Related shorter report in Sea News See also article in The Maritime Executive

EQUINOR QUITS GREAT AUSTRALIAN BIGHT DRILLING PLAN

Equinor has informed the Australian authorities of its decision to discontinue its exploration drilling plan (Stromlo-1) in the Ceduna sub-basin, offshore South Australia.

Following a holistic review of its exploration portfolio, Equinor has concluded that the project's potential is not commercially competitive compared with other exploration opportunities in the company.

"The approval of the Stromlo-1 exploration well Environment Plan confirmed our ability to safely operate in the Bight. However, Equinor has decided to discontinue its plans to drill the Stromlo-1 exploration well, as the opportunity is not commercially competitive," said Jone Stangeland, Equinor's country manager for Australia.

The company entered the licenses in the Ceduna sub-basin as a partner in 2013 and took over as operator with a 100 percent equity share in 2017. It holds an exploration permit offshore Western Australia and will maintain other ongoing interests in Australia. The Maritime Executive / Read more

INTERNATIONAL GROUP CIRCULAR – REGULATIONS OF THE PEOPLE'S REPUBLIC OF CHINA (PRC) ON SPILL RESPONSE

The International Group Clubs have issued a circular on the Regulations of the People's Republic of China (PRC) on the Prevention and Control of Marine Pollution from Ships (the Regulations) and which will become effective on 1st March 2020. There are no material changes to the existing spill response requirements in the PRC as a result of the Regulations, although the Circular sets out the ships that will not now need to contract with a spill response organisation (SPRO) when entering a Chinese port.

The Group has reviewed the existing IG recommended SPRO Agreement wording in light of the Regulations and, at present, it is recommended that Owners continue to sign SPRO Agreements on the existing Group recommended wording. The circular recommends that Owners entering into new SPRO arrangements continue to ensure that the SPRO also provides an accompanying response tariff (which can be checked with the Club) but, if they are in any doubt about the contract and SPRO tariff, then it is recommended that they contact their Club before contracting with any SPRO. A copy of the circular can be downloaded from individual Club websites. Source document

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

AUSTRALIA: ECOFORUM – A VISION FOR A CLEANER FUTURE

February 28 - The mission of ALGA is for Australasia to lead the world in the sustainable management of contaminated land and groundwater. To achieve this, we must define the key issues facing our industry and develop and communicate practical and sustainable solutions that resonate with practitioners, regulators, academics and communities within Australasia and around the world.

EcoForum 2020 looks to the future and asks how we will work collaboratively with other professionals globally to repair damage and reverse trends of environmental impacts to our ecosystem. Darwin, 15-17 September 2020. More info

CANADA: ARCTIC SEALIFT COULD BE EXEMPT FROM HFO BAN UNTIL 2029 UNDER IMO PROPOSAL

February 26 - A subcommittee of the International Maritime Organization, after a meeting in London last week, is proposing a ban on heavy fuel oils in Arctic waters—with a proposed provision that could exempt Canadian Arctic sealift vessels from the new rules until July 1, 2029. That appears to satisfy a demand from Canada that the IMO, the United Nations body that sets international standards for the global shipping industry, adopt a phased approach to the elimination of HFOs in Arctic regions.

Under one provision, an Arctic coastal state can exempt a vessel flying its flag that operates in waters subject to their sovereignty or jurisdiction until July 1, 2029. Nunatsiaq News / Read more

FRANCE: SUNKEN CON/RO'S FUEL CONTINUES TO WASH ASHORE IN BAY OF BISCAY

February 24 - Small amounts of fuel from the sunken con/ro Grande America are still washing up on France's Bay of Biscay coastline, according to regional maritime agency Premar Atlantique. On February 17-18, patches of heavy oil were discovered on a number of beaches in the departments of Loire-Atlantique and Vendée. On the most heavily affected sites, a few tens of kilos of pollutants have been recovered, as well as several birds carrying traces of oil.

Upon the discovery of the oil, Premar Atlantique mobilized its response services and called up the French government's water pollution center of expertise (CEDRE) to try to determine the origin of the oil. The Maritime Executive / Read more

GREENLAND: SHIPPING COMPANY ROYAL ARCTIC LINE FACES CRITICISM FOR PLANNING TO USE HEAVY FUEL OIL UNTIL 2029

February 27 - Following the IMO Summit the CEO of Greenland's Royal Arctic Line (RAL), Verner Hammeken, expressed concern about the financial consequences of the HFO ban for the company. His concerns are two-fold. First, RAL would be required to switch from cheaper HFO to more expensive environmentally friendly fuel, such as distillates, when sailing in the Arctic. Second, the company would no longer be permitted to carry HFO on board its ships and could thus no longer use it even when sailing outside the Arctic on its routes to and from Greenland. High North News / Read more

INDIAN ENVIRONMENTAL NETWORK – PARYAVARAN MEMBER CONSULTANTS TO BE LISTED FREE OF CHARGE

February 28 – The network is now enrolling independent environmental consultants completely free in the ecoMarket section of Indian Environment Network www.paryavaran.com as part of its "paryavaran mitra" partnership. This will enable consultants to be searched by 1000s of organizations across the world for varous national and international projects that are being undertaken. For more info contact mail@www.paryavaran.com

JAPAN: ITOPF PRESENTS AT PAJ WORKSHOP

February 24 - On 14th February, ITOPF participated in the annual Petroleum Association of Japan (PAJ) Oil Spill Response Workshop in Tokyo. The theme of the conference was Developments in Oil Spill Response in South-East Asia. David Campion provided an overview of ITOPF's perspective on shipping incidents within the region, focusing on the development of technology. He discussed the benefits and limitations associated with the increased communication available to enable remote advice; information exchange within a response; and the potential communication to involve global interests at any incident, even in remote locations. There were approximately 100 attendees at the PAJ Workshop, both from Japan and worldwide. ITOPF / Read more

NEW ZEALAND: ENVIRONMENT INCIDENT CALLS STRETCH ORC

February 24 - With an average of about four callouts a day, Otago Regional Council staff continue to be called away from their everyday tasks to respond to a "high" number of environmental incidents in the region. Information provided by the council shows staff responded to 1511 service requests for environmental incidents in 2019. Otago Daily Times / Read more

NIGERIA: BODO REMEDIATION PROJECT ACTIVITIES UPDATE 08

February 22 - The SCAT field team was able to trace an illegally installed 5-inch pipeline extending directly from the 28-in pipeline in the work area to several active refining areas over 2 km distance. Worse yet, the installed pipeline was leaking near the tapping point and spilling oil directly into the M24 Grid area. To request a copy of the latest report contact BMI Communications bmicommunications2@gmail.com

NIGERIA: CHECKING INDISCRIMINATE WASTE DISPOSAL

February 26 - The problem of indiscriminate waste disposal has brought so much pain and ills to the environment and society at large. We can point fingers at the outbreak of various epidemics, infectious diseases, and other human environmental degradation such as flooding, drainage obstruction and waterway blockages in most parts of the country like Lagos, Port Harcourt, Aba, etc. It has been noted that heaps of littering trash are in virtually all market areas, on the streets and even on the roadside and these wastes remain there for many weeks without devising any means of waste collection, either by private individuals or the government.
The Tide / Read this critical article

PHILIPPINES: PCG UPS OIL SPILL RESPONSE OPERATION BY SIGNING PACT WITH BRITISH FIRM

February 24 - Response to oil spill incidents in Philippine waters is expected to improve as the Philippine Coast Guard (PCG) and Oil Spill Response Limited (OSRL) signed a memorandum of understanding (MOU) Monday to enhance the country's capability to conduct such operations. Both organizations will bank on local and international resources to improve the country's capability to respond to oil spill incidents, the Coast Guard said. OSRL is a British company that specializes in the global fight against oil spills. Manila Bulletin / Read more

SOUTH SUDAN: NGO URGES SHUTDOWN OF 'DILAPIDATED' OIL PIPELINE

February 25 - A key South Sudan oil export pipeline suffered at least two massive spills last year, an NGO reported Tuesday, urging the government to shut it down before it causes more environmental damage. German NGO Sign of Hope, which has long investigated the impact of oil pollution in the country, used satellite images to detect two major oil spills in 2019, only one of which was reported by the government. News 24 / Read more

SWEDEN JOINS COALITION TO PROTECT MARINE ENVIRONMENTS AND WILDLIFE

February 20 - Sweden has become the latest nation to join the Global Ocean Alliance to help drive urgent action to safeguard the ocean and protect its wildlife.

The UK-led international coalition aims to tackle the impact of rising sea temperatures, de-oxygenation, acidification, habitat loss, overfishing and pollution, and to safeguard at least 30 per cent of the global ocean in Marine Protected Areas by 2030 – the so-called 30by30 target.

Other countries that have also signed up to the initiative so far include Belgium, Belize, Costa Rica, Finland, Gabon, Kenya, Nigeria, Palau, Portugal, Seychelles, and Vanuatu. IMarEST / Read more

USA: EPA CLOSER TO REGULATING PFAS IN DRINKING WATER

February 20 - The EPA has made an initial determination that it will eventually set legal limits for levels of two key PFAS chemicals in drinking water, the agency announced Thursday.

Under the Safe Drinking Water Act, the "preliminary regulatory determination" announced Thursday is the last step before the Environmental Protection Agency proposes limits on the releases of the two chemicals in drinking water and groundwater supplies. That announcement could still be months away. Bloomberg Environment / Read more

February 27 - Michigan PFAS drinking water rules advance to legislature - A controversial oversight panel has advanced proposed limits on "forever chemicals" in Michigan drinking water to the state legislature.

On Thursday, Feb. 27, the Environmental Rules Review Committee (ERRC) voted to approve, as written, draft rules that would set enforceable drinking water standards on toxic fluorochemicals known as PFAS in public water supplies. MLive / Read more

USA: HAWAII - OIL CONSTANTLY LEAKS FROM THE USS ARIZONA

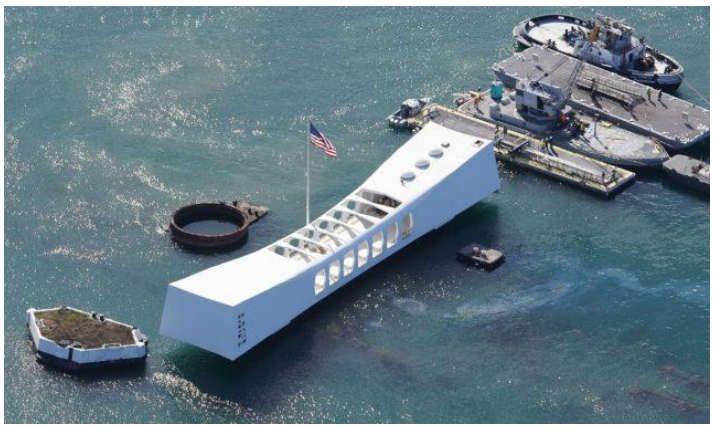

Photo - A perpetual oil slick flows under the USS Arizona Memorial at Pearl Harbor in Honolulu.

February 24 - The USS Arizona and USS Utah have leaked thousands of gallons of oil in Pearl Harbor since the 1941 attack and there's no plan to stop the flow anytime soon. It's believed between 14,000 and 64,000 gallons of oil have leaked from the USS Arizona since the attack, and the National Park Service estimates it could continue to leak for 500 years.

Oil is also leaking from the USS Utah, a smaller battleship sunk during the attack, but the Navy and National Park Service don't know how much is leaking every day or how much oil is left on the ship. Honolulu Civil Beat / Read more

APPEAL FOR VOLUNTEERS TO HELP ISCO

A big thank-you to a very small number who have responded to the recent appeal for helpers. However there are several areas where we are still looking for some assistance. The list of areas in which we are looking for volunteers to help was published in issue 722 (17th February) – so please look again, or I can send you the list, just drop me an email – john.mcmurtrie@spillcontrol.org
If you can identify with any of the kinds of help we're looking for, I'll respond with more details.

DESMI - NEW ENVIRO-CLEAN PRODUCT BROCHURE

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. Download the new EnviRo-Clean Brochure

WITT O'BRIEN'S EXPANDS CRISIS COMMUNICATIONS SERVICE

February 26 - Witt O'Brien's, LLC, a subsidiary of SEACOR Holdings Inc. (NYSE: CKH) ("SEACOR"), announced today the acquisition of the maritime crisis and corporate communications agencies Navigate PR Ltd, Navigate Response Ltd, Navigate Response Asia Pte Ltd and Helix Media Pte Ltd. (together known as "Navigate").

"This acquisition broadens our support for the maritime industry at a critical time," said Tim Whipple, chief executive officer of Witt O'Brien's. "Ship owners and managers face an evolving range of disruptions that can put their operations and reputations at risk. These include disease pandemics, cyber-attack, hurricanes and oil spills. We believe the best approach is to integrate outstanding emergency management with effective crisis communications. The Maritime Executive / Read more

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.

ISCO Members are welcome to post tender invitations in this section.

HOW IS AN OIL SPILL IN A RIVER DIFFERENT THAN ONE IN THE OCEAN?

Liquid asphalt in the Ohio River. Slurry oil in the Gulf of Mexico. Diesel in an Alaskan stream. Each of these oil spills was very different from each other, partly because they involved very different types of oils. But even if the same type of oil were spilled in each case, the results would be just as distinct because of where they occurred—one in a large inland river, one in the open ocean, and one in a small coastal creek. In many cases, oil tends to float. But just because an oil floats in the saltwater of the Atlantic Ocean doesn't mean it will float in the constantly moving freshwater of the Mississippi River. But why does that happen? And what else can we expect to be different when oil spills into a river and not the ocean?

Don't Be Dense ... Blame Density

To answer the first question: When oil floats, it is generally because the oil is less dense than the water it was spilled into. The more salt is dissolved in water, the greater the water's density. This means that saltwater is denser than freshwater. Very light oils, such as diesel, have low densities and would float in both the salty ocean and freshwater rivers. However, very heavy oils may sink in a river (but perhaps not on the ocean), which is what happened when an Enbridge pipeline carrying a diluted form of oil from oil sands (tar sands) leaked into Michigan's flooded Kalamazoo River in 2010. The lighter components of the oil quickly evaporated into the air, leaving the heavier components to drift in the water column and sink to the river bottom. That created a whole slew of new challenges as responders tried new methods of first finding and then cleaning up the difficult-to-access oil.

Going with the Flow

In rivers, going with the flow usually means going downstream. Except when it doesn't. When might a river's currents carry spilled oil *upstream*? At the mouth of a river, where it meets the ocean, a large incoming tide can enter the river and overwhelm the normal downstream currents. That could potentially carry oil floating on the surface back upstream. In open areas, such as on the ocean surface, both winds and currents have the potential to direct where spilled oil goes. And along most coasts, wind is what brings spilled oil onto shore. In rivers, however, the downstream currents usually dominate the overall movement of oil while wind direction often determines which side of the river oil ends up on.

Left, an aerial view of oil sheen emitting from contaminated vegetation at the Ceresco Dam area on the Kalamazoo River, Michigan, after the Enbridge pipeline spill. (U.S. Environmental Protection Agency) Right, after the M/V Westchester leaked oil on the Mississippi River in 2000, some of the oil was constrained by the riverbanks, making cleanup slightly easier. (NOAA)

Locks and Other Blocks

Unlike the ocean, rivers sometimes feature structures such as dams, locks, and other barriers that block or slow down the free flow of water. During an oil spill on a river, these structures can also slow down the movement of oil. That's a helpful feature for responders who are trying to catch up to and clean up that oil. Frequently, dams and locks cause oil to pool up on the surface next to them. Some of the tools responders use to collect oil from these areas include skimmers, which are devices that remove thin layers of oil from the surface, and sorbent pads and booms, which are large squares and long tubes of special material that absorb oil but not water. In fact, the banks of the river can constrain spilled oil as well. Because the oil can't spread as far or thin as in open water, oil slicks can be thicker on rivers, and recovery efforts can be more effective. One exception is the case of flow-over dams, known as weirs. The water passing over weirs can be very turbulent, causing oil to disperse into the water column. If it is very light oil and there's not very much, that oil tends not to resurface and form another slick. But sheens may resurface with heavier oils that might be broken up going over a weir but later resurface as the water it is traveling in becomes calmer downstream.

Vegging Out

Often, plants grow in rivers and line their banks, whereas many parts of the coast are open sandy or rocky beaches, which tend to be easier to clean oil off of than vegetation. (Salt marshes and mangroves being notable oceanic exceptions.) If oil gets past booms, the

CONTRIBUTED ARTICLE (CONTINUED)

long floating barriers responders use to prevent the spread of oil, and leaves a coating on plants, then plant cleanup options generally include cutting, burning, treating with chemical shoreline cleaners, or flushing vegetation with low-pressure water. Plant life actually became an issue during the oil sands spill in Michigan's Kalamazoo River. Because this river was flooded at the time of the spill and later returned to its normal level, oil on the river surface actually became stranded in tree branches along the riverbanks.

Muddying the Waters

Another issue for oil spills in rivers is sediment. Rivers often carry a lot of sediment in their currents. (How do you think the Mississippi got its nickname "Big Muddy"?) That means when oil droplets drift into the water column of a river, the sediment has the potential to stick to the oil droplets. Eventually (depending on how strong-flowing and full of sediment a river is) some of the oil-sediment combination may settle out to the bottom of the river, usually near the river mouth as the water slows down and reaches the ocean. One notable example is related to an oil spill that happened on the Mississippi River in New Orleans in 2008. The tanker *Tintomara* collided with Barge *DM932*, ripping it in half and releasing all of the heavy fuel oil it was carrying. Downstream of where the responders were cleaning up oil, the Army Corps of Engineers was dredging the sediments that build up at the mouth of the Mississippi and an oily sheen appeared in the collected sediment. Responders suspected the oil from Barge *DM932* had mixed with the river sediment and fell to the bottom further downstream as the river neared the Gulf of Mexico. Learn more about oil spills in rivers at http://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/oil-spills-rivers.html.

Left, The often complex, vegetated banks of rivers can complicate cleaning up oil spills. (NOAA) Right, Flooding on the Kalamazoo River in Michigan during the Enbridge pipeline oil spill left a ring of oil around trees and other vegetation after the river returned to its normal level. (NOAA)

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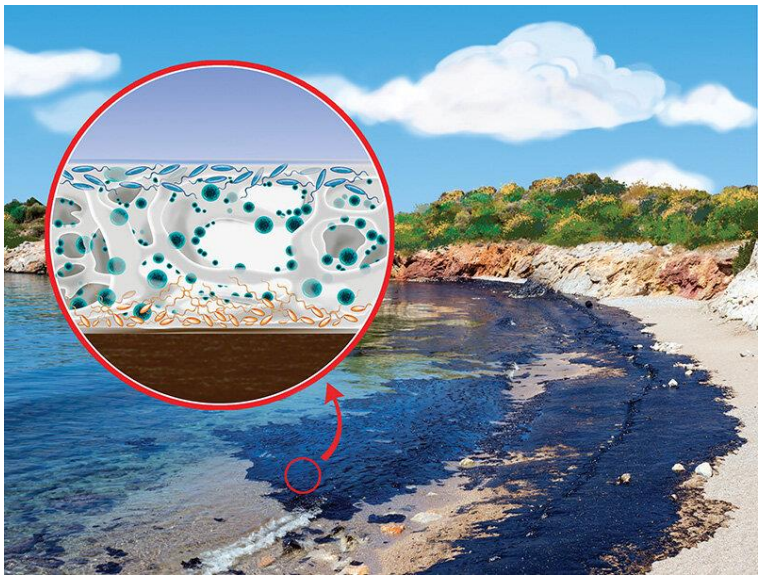
SCIENCE & TECHNOLOGY

HOW ARE MICROBES ATTRACTED TO AN OIL SPILL?



Picture: Surfactants applied to an oil spill attract microorganisms, due to complex hydrodynamics that were recently discovered by Purdue researchers. Credit: Purdue University/Sara Dabiri

Arezoo Ardekani, a Purdue University associate professor of mechanical engineering, has published research that describes the complex hydrodynamics of microorganisms at liquid-liquid and gas-liquid interfaces, showing that microbes may flock to areas where surfactant has been applied.

On April 20, 2010, a catastrophic explosion aboard the Louisiana oil rig Deepwater Horizon caused an underwater wellhead to rupture, discharging oil into the Gulf of Mexico. It took 87 days to cap the underwater well, by which point more than 200 million gallons of oil had discharged into the gulf. Officials used many different tactics to contain the

damage of the oil spill, such as relying on microbes to digest hydrocarbons, and using dispersant (or surfactant) chemicals to break up oil slicks, making it easier for the microbes to digest.

"Microbes were the 'first responders' to the oil spill," Ardekani said. "They remediated a significant amount of hydrocarbons. But the Gulf of Mexico is a big place. How did so many microbes find this oil?"

As Ardekani discovered, the performance of the microbes was affected by the surfactant, but not how anyone expected.

"There are several things that cause microorganisms to move," she said. "For example, the microbes near an oil spill may be motivated by chemotaxis, i.e., picking up the chemical trail of a potential food source. But the surfactant actually created a hydrodynamic phenomenon that caused microbes to gather in even greater numbers." Phys Org / Continue reading

TECHNICAL SUPPORT

NEARLY 60% OF ORGANISATIONS NEED TO IMPROVE THEIR TELEPHONE EMERGENCY RESPONSE ARRANGEMENTS

The National Chemical Emergency Centre's (NCEC) mission is to help reduce the number and impact of chemical incidents globally, and to help organisations meet their corporate social responsibility requirements.

In line with this mission, we recently partnered with the European Chemical Industry Council (Cefic) and BASF, the second largest chemical producer in the world, to deliver an influential webinar entitled 'Promoting best practice in telephone emergency response (level 1 response)'. The webinar was based on the guidelines jointly published by NCEC and Cefic.

We broadcast live from the Cefic offices in Brussels to hundreds of people from over 40 countries across six continents. Attendees included representatives from chemical manufacturers, distributers, transporters, retailers, trade associations, consultants and emergency response providers.

After taking an initial poll, it emerged that 65% of the audience had not heard of the Cefic best practice guidelines, highlighting the need for this vital information to be disseminated more widely.

If you want to assess if your telephone emergency response provision is fit for purpose or to find out more about best practice in level 1 emergency response, please:

- Watch the webinar on-demand.
- Read the Guidelines for Level 1 Chemical Emergency Response.
- Contact us for advice or if you have any questions – ncec@ricardo.com or +44 (0)1235 753654.

TRAINING

CERTIFICATE IN MARINE POLLUTION PREVENTION AND MANAGEMENT

When: 17 March 2020 Where: via Online Learning Duration: 12 weeks, part-time

This course provides a convenient solution and delivers a current, comprehensive knowledge of the overall framework governing marine pollution, including applicable regulations, compliance requirements and related management strategies. It presents an integrated approach, analysing the many sources of pollution, describing best practices for minimising contamination, responding to accidents and exploring legal ramifications throughout the maritime and offshore sectors.

Lloyds Maritime Academy More info Download a sample module

USA: TWO SCIENCE OF OIL SPILLS (SOS) CLASSES NOW OPEN FOR APPLICATIONS

NOAA's Office of Response and Restoration (OR&R), a leader in providing scientific information in response to marine pollution, has opened registration for two Science of Oil Spills (SOS) classes this summer, in New London, Connecticut and Seattle.

The New London class will be held the week of June 8, 2020 at the U.S. Coast Guard Academy, and the Seattle class the week of June 22, 2020 at the NOAA Western Regional Center.

Applications for the New London class will be accepted through Thursday, April 2, 2020, and for the Seattle class through Thursday, April 9. For both classes, we will notify applicants regarding their participation status by Friday, April 17, via email.

JOB VACANCIES

PEMSEA - ARAFURA AND TIMOR SEAS REGIONAL AND NATIONAL STRATEGIC ACTION PROGRAMS (ATSEA2)

The PEMSEA Resource Facility (PRF) seeks highly qualified individuals/consultants to fill up the following posts for its regional project on the Implementation of the Arafura and Timor Seas Regional and National Strategic Action Programs (ATSEA2).

The ATSEA-2 project is the second phase of the GEF-financed, UNDP-supported ATSEA program, and is designed to enhance regional collaboration and coordination in the Arafura and Timor Seas (ATS) region. ATSEA-2 will specifically focus on supporting the implementation of the endorsed strategic action program (SAP), a 10-year vision for the Arafura-Timor Seas with the long-term objective "to promote sustainable development of the Arafura-Timor Seas region to improve the quality of life of its inhabitants through restoration, conservation and sustainable management of marine-coastal ecosystems". The GEF alternative establishes a regional governance mechanism that strengthens the enabling policies and capacities of institutions and individuals, including the integration of Papua New Guinea, resulting in a sustained transboundary response to over-exploited fisheries and increased pressures on the globally significant biodiversity in the ATS region, including the impacts of climate change. Integrated approaches are designed to incentivize local communities to more sustainably use coastal and marine resources, enhancing their own livelihoods while safeguarding the ecosystem goods and services that are the backbone of their socio-economic well-being. More information about the ATSEA project can be found at http://diktas.iwlearn.org/atsea. More info and application

MESSAGES RECEIVED FROM EVENT ORGANISERS

INTERNATIONAL OIL SPILL CONFERENCE (IOSC 2020) INCLUDES A FIELD TRIP TO HARVEY, LA

IOSC 2020 is featuring a field trip to Harvey, LA to view and learn about leading-edge operational aerial and on-water equipment on Monday, 11 May from 12:30 PM to 4:30 PM. This event is organized by SCAA, API, BSEE, and several OSROs and equipment manufacturers. Clean Gulf Associates (CGA) is graciously hosting the viewing from their facility located on the Harvey canal. The event is approved by the IOSC Executive Committee and supported by the IOSC Planning Committee.

A modest sign-up fee of $20 offsets the cost of chartered coach buses that will make the 15-20-minute round-robin run between the Convention Center Harvey and CGA's facility in Harvey. On-water deployed equipment will be viewed from CGA's High Volume Open Sea Skimming System (HOSS) Barge, a 174' dedicated Oil Spill Recovery Barge (OSRB) with state-of-the-art oil spill detection and recovery equipment onboard. SCAA / More info

UPCOMING EVENTS

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
COUNTRY	**2020**	**TITLE OF EVENT**	**LOCATION**
USA	March 4	Demonstration of Oil Spill Response Equipment	Des Allemands, LA
UK	March 11-13	Meeting of IOPC Funds' governing bodies	London
FRANCE	March 17	25th Cedre Information Day	Paris
COLOMBIA	March 17-19	SPE HSE & Sustainability Conference	Bogotá
USA	March 19	2020 MI-AHMP Annual Conference	Howell, MI
UK	March 20	Marine Insurance London Conference	London
USA	March 24-25	SCAA Annual Meeting & Conference	Arlington, VA
TOGO	March 25-27	Workshop on oil spill liability and compensation	Lome
UK	Mar. 30 – Apr.3	IMO Marine Environment Protection Committee	London
TUNISIA	April 1-2	Regional Workshop on Oil Spill Waste Management	Tunis
USA	April 7-9	Clean Waterways Conference	Indianapolis, IN
USA	April 20-24	Interstate Technology & Regulatory Council	Minneapolis, MN
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
UK	May 13-14	HAZMAT 2020 Conference	Stratford on Avon
IRELAND	May 14-15	European Maritime Day Forum Event	Cork

UPCOMING EVENTS (CONTINUED)

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
UK	June 8-12	2020 IOPC Funds' Short Course	London
NORWAY	June 9-11	INTERTANKO Annual Tanker Event	Oslo
USA	June 9-11	Clean Pacific Conference & Exhibition	Seattle, WA
NETHERLANDS	June 24-25	European Environmental Ports Conference 2020	Rotterdam
ESTONIA	August 25-27	BALEX DELTA 2020 pollution response exercise	Talinn
USA	Sept. 8-11	HazMat Emergency Response Workshop	Scaramento, CA
AUSTRALIA	Sept. 15-17	Ecoforum Conference & Exhibition	Darwin
INDIA	Sept. 22-24	Oil Spill India Comference & 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			

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

Alga Chronicle	News from Australia on Contaminated Land Remediation	December 2019
AMSA Update	Latest news from the Australian Maritime Safety Authority	January 2020
ATRAC Newsletter	News from the Adriatic Training and Research Centre	December 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	January 2020
Clean Nigeria Associates Newsletter	News from CNA about Oil Spill Response in Nigeria	December2018
EMSA Newsletter	News from the European Maritime Safety Agency	Current issue
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	February 2020
ITOPF Ocean Orbit	News from the International Tanker Owners Pollution Federation	October 2019
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q1 2020 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	January 2020
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	Jan. 1-15, 2020
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	March 1, 2020
WestMOPoCo	Western Mediterranean Region Marine Oil & HNS Pollution Cooperation	January 2020

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: MARYLAND – CAUSE OF BALTIMORE INNER HARBOR OIL SPILL UNCLEAR, CLEANUP CONTINUES

The source of the oil spill that left reddish fuel oil atop Baltimore's Inner Harbor Saturday has not been determined, but Maryland environmental officials don't believe there is reason to be concerned about an ongoing leak. WTOP News / Read more

NEW ZEALAND: 'THOUSANDS' OF EELS DEAD FOLLOWING CHEMICAL SPILL AT SOUTH TARANAKI MEAT WORKS

February 24 - Twenty years of work to replenish eel stocks in a South Taranaki stream was undone by a chemical spill from a meat processing works, a "grief-stricken" Taranaki iwi says. Officially, more than 1000 fish, mostly eels, died after ammonia spilled from the Silver Fern Farms site in Hāwera into the Tawhiti Stream on Wednesday, February 19, but local iwi say the death toll is much higher. Taraniki Daily News / Read more

February 29 - Attempts to contain chemical at South Taranaki meatworks could be to blame for eel deaths - When ammonia leaked from a South Taranaki meatworks, and emergency services were all go, an attempt to stop the chemical spreading further may have lead to the death of thousands of eels. At the time, Fire and Emergency New Zealand created a "water curtain" and hoses sprayed water in the air in an attempt to contain the toxic gas, which leaked because of a broken valve. However, it has since been revealed that may have been what flushed the ammonia into the Tawhiti Stream. Stuff co.NZ / Read more and watch video

USA: MICHIGAN - CHEMICAL SPILL CONTAINED, STATE OFFICIALS LOCATE SOURCE IN GRATIOT COUNTY

February 26 - Authorities were alerted to the spill after a petroleum-like sheen was spotted on the Pine River in Midland County. Van Riper said that the person responsible was draining fluids from the transformer when some of it leaked on to the ground and into a county drain. The fluid then made its away into nearby Bush Creek and eventually into the Pine River. "The source has been stopped and the responsible party has stepped up and hired a contractor, Bierlein to remediate the contamination," Van Riper said.
ABC News / Read more and watch video

February 27 - Chemical Spill in Pine River Tests Negative for PCB's - Samples were taken at that site, and Wednesday afternoon tests on those samples came back negative for PCBs, which are known to cause cancer. 9&10 News / Read more

BRAZIL: VLOC BULK CARRIER STELLAR BANNER NEAR CAPSIZE, INTENTIONAL GROUNDING

February 26 – and later updares. VLOC bulk carrier STELLAR BANNER loaded with ore developed heavy starboard side list, with cargo deck partially under water, at around 0000 UTC Feb 25, north of Sao Luis, Brazil. The ship left port of Ponta da Madeira, Brazil, on Feb 24, bound for Qingdao, reportedly she suffered water ingress in cargo hold or holds, or probably it was cargo shift. As of 1700 UTC Feb 26, the ship remains afloat, with AIS on. At least 4 tugs and SAR ships are engaged in salvage, it is said, that they're trying to tow giant ship to shallow waters, to prevent sinking. Maritime Bulletin / Read more

February 27 - Salvage and oil spill response assets are being mobilized to deal with the partially submerged Stellar Banner stranded off the coast of Brazil. The Brazilian Navy on Thursday met with representatives from Vale, salvor Ardent Global, and local government officials to go review the best course of action for the vessel, which remains aground approximately 60 miles from São Luís. Vale so far has requested oil spill recovery vessels from Petrobras to help contain any oil leaks from the vessel. Meanwhile, it has also requested for formal authorization from the Brazilian Institute of the Environment and Renewable Natural Resources (IBAMA) to mobilize additional vessels to the area to help with the response. Vale said the South Korean owner and operator of the Stellar Banner, Polaris Shipping, has hired global salvage firm Ardent Global to draw up salvage plans. gCaptain / Read more and watch videos

February 28 - Dark patches around grounded Polaris VLOC spark fears of bunker spill - Aerial images recorded by the Brazilian Navy yesterday show a series of dark spots around the Stellar Banner, a fully laden very large ore carrier that ran aground on Monday night 100 km from Vale's Ponta da Madeira Maritime Terminal in the state of Maranhao. In an update yesterday, Vale said it had contacted energy giant Petrobras to send oil spill recovery vessels to the site of the accident. The Brazilian miner is also sourcing equipment to

try and contain any bunker spill. Salvage experts have been deployed and are planning to remove the many tonnes of bunker fuel as a priority. Splash 247 / Read more and see videos

February 29 – Statement from Polaris - A slight oil sheen noticed at the site is believed to be residue of "dead oil" which was on the deck; not leakage from fuel tanks. Nonetheless, in close cooperation with Vale, the company is mobilizing all available assets in Brazil to eradicate any potential risk from the oil spillage. An anti-pollution team is already on site, closely monitoring the situation. Therefore, we would like to reiterate that there is no oil leakage from the vessel. As a precautionary measure, oil fence will be installed to mitigate potential risk of oil pollution. Maritime Bulletin / Read more
See also: http://www.vale.com/EN/aboutvale/news/Pages/vale-updates-information-on-stellar-banner-support.aspx

February 29 - Salvage tugs are in place trying to keep the grounded Stellar Banner very large ore carrier from rocking too much in the waves for fear the ship's hull will breach and its 4,000 tons of bunker oil will spill out. Splash 247 / Read more

Note from Editor – My apologies for shortage of incident reports in recent issues. Access to press reports from North America continue to be blocked, alledgedly due to EU GDPR regulations; In Australia, Don Johnston is taking an extended break from producing his much valued weekly incident summary; globally, reporting of pollution incidents seems to be taking second place to press updates on the rapidly growing coronavirus problem; and only a very few readers are forwarding spill reports for publication.

INFORMATION FOR MEMBERS AND OTHER READERS

THE EDUCATIONAL ROLE OF THE ISCO NEWSLETTER

The ISCO Newsletter has published excellent serialised articles on such matters as inland spill response, aerial observation of oil spills, in-situ burning, etc. by respected experts including Dr Merv Fingas and the late Mark Francis. Your editor is currently looking for more interesting articles of this kind. If you think you can help, please get in touch. john.mcmurtrie@spillcontrol.org

Disseminating news about new technical developments is of value to our community. Corporate Members and others are invited to contribute articles.

You editor is also interested to receive interesting case histories for publication. Dealing with spill events often requires an innovative approach and you are invited to share your experiences.

TIMELY PAYMENT OF MEMBERSHIP RENEWAL FEES

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

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

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

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