

ISCO & THE ISCO NEWSLETTER

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

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

ISCO COMMITTEE & COUNCIL

ISCO is managed by an EXECUTIVE Directors

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

Members

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

Assisted by COUNCIL

(National Representatives)

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

INTERNATIONAL NEWS

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



CLEAN WATERWAYS
SPILL PREVENTION, RESPONSE & HAZARDOUS MATERIALS MANAGEMENT FOR INLAND REGIONS & WATERWAYS
Use VIP code **ISCO** to save \$100 on your registration
AUGUST 3-5, 2020
JW Marriott Indianapolis
INDIANAPOLIS, IN



OIL SPILL INDIA 2020
6TH INTERNATIONAL CONFERENCE & EXHIBITION
23RD & 24TH SEPTEMBER 2020, JW Marriott, Mumbai Sahar, India
THEME: COMMITMENT, SYNERGY, EXCELLENCE

2020 EDITION OF GUIDE ON THE IMPLEMENTATION OF THE OPRC CONVENTION AND OPRC-HNS PROTOCOL



This Guide aims to provide an in-depth understanding on the effective implementation of the International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990 (OPRC Convention) and its Protocol on Preparedness, Response and Cooperation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol). It provides a step-wise approach for the planning, preparedness and implementation process at national and regional levels; and identifies existing publications and available support mechanisms to assist.

[More info from IMO Publishing](#)

SAFEGUARDING THE RED SEA AMID THE CORONAVIRUS: PREVENTING THE SPILL OF THE FSO SAFER

The global COVID-19 pandemic has taken hundreds of thousands of lives, curtailed travel, rendered millions unemployed, and caused unprecedented harm to the global economy. At the same time, the pandemic has diverted global attention away from other matters of concern. One of these is the Floating Storage and Offloading Vessel (FSO) SAFER, a converted oil tanker moored four miles off the coast of Ras Isa, Yemen, in the Red Sea and continuing to degrade after years of neglect. If no action is taken, [the SAFER will spill as much as 1.14 million barrels of Marib Light crude into the water.](#) Much of the world's activity may be on hold, but the ongoing corrosion on the SAFER is not taking a break to wait out the pandemic.

MEMBERSHIP OF ISCO

[Benefits of Membership](#)

[Online Membership Application Form](#)

ADVANCE YOUR CAREER BY GAINING PROFESSIONAL RECOGNITION.

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

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

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

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

[About Professional Membership](#)

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

TO RECEIVE THE FREE ISCO NEWSLETTER

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

INTERNATIONAL NEWS (CONTINUED)

In the best-case scenario of a million-barrel spill, up to 75 percent of the oil on board, which has been sitting untended since 2015, would evaporate within a couple of days. In other words, the best-case scenario is a spill the size of the Exxon Valdez disaster. While such a spill involving a light crude oil would be hard to address under normal circumstances, the limited capacity caused by the COVID-19 restrictions means that the impact would be all but impossible to mitigate. Prior work has been done to [game out the disaster](#), and recent efforts have produced more insights. But the main conclusion remains inescapable: without timely action, a key region of the world may well face an environmental and humanitarian disaster that could easily have been averted—one that could now arrive with singularly destructive timing and inaugurate decades of hardship on top of already dire circumstances.

One recent model of a potential spill involving most or all of the SAFER's contents indicates that, with the arrival of the Red Sea's summer surface water circulation this May, some of the oil would spread northward toward Saudi Arabia, but most would travel south along the Yemeni coast, hitting the key port of Hodeidah—the main gateway for international aid during Yemen's civil war—on its way toward the chokepoint of the Bab el Mandeb Strait. Regardless of where the spill meets the coast, it would threaten to contaminate some of the critical desalination plants that supply the Red Sea littoral states with drinking water—only about a three-day supply at any one time. Entirely apart from this potential humanitarian crisis, or the possible impact on operations in Hodeidah, the summer scenario means a potentially devastating blow for fisheries and coastal ecosystems—vital coral reefs and mangroves among them—along much of the Red Sea coast.

In a best-case response scenario, such a destructive outcome could be mitigated with immediate intervention that manages to contain the SAFER's contents close to the vessel, and most importantly, well away from the shore. But a buoyant oil, like Marib

Light, on the dense saline waters of the Red Sea, with brisk winds blowing southward, could spread toward and down the coast at considerable speed; if the winds were sufficient to generate whitecaps, or if the spill extended just 4.5 miles toward the turbulence of the shoreline, Marib Light would become entrained and mix down the water column, delivering a deadly toxic shock to every marine and coastal ecosystem in a wide area, and threatening to enter even the most sophisticated intake systems for desalination plants.

Alternatively, if the SAFER's storage tanks have corroded to the point that at least some of them have vented over the past few years, then it is likely that most of the crude oil's volatile light ends have already evaporated. On the one hand, that onboard weathering would make the oil less immediately toxic; on the other, it would mean that a spill would be more viscous and behave very differently in the water, sooner reaching the point of depositing long-lasting toxins, such as heavy polynuclear aromatic hydrocarbons (PAHs), that would impact marine life for generations.

A catastrophic spill from the SAFER would therefore pose a daunting challenge in the best of circumstances; in the midst of a global pandemic and on the edge of a conflict zone, the chances of an early and adequate response are vanishingly small. The indisputably correct course is for key stakeholders to negotiate the political and technical hurdles involved and take preventive action.

Your Editor recommends that you read the whole of this article. The authors are Dr. Ian Ralby is founder and CEO, Dr. David Soud is head of research and analysis, and Rohini Ralby is managing director at I.R. Consilium, LLC. Dr. Ian Ralby is also a senior fellow with the Atlantic Council Global Energy Center. You can follow Ian (@ImRalby) and I.R. Consilium (@IRConsilium) on Twitter.

The article concludes – "It is a truism of history that widespread disaster can sometimes create unexpected openings for resolution and renewal. Such could be the case with the SAFER in the time of COVID-19. In the midst of a global crisis, key stakeholders in the Red Sea region and beyond can find a way to resolve a regional crisis. If they fail to look beyond immediate enmities and various forms of territorialism, they will be guilty of allowing what is already a regional tragedy to take a far darker turn. But if they can muster sufficient responsibility, creativity, and technical ingenuity, they can write the ending this story desperately needs".

The Atlantic Council / [Link for downloading the article](#)

COVID-19 AFFECTING NEW INVENTORY OF HAZARDOUS MATERIALS REQUIREMENTS IN DECEMBER 2020

From 31 December 2020, all ships of 500 GT and above – regardless of the flag they are flying – will be required to carry an inventory of hazardous materials (IHM) when calling a port or anchorage of a country that is a member of the European Union (EU) or European Economic Area (EEA). Failure to do so may result in penalisation.

Source: <https://www.bimco.org/news-and-trends>

IMO POSTPONES MORE MEETINGS, BEGINS RESCHEDULING PLANS

The IMO has postponed meetings which were scheduled to be held in July, including the next regular session of the IMO Council, due to the COVID-19 pandemic.

However, work is underway to prepare a new program for the remainder of 2020. Resuming physical meetings will depend on guidance from the World Health Organization (WHO) and the UK Government, as well as the situation of IMO Member States. A priority list of meetings has been drawn up and will be considered by the Council at its 32nd extraordinary session that will be held by correspondence from May to July.

The proposal for rescheduling meetings gives priority to a regular session of the IMO Council, followed by meetings of the Marine Environment Protection Committee (MEPC) - which will be preceded by the 7th meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships - and to the Maritime Safety Committee (MSC).

The IMO Secretariat is exploring the practicalities of holding virtual meetings, including multilingual meetings with simultaneous interpretation into the six official languages of the Organization.

[For details of the meetings which were scheduled to be held in July and have now been postponed please continue reading](#)

SATELLITE SPILL DETECTION WILL HELP REDUCE ILLEGAL MARINE DISCHARGES



The coronavirus pandemic is restricting aerial and seaborn monitoring activities of illicit oil discharges. As lockdowns continue around the world, satellite technology offers an efficient and remote solution to identify polluting ships.

Marine oil pollution is one of the most devastating forms of environmental contamination in the world. While shipping traffic may be down worldwide as a result of coronavirus lockdowns, a reduction in physical surveillance across global seas could result in a heightened opportunity for potential offenders and their illicit discharges.

Yet, at a time in which mobility is largely limited and patrolling is mainly related to coronavirus, satellite monitoring allows ships to be tracked from a remote

location, eliminating the need for human intervention.

Coast guards, Interpol and stakeholders involved in tackling marine oil pollution were using satellites long before the pandemic, but with other monitoring activities on hold, their role could soon change.

Two experts involved in satellite-based monitoring and detection of oil spills describe how their work is being impacted by the pandemic and what it could look like once the outbreak is tackled. [Tracking and tracing activities](#) play a key role in the fight against marine oil pollution. "It is acknowledged in the community that monitoring has a deterrent effect, so if polluters know that there's surveillance, they are likely to pollute less because there's a risk of being caught, and the fines are very high," explains Juan Peña Ibáñez, CEO of Orbital EOS, a spin-off company of the Spanish Coast Guard that provides satellite-based oil spill and ship detection through online software.

A testament to this concept is 2017 research from Tilburg University, which found correlations between illicit oil discharges and the time and circumstances in which they happen. [The paper states](#) that "even a tiny chance of getting caught and a mild punishment can have a major impact on behaviour".

This means that during the pandemic, the chances of new offences taking place could be higher. "If polluters understand that the surveillance is lower than the perception of the risk goes down as well," says Peña Ibáñez.

Both Gomez and Peña Ibáñez believe that satellites can be that technology. "The potential is huge and that's the approach we are trying to support," says Peña Ibáñez. "We have more satellites than ever in history so we have more data than ever. In our perspective, the potential of this technology is underrated because satellites do not rest, they see the big picture and they transcend human boundaries."

In particular, he adds that Orbital EOS is using a family of satellites with different capabilities that help paint a detailed picture of pollution offences. "Some of them can see through the clouds or at night, some can give you information about the type of oil or the quantity of oil," he continues. "These features are complementary, not only in terms of monitoring but also as they provide high-quality information like [the] time the discharge has happened or how much oil has been discharged." Ship Technology / [Read more](#) [Thanks to Juan Peña Ibáñez of ISCO Corporate Member, Orbital EOS] www.orbitaleos.com

Note from your Editor: World news is currently dominated by reports on the advance of the Coronavirus pandemic. One consequence is that the usual sources of news that is specifically relevant to the interests of the spill response community have temporarily gone very quiet. Under this circumstance I would be particularly grateful to Members and other readers who send me news reports that will be of interest to Members and readers in their own countries and the wider world. john.mcmurtrie@spillcontrol.org

AUSTRALIA: CONTAINER RECOVERY OPERATION A COMPLETE SUCCESS

May 8 - On Friday afternoon (8 May) the vessel MV Pride returned to Port of Newcastle for the final time to discharge containers and pollution recovered from the ocean floor.

The recovery operation began on April 3 and has seen 63 containers and tonnes of associated pollution successfully recovered from the ocean.

AMSA's General Manager of Response Mark Morrow said that the operation has been a complete success.

"The recovery teams have done a remarkable job in removing this pollution from our oceans in such a professional and efficient manner. We thank the seafarers from both Australia and overseas who have completed this work away from their homes and families in this time of a global pandemic.

"By recovering these containers and the tonnes of plastic and other rubbish contained inside we have ensured that future generations are not picking up Yang Ming's mess off the regions beaches for decades to come.

"This project was forecast to take a month and was done in 35 days, including 7.5 days of delay for weather. "Also, although originally expecting 60, we have recovered 63 containers, a remarkable result." AMSA / [Read more](#)

CANADA: PREPARING FOR THE NEXT SPILL



April 30 - On Canada's west coast, oil spill cleanup capacity is expanding. But is it enough? The Coastal Sentinel was designed to do one thing: clean up oil spills in the rough weather and big waves off British Columbia's west coast. The CAN \$5.8-million, 25-meter-long, custom-built ship is part of the Canadian government's promise to create "world-leading" oil spill response capacity in the Pacific—an expansion tied to that of the Trans Mountain Pipeline. Now owned by the Canadian government, the contentious project will triple the amount of oil moving from Alberta to the Westridge Marine Terminal in Burnaby, near Vancouver, and increase the number of oil tankers plying BC waters from about 30 per year to 400.

"The increased tanker traffic increases the risk of a spill," says Michael Lowry, manager of communications for Western Canada Marine Response Corporation (WCMRC), the company responsible for cleaning up oil spills on Canada's Pacific coast and the owner of the Coastal Sentinel. "We need an enhanced spill response."

So WCMRC is beefing up its infrastructure and staffing along the tanker route. The additions mean the coast is better equipped to respond to a spill than ever before. But critics aren't convinced the company's newfound capabilities are actually "world-leading." Hakai Magazine / [Read more](#) [Thanks to Julien Favier, GI WACAF Project Manager]

CANADA: NEWFOUNDLAND - ENVIRONMENT COMMISSIONER PLANNED TO SCRUTINIZE HANDLING OF MARINE OIL SPILLS

May 2 - A federal watchdog launched work last year to put the management of oil spills off Newfoundland under the microscope, according to correspondence obtained by CBC News through access to information.

But the environment commissioner's audit plan pre-dates the COVID-19 pandemic, and the current status of the work is unclear.

A spokesperson told CBC News the federal auditor general's office does not comment on ongoing audits, but added that the pandemic "has had a significant impact on the government's and our office's work and priorities."

In early December, a senior official in the auditor general's office wrote top brass at the Department of Fisheries and Oceans and the Canadian Coast Guard to inform them that the performance audit was set to begin.

"This work will be published in the Spring 2021 report of the Commissioner of the Environment and Sustainable Development," the letter advised.

According to that December letter, officials were expected to meet to discuss the initial scope and objective of the audit work. CBC News / [Read more](#)

CANADA: B.C. SUSPENDS \$11 MILLION IN OIL AND GAS COMPANY PAYMENTS FOR ORPHAN WELL CLEAN-UP DUE TO CORONAVIRUS

May 7 - Citing the COVID-19 pandemic, the B.C. government has given oil and gas companies a reprieve from making their annual contributions — worth more than \$11 million this year — to a fund for cleaning up orphan wells that could pose a threat to the environment.

The B.C. Oil and Gas Commission posted the notice on its website on April 16 — the day before Prime Minister Justin Trudeau announced the federal government will shell out [\\$1.7 billion to clean up orphan and inactive oil and gas wells](#) in Alberta, Saskatchewan and B.C.

The break for oil and gas companies came shortly after the Canadian Association of Petroleum Producers sent [a series of letters](#) to the federal government asking it to reduce environmental liabilities and “temporarily suspend, delay or reconsider certain regulatory actions that will add costs to industry at this time.”

The postponement of the orphan well liability levy was announced in an [information bulletin](#) listing the commission’s “initial” actions in response to the pandemic. It came just two days after yet another gas operator in B.C., Calgary-based Delphi Energy Corp., [filed for creditor protection](#), leaving 15 wells that could be added to B.C.’s growing tally of orphans. The Narwhal / [Read more](#)

DENMARK: TEST OF EMERGENCY WARNING SIRENS



May 6 - The nation’s sirens will be tested today at noon to make sure they are operational, as well as to remind citizens why they are used in the first place.

The siren alert can be used in disaster scenarios and accidents in which citizens are in immediate threat, such as a hazardous chemical spill or fire.

The siren, which can be activated throughout the country or in confined areas, consists of a sound that rises rapidly and decreases slowly. CPH Post / [Read more](#)

FRANCE: CEDRE - OPERATIONAL GUIDE "ACCIDENTAL WATER POLLUTION BY HNS"

This guide "Accidental Water Pollution by Hazardous Noxious Substances", produced in collaboration with Transport Canada, is designed as an operational document to be used by professional responders in the event of an HNS spill.

Its objective is to serve as a decision support tool for staff at incident management centres and for responders in the field.

The recommendations set out in this guide are based on expertise developed by Cedre and Transport Canada in terms of approaches to, assessment of and response to accidental water pollution.

Regulations, prevention and organizational issues are not covered in this guide. Likewise, safety- and security-related actions, although mentioned, are not discussed in detail given that the responders in charge are assumed to be familiar with them and adept in their use. Download this [publication](#) for free. <http://wwz.cedre.fr/en>

GREECE: HELMEPA SCHOLARSHIPS FOR 2020-2021

May 7 - The Hellenic Marine Environment Protection Association – HELMEPA, honoring the memories of its Founder, George P. Livanos and Honorary Chairman, Captain Vassilis C. Constantakopoulos, announces for the academic year 2020-2021 two scholarships valued at €15,000 each, for candidates pursuing one-year full-time attendance post graduate courses (Master’s level), in Greece or any other country of the European Union. HELMEPA / [More information](#)

NIGERIA’S SILENT KILLER: SELF-IMPOSED EXILE

April 30 - Petroleum hydrocarbons can enter the body through the air, food, and water or when one accidentally eats or touches soil or sediment that is contaminated with oil. Crude oil contains a significant amount of aromatic compounds including Benzene, Ethylbenzene, Toluene, and Xylenes (BTEX).

These are the most dangerous gaseous elements of crude oil and pose a risk of acute or chronic toxicity in humans during its production, distribution and use.

In 2011, the [United Nations Environment Programme \(UNEP\)](#) published a [report](#) on the impact of the oil spill on the communities in Ogoniland after the federal government hired its services to assess the extent of its damage.

This article is part of the dossier: [Nigeria’s silent killer: The deadly price of oil](#) The Africa Report / [Read more](#)

RUSSIA TO SHIP OIL ALONG NORTHERN SEA ROUTE DESPITE ENVIRONMENTAL PROTEST

April 30 - Russia will increase shipment volumes transported along the Northern Sea Route to 80m tons by 2024, after moving 31.5m tons of cargo last year, despite opposition by environmental campaigners.

President Putin signed an Arctic master plan that allocates national priorities to development in the polar region, a move which was thought by Russia-analysts to be less than unanimous within the Russian power structure.

Climate advice offered by a number of Russian government ministries, in particular the Audit Chamber which oversees government spending, warned that the Kremlin's economic plans would make the effects of climate change worse.

There is a mandate to drill for more fossil fuels in the polar region by offering oil and gas developers tax breaks, reported Norway's respected Barents Observer.

The master plan follows a scheme issued in January to split the responsibility of developing the Northern Sea Route among Rosneft and Gazprom Russia's state oil and gas monopolies; its state nuclear corporation Rosatom, and Novatek, the private natural gas giant developing on the Yamal Peninsula. Insurance Marine News / [Read more](#)

USA: LATEST ACTIVITY REPORTS FROM NOAA OR&R

May 1 – Please click on the links below to read the latest News Reports from NOAA OR&R.

[OR&R Scientists Share Knowledge with Students of All Ages](#)

To provide a glimpse into what NOAA scientists do in the Office of Response and Restoration, two OR&R scientists—marine biologist Gary Shigenaka and chemist Charlie Henry—recently led a NOAA Live! Webinar for students, The Job of a NOAA Oil Spill Response Scientist.

[Marine Debris Program Participates in the NOAA Citizen Science Workshop](#)

On April 22-24, Sherry Lippiatt (California Regional Coordinator) and Carlie Herring (Research Coordinator) with the Marine Debris Program participated in the NOAA Citizen Science Workshop.

[OR&R Scientists Process 1,400+ Fish at One-day Ecotoxicology Intensive](#)

Scientists from the Northwest Fisheries Science Center (NWFSC) Ecotoxicology Program and OR&R traveled from Seattle to Newport, Oregon, to join local scientists at the NWFSC Hatfield Marine Center to process more than 1400 juvenile Chinook salmon in a one day sampling intensive.

[NOAA 2020 Science Camp in Seattle Canceled](#)

After thoughtful and extensive deliberation, NOAA and Washington Sea Grant made the difficult decision to cancel this year's NOAA Science Camp program.

USA: CDC REOPENING GUIDANCE FOR CLEANING AND DISINFECTING

May 1 - The Centers for Disease Control and Prevention (CDC) has issued new guidance, see [Reopening Guidance for Cleaning and Disinfecting Public Spaces, Workplaces, Businesses, Schools, and Homes](#).

Making sure people feel comfortable to leave their homes and return to their normal work spaces will be a challenge. I keep hearing statements like, "X facility is being 'deep cleaned' before the workforce is allowed to return to work." What is "deep cleaning"? I think having CDC guidance will be very helpful in establishing a standard for what is "clean." Government Technology / [Read more](#)

USA: PHMSA PROPOSES RULE REVISIONS FOR HAZARDOUS LIQUID PIPELINES

May 4 - The Pipeline and Hazardous Materials Safety Administration (PHMSA) has proposed amendments to certain pipeline safety regulations set forth in 49 CFR parts 190, 194 and 195 addressing the safety of hazardous liquid pipelines.

Among other changes, the proposed amendments would revise the requirements for facility response plans as well as the reporting thresholds for accidents.

Parties that wish to submit comments on the PHMSA's proposed amendments must do so by June 15, 2020.

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is [proposing amendments](#) to certain pipeline safety regulations set forth in 49 CFR parts 190, 194 and 195 addressing the safety of hazardous liquid pipelines.¹ The proposed amendments would revise the requirements for facility response plans, revise the reporting thresholds for accidents and repeal,

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

replace or modify other specific regulations. Any party seeking to submit comments to PHMSA on these proposed amendments must do so by June 15, 2020. Holland & Knight / [See the detailed information about these revisions](#)

USA: ELASTEC CELEBRATES ITS 30th ANNIVERSARY

May 4 - [Elastec](#) celebrated their 30th anniversary on May 1st, 2020. The company was founded in 1990 with the invention of the two-drum oil skimmer. The patented product changed the oil spill response industry and set the foundation for the company to grow into the world's largest manufacturer of environmental response equipment.

What [started as two vacuum truck operators in the Illinois Oil Basin](#) has grown into a 120+ employee company with three locations in Illinois and one in Florida. Elastec, along with the over 50 years of experience with floating barriers for oil, debris and silt from American Marine, grew to be world renowned for manufacturing high quality oil spill response equipment and containment boom. Recently, Elastec branched out to focus on waterway trash & debris, plastic pollution and municipal waste disposal systems. We also provide vacuum systems, baffles and turbidity curtains, power units, pumps, boats and an ever growing catalog of products. ELASTEC / <https://www.elastec.com/>

PEOPLE IN THE NEWS

ALGA APPOINTS ANNALISA HASKELL AS ITS CHIEF EXECUTIVE OFFICER



The Australasian Land & Groundwater Association (ALGA) Ltd announced today that its Board of Directors has appointed Annalisa Haskell as Chief Executive Officer, effective 4 May 2020.

ALGA Chair of the Board, Craig Cowper, said Annalisa was chosen after a very robust selection process.

“Annalisa comes to the Association with not only many years of experience in senior executive roles but also with credentials in developing strong professional member associations through a deep personal commitment to professional collaboration.”

“Previously as CEO of Local Government Professionals Australia, NSW, in addition to growing the membership association through some of its most challenging years in NSW, she created a world-leading council program by designing and developing one of the largest comparative performance benchmarking programs across many Australian and New Zealand local governments.”

ALGA / [Read more](#)

ISCO NEWS

LOOKING FOR NEW SERIALISED OR SHORTER “ONE OFF” ARTICLES

With the final part of the Good Practice Guidelines for Inland Oil Spill Response appearing this week, there is an opportunity to submit a new serialised article for publication in the ISCO Newsletter. Shorter articles that can be printed in a single issue of the newsletter are also of interest. Authors interested in contributing an article are requested to contact the Editor – john.mcmurtrie@spillcontrol.org

ANNOUNCING NEW PRODUCTS & SERVICES

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

Corporate Members of ISCO can benefit from submitting news about new products and services in the “News from ISCO Members” section of the ISCO Newsletter. This is a free facility for Members. Given that the ISCO Newsletter has a large and highly targeted readership in over 60 countries, it's a cost-effective way to promote your company.

HAVE YOU ALLOWED YOUR MEMBERSHIP TO LAPSE?

ISCO welcomes lapsed members who decide to re-join. This way you can preserve your access to all our membership benefits, including delivery of the ISCO Newsletter. To re-join, just click on <http://spillcontrol.org/2013-02-05-10-50-47/membership-application>

Please note that the cost of ISCO Membership will increase on 1st June 2020 – but you can still save money by joining or renewing your membership at the old rates if you act now.

ISCO RESPECTS YOUR PRIVACY - UNSOLICITED MAIL

ISCO does not buy or make use of contact lists offered by data vendors. We do not send out unsolicited promotional mail to ISCO newsletter subscribers.

INLAND RESPONSE - GOOD PRACTICE GUIDELINES FOR INCIDENT MANAGEMENT AND EMERGENCY RESPONSE PERSONNEL

Part 11 of a serialised article contributed by IPIECA and IOGP



Response techniques (continued)

Shoreline Clean-up / Treatment (continued)

Sunken Oil

There are specific challenges to be faced where very dense oils sink in fresh waters. The identification of sunken oil may be difficult as it is likely to be hidden from view. Initial predictions of depositional areas can be made by studying the water body (bathymetry) and its surface water hydrology to determine where natural areas of deposition may occur (for example, the pools of a meander in a river or around the edges of a lake, or depressions in the stream bed).

This would be followed by probing or surveying for oil. In some cases changes in temperature or seasonal factors may lead to sheens appearing, which could provide indicators of sunken oil. The use of sorbent snares (pom poms) or sorbent pads fastened to a weight and dragged along the bottom can also be useful in locating the presence of sunken oil.

Clean-up actions may include agitating or aerating the river or lake bed to encourage the release of oil, with subsequent recovery of released oil as it reaches the surface. Dredging of oiled sediment may also be considered. In all cases the treatment of sunken oil is likely to be a long term project extending beyond the emergency phase of an incident.



Above: Pumping water into river sediment to release sunken oil and flush it to the surface.

Summary

Spills to inland environments are typically much smaller in volume but more frequent than spills to marine waters and their shorelines. Inland spills do not garner the degree of broad public and media attention compared to large offshore spills.

The response to oil spills in inland aquatic environments shares similar principles to a marine spill response, but there are significant differences. Inland spills, even small ones, often directly affect the public in a more intimate manner than similar-sized marine spills. They are also more likely to involve oil products, and raise immediate safety concerns due not only to their potential proximity to communities but because of specific fears about toxic vapours and fire risks.

Spills may occur near homes and businesses, along highways, and in cities and towns. This proximity can, and often should, drive response priorities, including:

- preventing the exposure to oil of drinking water supplies;
- monitoring hydrocarbon vapours and smoke plumes for responder and public health and safety, and securing operational exclusion zones;
- preventing exposure to oil of livestock and pets; and
- limiting the disruption of waterborne traffic, and arranging the temporary relocation of residents and closure of businesses, as necessary.

Response activities, especially for smaller spills, may be conducted and/or supervised solely by the local authorities. A response to small inland spills can be achieved by relatively few responders and can often be completed more quickly than marine spills, as smaller geographic areas may be affected. Where potential inland oil spills originate from fixed facilities or other assets, it is feasible to engage in detailed oil spill contingency planning based on realistic spill scenarios, leading to improved communication and coordination during a response.

The industry has evaluated inland spills and associated response operations, and has developed guidance for response techniques which account for oil type and habitat sensitivity. This guidance aims to inform the selection of response techniques which are both effective and provide a net environmental benefit.

Further reading

API-NOAA (1994). *Inland Oil Spills: Options for Minimizing Environmental Impacts of Freshwater Spill Response*. American Petroleum Institute and National Oceanic and Atmospheric Administration, Washington DC, June 1994. http://response.restoration.noaa.gov/sites/default/files/shoreline_countermeasures_freshwater.pdf

CEDRE (2009). *Use of Sorbents for Spill Response: Operational Guide*. Centre of Documentation, Research and Experimentation on Accidental Water Pollution, Brest, France. www.cedre.fr/en/publication/operational-guide/sorbent/sorbent.php

Energy Institute (2004). *Inland waters oil spill response: a guidance document incorporating the strategies and techniques for responding to inland surface water oil spills in the UK*. London, April 2004. www.energypublishing.org/publication/ei-technical-publications/environment/oil-spills/inlandwaters-oil-spill-response-a-guidance-document-incorporating-the-strategies-and-techniques-forresponding-to-inland-surface-water-oil-spills-in-the-uk

IOGP (2012). Arctic Oil Spill Response Technology Joint Industry Programme (website). www.arcticresponsetechnology.org

IPIECA-IOGP (2012). *Oil spill responder health and safety*. IPIECA-IOGP Good Practice Guide Series, Oil Spill Response Joint Industry Project (OSR-JIP). IOGP Report 480. <http://oilspillresponseproject.org>

IPIECA-IOGP (2014). *A guide to oiled shoreline assessment (SCAT) surveys*. IPIECA-IOGP Good Practice Guide Series, Oil Spill Response Joint Industry Project (OSR-JIP). IOGP Report 504. <http://oilspillresponseproject.org>

IPIECA-IOGP (2015). *Response strategy development using net environmental benefit analysis (NEBA)*. IPIECA-IOGP Good Practice Guide Series, Oil Spill Response Joint Industry Project (OSR-JIP). IOGP Report 527. <http://oilspillresponseproject.org>

IPIECA-IOGP (2015a). *A guide to oiled shoreline clean-up techniques*. IPIECA-IOGP Good Practice Guide Series, Oil Spill Response Joint Industry Project (OSR-JIP). IOGP Report 521. <http://oilspillresponseproject.org>

ORG (2014). Inland SCAT Forms available for download at the 'Shoreline Cleanup Assessment Technique' website provided and maintained by Owens Response Group: www.shorelinescat.com/Inland.html

OSRL (2013). *Inland Operations Field Guide: An operational guide to the containment and recovery of oil spills in the inland environment*. Oil Spill Response Limited, Southampton, UK, September 2013. www.oilspillresponse.com/technical-development/technical-field-guides

Sergy, G. and Owens, E. H. (2011). 'Differences and Similarities in Freshwater and Marine Shoreline Oil Spill Response'. In *Proceedings of the International Oil Spill Conference*, March 2011, Vol. 2011, No. 1, pp. abs 62. <http://ioscproceedings.org/doi/full/10.7901/2169-3358-2011-1-62>

Acknowledgements

The text for this guide was prepared by David Fritz of HDR Inc. and edited by Alexis Steen (ExxonMobil) and Peter Taylor (Petronia).

Photographs and other illustrative material were provided by BP, US EPA, US Coast Guard, Kansas Wing of the CMI Air Patrol, Hansen and Coe; Oskins, Minnesota Pollution Control Agency, Michel, HDR Inc., API and NOAA.

Disclaimer; While every effort has been made to ensure the accuracy of the information contained in this publication, neither IPIECA, IOGP nor any of their members past, present or future warrants its accuracy or will, regardless of its or their negligence, assume liability for any foreseeable or unforeseeable use made of this publication. Consequently, such use is at the recipient's own risk on the basis that any use by the recipient constitutes agreement to the terms of this disclaimer. The information contained in this publication does not purport to constitute professional advice from the various content contributors and neither IPIECA, IOGP nor their members accept any responsibility whatsoever for the consequences of the use or misuse of such documentation. This document may provide guidance supplemental to the requirements of local legislation. However, nothing herein is intended to replace, amend, supersede or otherwise depart from such requirements. In the event of any conflict or contradiction between the provisions of this document and local legislation, applicable laws shall prevail.

Editor: Some of the links provided under "Further Reading" may no longer work. Your editor may be able to assist you in accessing the referenced resource.

SCIENCE & TECHNOLOGY

ENHANCING PORT AND HARBOUR SECURITY WITH UNMANNED SURFACE VEHICLES



As readers of Hydro International know, the world's ports and harbours are crucial to global trade. From Singapore to Antwerp, and from Shanghai to Rotterdam, Los Angeles, other mega-ports and hundreds of other smaller ports, these crucial nodes are critical to world trade. A disaster like a fire, explosion or major oil spill could close one of these ports for an indefinite time. The secondary effects of such a catastrophe could include releasing a huge amount of pollution into rivers and oceans.

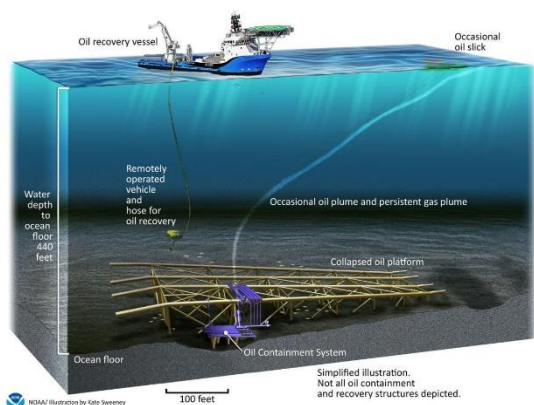
Hydro International / [This article explores options for use of USVs for port patrolling](#)

BACTERIA CAPABLE OF CLEANING UP OIL-CONTAMINATED SOIL DISCOVERED IN THE ARCTIC

Scientists have discovered bacteria which can serve as the basis for a preparation to clean up oil-contaminated soil under temperatures of 2 to 6°C. These micro-organisms can be used to produce bio-products to remediate soil contaminated with petroleum products in the Arctic.

Experts from the Rosneft Oil Company and Russian Arctic National Park in the Arkhangelsk Region, while working jointly as part of the Clean Arctic project, discovered the bacteria by taking samples of polluted soil on the island of Alexandra Land, where fuel and lubricant depots were located until 2015. Subsoil waters formed so-called petroleum product migration areas there, which later penetrated the sea. The scientists discovered unique properties of the bacteria in the course of tests performed in the laboratories of the Biotechnology Federal Research Center of the Russian Academy of Sciences. [The Arctic / Read more](#)

SCIENTIFIC ADVANCEMENTS IN OIL SPILL CONTAINMENT PROVE SUCCESSFUL ONE YEAR AFTER IMPLEMENTATION



An innovative sub surface oil containment and recovery system, installed in April 2019 over a damaged oil platform in the Gulf of Mexico, is successfully preventing more than 1,000 gallons of oil per day from entering the environment. Scientific research and lessons learned following the Deepwater Horizon oil spill have allowed the development of unique oil spill response systems such as this to help protect the maritime environment from future threats.

In 2004 during Hurricane Ivan the Taylor Energy Mississippi Canyon 20 (MC20) oil platform toppled creating an ongoing flow of oil into the Northern Gulf of Mexico. Scientists from multiple government agencies and academic institutions, conducted cutting-edge studies that determined the location, source, and amount of oil and gas emitting from the site.

Utilizing remote sensing technologies such as drones, satellites, and underwater vehicles in combination with on-site in-situ sampling and

chemical analysis, scientists were better able to characterize the oil release.

Two separate studies conducted in 2017 determined that the oil and gas were discharging from multiple plumes in a discrete location rather than over a wide area. In 2018, the Bureau of Safety and Environmental Enforcement and the National Oceanic and

SCIENCE & TECHNOLOGY (CONTINUED)

Atmospheric Administration undertook a follow-up study to determine the chemical characterization of the release, and to generate a flowrate (amount of oil and gas spilling in a given period of time) estimate for the site.

[These studies](#) helped determine that oil was leaking from the damaged infrastructure and could be contained, and that more than 1,000 gallons of oil per day was being released. This was substantially greater than the previously asserted 3-5 gallons per day.

The United States Coast Guard assumed partial control of the Taylor Energy oil spill response after repeated past attempts failed to stop, or contain, the flow of oil in the years since the platform with 25 producing wells were toppled and buried in sediment.

The Coast Guard, with support from the National Oceanic and Atmospheric Administration and the Bureau of Safety and Environmental Enforcement, oversaw the design, installation and operation of a Rapid Response Solution (RRS) subsurface system designed by the Louisiana based Couvillon Group.

The containment and collection system was developed and implemented in only 5 months in order to quickly stem the flow of oil. The system has recovered more than 375,000 gallons of oil since it was installed. Environmental protection continues, with the Coast Guard overseeing continuous oil collection and containment system maintenance. US Coastguard / [Read more](#) [Thanks to Ed Levine, Retired NOAA SSC, Member of ISCO] Another related article [“How a Louisiana engineer's invention protects the Gulf from a 'volcano' spewing oil”](#) in the Times Picayune]

NEWS FROM ISCO CORPORATE MEMBERS

LAMOR MAINTAINS READINESS TO SUPPORT OIL SPILL RESPONSE DURING COVID-19 OUTBREAK

Lamor’s global footprint allows it to continue to support their customers with Oil Spill Response even with disruptions to travel caused by the COVID-19 virus.

Lamor has production in seven countries and local representation in 104 countries. Through this footprint, Lamor maintains the ability to serve their customers locally, even with travel limitations due to the global pandemic. The manufacturing footprint provides flexibility and minimises product availability risks due to limitations in movement of goods during a severe crisis situation.

“Our first priority is the health and safety of our employees. We have taken actions to adapt to the new situation and minimise the risks to our employees of catching the virus. Our commitment to the industry remains strong and the network we have built during more than 35 years is showing its muscle in situations like these,” says Mika Pirneskoski, CEO of Lamor Corporation. Lamor / [Read more](#)

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.

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

JOB OPPORTUNITIES

USA: SENIOR RESEARCH PROJECT MANAGER WITH BSEE

OSPD RRB General Engineer (Chemical Treatments) GS-0801-11/12/13/14 vacancy announcement posted on April 30 and closes on May 20, 2020.

This position is in the Oil Spill Preparedness Division (OSPD), Response Research Branch (RRB), located in Sterling, Virginia.

The Bureau of Safety and Environmental Enforcement (BSEE) works to promote safety, protect the environment, and conserve resources offshore through vigorous oversight and enforcement.

As a Senior Research Project Manager, the incumbent provides expert advice on offshore oil spill prevention, planning, preparedness, intervention, containment, response, and chemical treatment research needs to senior agency staff, Federal and state agencies, offshore operators, and the response community.

JOB OPPORTUNITIES (CONTINUED)

The incumbent develops research projects to address gaps in data and chemical treatment response knowledge; collaborates with other technical experts, stakeholders to identify and evaluate technology innovations and practices. The Research Program Manager determines the projects' scope of work, performance requirements, risks, and maintains awareness of relevant research activities of other organizations to avoid duplication. Establishes and conducts management review processes; and ensures peer review requirements are established and implemented.

More information is available on the job vacancy announcement at the USAJOBS hyperlink below:

<https://www.usajobs.gov/GetJob/ViewDetails/566989100>

MESSAGES RECEIVED FROM EVENT ORGANISERS

EUROPE: INTERSPILL DELAYED TO 2022 AS A UNIFIED RESPONSE TO COVID-19

As a consequence of the COVID-19 pandemic, and as part of a coordinated response by the three triennial oil spill events, it has been agreed that the next European spill conference, Interspill, will move from March 2021 to 2022. This follows the decision that the US event, the International Oil Spill Conference (IOSC), originally scheduled for May 2020, should be postponed to 2021 and that Spillcon, which is the third event in the series and takes place in Australia, has been delayed to 2023.

The new Interspill 2022 dates, and confirmation of the venue for the event will be announced in the coming months (interspill.org). IOSC will still take place in the original host city of New Orleans, Louisiana, US but on 10-13 May 2021 (iosc.org). Spillcon will take place in 2023, with further details to be confirmed. The successful three-year cycle of events is preserved by these shifts.

Interspill remains the leading European oil spill conference and exhibition since its launch in 2000. It continues to act as a technical forum to review past spills, to consider the possible challenges of future spills and to support the networking upon which the oil spill response community depends. For further information, visit: <http://www.interspill.org/>

AUSTRALASIA: ECOFORUM 2020 VIRTUAL CONFERENCE

Call for abstracts open. We are seeking papers that identify challenges and suggest solutions to difficult contaminated site problems. [More info and examples of potential subject content.](#)

USA: INTRODUCING THE CLEAN EVENTS CAREER CENTER

The CLEAN events want to continue to be a reliable resource for you, especially during these times of uncertainty, and we are pleased to announce the launch of our career center. This will allow job seekers a place to upload their resume and search job openings, and give companies with open job positions a place to post their current listings and search for job candidates. The career center is available on our [CLEAN events hub](#), but we will continue to send out a highlight of job postings that you can find in the career center.

JOB LISTINGS

[Industrial Hygienist](#)

Total Safety
Corpus Christi, Texas

[Chief Waste Water Operator](#)

Donala Water & Sanitation District
Colorado Springs, Colorado

[Environmental Health and Safety \(EHS\) Manager](#)

3M
Decatur, Alabama

[Process Health & Safety Superintendent](#)

BP
Texas City, Texas, United States

[Environmental Waste Program Manager](#)

Clean Harbors
Topeka, Kansas, United States

[VIEW ALL JOBS](#)

UPCOMING EVENTS

Event organisers are requested to notify ISCO immediately if a listed event is cancelled or postponed

Your Editor is doing his best to keep this listing up-to-date but it should not be assumed that listed events have not been cancelled or postponed. It is recommended that you check with event organisers before finalising your attendance plans.

If an event title is not printed in blue ink it is not hyperlinked to the event website. This may be because the website is not yet available or because the link for the website has not yet been sent to the Editor.

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
COUNTRY	2020	TITLE OF EVENT	LOCATION
USA	POSTPONED	APICOM GM Meeting	New Orleans, LA
USA	POSTPONED	International Oil Spill Conference & Exhibition	New Orleans, LA
UK	POSTPONED	HAZMAT 2020 Conference	Stratford on Avon
IRELAND	POSTPONED	European Maritime Day Forum Event	Cork
CANADA	POSTPONED	43rd AMOP Technical Seminar on Environmental Contamination and Response.	Edmonton, Alberta
USA	CANCELLED	Elastec's Spring 2020 River Workshop	Carni, IL
USA	CLOSED	Science of Oil Spills Class	New London, CT
UK	POSTPONED	2020 IOPC Funds' Short Course	London
NORWAY	POSTPONED	INTERTANKO Annual Tanker Event	Oslo
USA	POSTPONED	Clean Pacific Conference & Exhibition	Seattle, WA
USA	CANCELLED	Science of Oil Spills Class	Seattle, WA
NETHERLANDS	June 24-25	European Environmental Ports Conference 2020	Rotterdam
USA	August 3-5	Clean Waterways Conference & Exhibition	Indianapolis, IN.
SAO TOME & PRINCIPE	POSTPONED	National workshop on the National Oil Spill Contingency Plan	Sao Tomé
ESTONIA	August 25-27	BALEX DELTA 2020 pollution response exercise	Talinn
USA	Sept. 8-11	HazMat Emergency Response Workshop	Sacramento, CA
USA	Sept. 8-11	Oil Spill Response Strategies & Tactics Training	Leonardo, NJ
AUSTRALIA	Sept. 15-17	Ecoforum Conference & Exhibition	Darwin
MALTA	October 6-7	Regional Meeting of National Experts on the Post-2021 Mediterranean Strategy for Prevention of and Response to Marine Pollution from Ships	Valetta
UK	October 12-13	EI Hazardous Area Classification	London
UK	October 19-23	IMO Marine Environment Protection Committee	London
USA	October 20-22	Clean Gulf Conference & Exhibition	San Antonio, TX
CANADA	October 27-29	Arctic Shipping Forum North America	Montreal
MONACO	October 27-29	Regional Workshop to enhance Marine Oil and HNS regional cooperation in the Mediterranean (MEDEXPOL 2020)	Monaco
GREECE	POSTPONED	Posidonia 2020	Athens
BAHREIN	December 7-8	EI Middle East HSE Forum	Bahrein
COUNTRY	2021	TITLE OF EVENT	LOCATION
NETHERLANDS	POSTPONED	Interspill Conference & Exhibition	Amsterdam
USA	May 10-13	International Oil Spill Conference (IOSC 2021)	New Orleans
MALTA	May 25-27	Fourteenth Meeting of the Focal Points of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)	Valetta
CANADA	June 8-10	43rd AMOP Technical Seminar on Environmental Contamination and Response	Edmonton, Alberta
COUNTRY	2022	TITLE OF EVENT	LOCATION
NETHERLANDS	Details TBA	Interspill Conference & Exhibition	Amsterdam

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

ALGA Cronicle	News from Australasia on Contaminated Land Remediation	April 2020
AMSA Update	Latest News from the Australian Maritime Safety Authority	Current issue
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	March 2020
Clean Nigeria Associates Newsletter	News from CNA about Oil Spill Response in Nigeria	December 2018
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	Q1 2020
IMO News Magazine	News from the International Maritime Organization	Winter 2019
IMO Publishing Newsletter	New and forthcoming IMO publications	April-May 2020
ITOPF Ocean Orbit	News from the International Tanker Owners Pollution Federation	October 2019
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q2 2020 issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	Jan.-Feb. 2019
MEDNEWS	News from UNEP Mediterranean Action Programme	01 / 2020
MOIG Newsletter	News from the Mediterranean Oil Industry Group	January 2020
NCEC Newsletter	News from the National Chemical Emergency Centre	March 2020
Nautical Institute News	News from the Nautical Institute	Jan.-Feb. 2020
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	February 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	March 16-31, 2020
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	May 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

Editor – Very few spill reports in the press recently – probably not because there's only a few spills – but because the news media is focused on the Coronavirus Pandemic. Currently I depend on readers who send me reports and on Mikhail Voytenko of the Maritime Bulletin. He regularly advises on vessel abandonments, groundings and sinkings – several every week – but, unless there is an immediate release of oil or chemicals, spillages are not reported in the Maritime Bulletin. However, some of his reports cover incidents that are likely to result in significant pollution by oil or chemicals.

USA: NOAA OR&R INCIDENT RESPONSES FOR APRIL 2020

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. This month OR&R responded to 11 incidents, including oil discharges, sunken vessels, and other pollution-related incidents.

Here is the complete list of last month's incidents, click on the links to find out more:

- [Gray whale carcass](#)
- [FV Freyja Salvage](#)
- [F/V Kathleen Grounding](#)
- [VMT Sump Release](#)
- [Tug ALBERT/Barge MARGARET Grounding](#)
- [PV Bella Vita Sinking](#)
- [Grounded Powerboat off Haleiwa Harbor](#)
- [Tank Truck Revere](#)
- [NESDIS MPSR off San Diego, CA](#)
- [Cape Fear River Sheen](#)
- [P/C GOING COASTAL sinking](#)

For more details and photos of the most significant incidents, please visit –

https://blog.response.restoration.noaa.gov/incident-responses-april-2020?utm_medium=email&utm_source=GovDelivery

CANADA: NORTHWEST TERRITORIES - NTPC ASKS YK TO CONSERVE POWER AFTER OIL SPILL SHUTS HYDRO PLANT

May 5 - An oil spill at Snare Falls led the Northwest Territories Power Corporation (NTPC) to shut down the hydro plant on Monday while an investigation takes place. "The cause of the spill is still under investigation and the unit will remain offline until the cause is identified and repaired," NTPC said in a statement. Cabin Radio / [Read more](#) [Thanks to Dr Merv Fingas, Hon.FISCO, member of ISCO Council for Canada]

ECUADOR: MASSIVE EROSION LIKELY DUE TO HYDROPOWER DAM CAUSES OIL SPILL ON COCA RIVER

May 6 - On April 7, two oil pipelines broke due to landslides along the river, and there is growing concern over the high rate at which the erosion is occurring. Oil has reached the Napo River and contaminated the water for downstream populations. If containment operations fail, it could reach the Amazon River in Peru. Part of the riverbed of the Coca River, located on the San Rafael sector and on the border between the provinces of Napo and Sucumbíos, sank. The resulting sinkhole caused the collapse of upstream infrastructure belonging to the Trans-Ecuadorian Oil Pipeline System (known by its Spanish acronym SOTE) and the heavy crude pipeline (operated by private company OCP), which then caused an oil spill on the Coca. Mongabay / [Read more](#)

UK: CARGO SHIP RE-FLOATED SIX WEEKS AFTER GROUNDING

May 6 - The MV Kaami got into difficulty between the isles of Skye and Lewis. Its crew was unharmed. The ship was carrying pellets of a fuel made from waste. After its cargo was removed, the boat was re-floated on Tuesday and towed to a dry dock. The journey to Loch Kishorn in the west Highlands took about 14 hours. BBC News / [Read more](#)
Editor: Earlier reports in the Aberdeen Press & Journal advised that the salvage operations were carried out by ISCO Corporate Members, Resolve Marine and Briggs Environmental Services. The cargo vessel ran aground 6 miles off the North West coast of Skye. Briggs spill response teams, divers and crew onboard Forth Warrior & Forth Guardsman worked closely with Resolve salvors to protect the marine environment; by removing fuel and cargo.

AUSTRALIA: YM EFFICIENCY SUBSEA OPERATIONS HAVE BEEN COMPLETED

May 8 – Statement received from Australian Maritime Safety Authority (AMSA) – “We’ve completed our subsea operations, with the successful recovery of 63 shipping containers.

The final load, including a bathroom pod previously counted as a container, was lifted from the seabed overnight (7 May). Site clearing using remotely operated underwater vessels (ROUV) is complete and offshore salvage vessel, MV Pride, has delivered the final containers to Port of Newcastle for waste processing.

The five-week operation, which began on 3 April, recovered thousands of tonnes of waste from waters off the Hunter Coast. We've also helped clear our precious coastline and reduced the risk of vast amounts of pollution washing ashore and causing havoc to mariners and coastal communities. The offshore work isn't the end of our efforts to rid the Hunter Coast of this hazardous and appalling mess.

Work will continue onshore to process the containers and their contents for salvage, recycling and landfill. AMSA Chief Executive Officer, Mick Kinley, said legal proceedings will also continue in order to recover all costs associated with the recovery operation.

[You can view footage of the operation](#), including robotics at work and get a look at what was inside some of the containers. [We also have an image gallery of both on and offshore operations.](#) AMSA / <https://www.amsa.gov.au/>

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