

ISCO & THE ISCO NEWSLETTER

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

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

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INTERNATIONAL NEWS

CLICK ON THE BANNER BELOW FOR MORE INFORMATION



COUNTERING PLASTIC POLLUTION OF THE OCEANS

Nigel Bennett of ISCO Member Aqua-Guard Spill Response Inc. has just forwarded a podcast of his son Devon Bennett interviewing Julie Anderson, CEO of Plastic Oceans International and a lifelong public health advocate focused on the communication of science and disruption of societal barriers to protect human health and the environment from the negative effects of industrial development.



Although ISCO has historically been mainly focused on oil and chemical spill response, members are becoming increasingly interested in responding to plastic pollution of the oceans. Several of our members are actively involved in implementing practical measures to help prevent river-borne floating plastics from entering our seas and developing on-water collection-recovery systems for removal of plastic pollution.

ISCO is supportive of global efforts to counter plastic pollution of our seas, rivers and inland waters. It's already an enormous problem and getting worse all the time. Governments and bodies like the UN and IMO have a role in attacking the problem but it's also down to public awareness, education, individual and community efforts.

The podcast illustrates how this can be achieved by changing public behaviour through education, community efforts and working together. You can listen at <https://www.youtube.com/watch?v=T1kIWTFR3vM&t=364s>

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(Members with special responsibilities in specified geographical areas)

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MORE INTERNATIONAL NEWS IN BRIEF

GUIDING MEDITERRANEAN COUNTRIES ON USING SEA ALARM'S SELF-ASSESSMENT TOOL

September 14 - Sea Alarm successfully contributed to a sub-regional online workshop organised by REMPEC between 7 and 8 September 2021 within the framework of its efforts to further develop and harmonise national oil spill response preparedness across Mediterranean countries.

This workshop was a follow-up to one organised for Western Mediterranean coastal States (Valletta, Malta April 2019) under the EU-funded Western Mediterranean Region Marine Oil and HNS Pollution Cooperation Project (**West MOPoCo**). During this project, Sea Alarm first introduced Algeria, France, Italy, Malta, Morocco, Tunisia and Spain to its **Self-Assessment Tool (SAT)** on oiled wildlife response preparedness. Sea Alarm / [Read more](#)

NEWS REPORTS FROM AROUND THE WORLD

AUSTRALIA: COVID 19 UPDATE – SEPTEMBER 2021

September 14 - Our operations during the current COVID-19 outbreak

The Australian Maritime Safety Authority like other businesses and organisations across Australia has been affected by the ongoing response to COVID-19 outbreaks.

We are continuing to provide regulatory services to our stakeholders and the wider community, and our priorities remain—ensuring safe vessel operations, combating marine pollution and responding to people in distress. We have plans and processes in place to ensure our business operations continue during the COVID-19 crisis. We're committed to delivering the following core services during this time:

- Processing certificate renewals and new applications.
- Access to online services and safety guidance.
- Responding to incident reports and investigations.
- Access to our contact centre, AMSA Connect, over the phone.
- Responding to your enquiries by email.
- To protect the health and safety of our staff we are limiting face-to-face interactions.

Due to the current restrictions, many of our regional offices are temporarily closed. We are working hard to make sure you can still interact with us, by phone and email. To help you, we have set up a [Coronavirus COVID-19 page](#) on our website. Our AMSA Connect service team are also available on 1800 627 484 or via email amsaconnect@amsa.gov.au

BERMUDA: OIL SPILL EXERCISE AT WHALEBONE BAY

September 12 - A Government spokesperson said, "The Ministry of Home Affairs advises the public that the Department of Environment and Natural Resources [DENR] has organised with other local agencies a simulated oil spill exercise on Wednesday 15 September 2021 at Whalebone Bay, Ferry Reach.

"The purpose of this exercise is to test the islands ability to manage and mitigate the environmental impact of an oil spill. This incident management exercise with significant equipment deployment builds upon oil spill training that was provided through Government using funding from the UK Maritime Coastguard Agency in preparation for the forthcoming Triple 'I' audit by the International Maritime Organisation. Bernews / [Read more](#)

FRANCE: EMERGENCY RESPONSE ACTIVITY – JULY-AUGUST 2021

In July, Cedre took part in the OPALEX exercise involving three departments in northern France (Nord, Pas de Calais and Somme), with an agent from Cedre on site as well as remote support, in particular in relation to drift modelling and oil weathering. We were also contacted by MRCC Lagarde to interpret aerial photos of a slick which proved to be oil.

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

We were notified by the Maison du Sillon (Pleubian) of strandings of paraffin. Two samples analysed in the laboratory confirmed the product's identity.

DDTM 29 questioned us on how best to process waste recovered following a pollution incident off Ushant Island on 30th June. At the request of the Côtes d'Armor Departmental Council, 2 experts were dispatched to Loguivy-de-la-mer to advise on lifting the shellfish harvesting ban following the spill that occurred on 26th April.

Cedre was involved in the response to a spill of synthetic oil in the offshore wind farm in the Bay of Saint-Brieuc (Côtes d'Armor). Information on the product's behaviour and the response options was requested and samples were received for analysis.

Finally, Cedre was called upon as part of an ICE exercise initiated by the German centre and information on argon was provided.

In August, Cedre's on-call team was contacted in relation to an information request, participation in the Balex Delta exercise and support in the response to two incidents.

The request for information was made by MRCC Corsen and involved analysing photos to determine the identity of a substance observed at the water surface.

The Balex Delta exercise involved potential spills of 5 Hazardous and Potentially Noxious Substances (HNS) and the activation of MAR-ICE, level 2.

Following a fire at the premises of an agricultural equipment supplier (Le Gall in Plouenan, Finistère), we were asked about the possible contamination by smoke of a market gardening area located 800 m from the fire. Cedre contacted CASU (INERIS Emergency Situation Response Unit) and provided the methodological guide and references drafted by INERIS' RIPA network.

Finally, after an LPG truck (code UN1965) overturned on a road in Milizac (Finistère), we were contacted, in our role as a Transaid contact point, by the fire brigade (SDIS) in order to provide advice relating to the lifting of the truck.

[Read more in the current issue of the CEDRE Newsletter](#)

ISRAEL: ENVIRONMENTAL ORGANIZATIONS THREATEN LAWSUIT AFTER OIL SPILL



Photo: Environmental Protection Minister Tamar Zandberg at the scene of a leaking fuel pipe near Ashkelon, August 2021 (photo credit: Environmental Protection Ministry)

September 13 - Three environmental organizations threatened to file a lawsuit against the Eilat Ashkelon Pipeline Company after about 100 cubic meters of oil leaked from the pipeline near Mash'en near Ashkelon in August, the organizations announced on Monday in a letter to Environmental Protection Minister Tamar Zandberg and the Nature and Parks Authority.

The leak led to the need to clear 5,000 tons of contaminated soil and concerns that the fuel contaminated groundwater. The organizations, including the Society for the Protection of Nature in Israel, the Israel Union for

Environmental Defense and Zalul, warned that they would file a lawsuit if no concrete steps are taken to correct the issues in the pipeline and prevent the recurrence of environmental damage. The Jerusalem Post / [Read more](#)

JAMAICA STARTS IMO-LED PROJECT TO COMBAT OCEAN PLASTIC LITTER

September 13 - An IMO-led project to combat ocean plastic waste is now under way in Jamaica, one of the first countries to join the agency's GloLitter Partnerships program.

The GloLitter project aims to build capacity in nations to enable them to tackle ocean plastic pollution, particularly wastes from fishing and marine operations. Studies have estimated that shoreside communities send 4.8-12.7 million tons of plastic waste into the oceans every year, with negative impacts on marine species, human health and maritime industries.

The Maritime Executive / [Read more](#)

KENYA: THE TRAIN IS PROGRESSING SIDE BY SIDE WITH CHINA BUT WITH GREAT IMPACT ON ELEPHANTS, LIVESTOCK AND THE ENVIRONMENT

September 14 - Kenya is building a railway linking the coastal port of Mombasa with the interior of the country. It is due to terminate in Malaba, a border town with Uganda, and link it to other railways under construction in East Africa. It is known locally as Standard Rail: Standard Railroad (SGR).

Passenger and freight railway is One of the biggest Infrastructure Investments in Kenya's History. Construction started in 2014 at an estimated cost \$3.8 billion 90% of it comes from a loan from the Export-Import Bank (Exim) of China and 10% from the Kenyan government.

Although the actual area affected by the railroads is small, there are elevated portions and they cross a wide range of fragile and important ecosystems in the country. For example, the Tsavo Conservation Area, which is home to about 40% Of the elephant population in Kenya, Nairobi National Park. It also passes through grazing lands in the south of the country that are vulnerable to the effects of climate and changes in land use.



My colleagues and I conducted a study to find out all the effects of the railway on the environment. Construction is carried out in three stages. The first two (already completed) cover 610 km, and the third is not yet completed. Our study focused on the fully completed extension, which spans eight counties from Mombasa to Narok. [Sunday Vision / Read more](#)

KUWAIT: MEETING OF THE ENVIRONMENTAL PROTECTION FUND

September 12 - The 4th annual meeting of the environmental protection fund for 2021 was chaired by H.E. Sheikh Abdullah Ahmed al Hammud al Sabah, chairman of the fund and director general of the general authority for the environment. Several topics were discussed, including: the adoption of the draft budget of the environmental protection fund for fiscal year 2022/2023, to be submitted to the Ministry of Finance. A report was presented on some of the environmental initiatives and projects that had been completed.

The President of the Council praised the Kuwait Society for the Protection of the Environment and its sponsors, praising their outstanding role and their estimated efforts to raise environmental awareness and preserve biodiversity. He reiterated the call for all civil society institutions to participate in protecting the environment and maintaining its natural balance, as it is a shared community responsibility, stressing the fund's support for all environmental projects that contribute to the advancement of environmental work. [Kuwait EPA / Read more](#)

LEBANON: TRAINING FOR MAU SUPERVISORS AND EXPERTS

September 14 - Following the expert mission by the Mediterranean Assistance Unit (MAU) in Lebanon in March 2021, mobilised to assess the situation following shoreline pollution by heavy fuel oil, REMPEC organised, within the framework of the MAU and in cooperation with the United Nations Environment Programme (UNEP), the United Nations Resident Coordinator (UNRC) and the United Nations Development Programme (UNDP), an online training course funded by IMO's Integrated Technical Cooperation Programme (ITCP).

This course, consisting of two half-days, was attended by supervisors and experts from private clean-up contractors, municipalities, relevant local UN agencies and the Lebanese Ministry of the Environment. The training provided the knowledge required to supervise clean-up, collection, transport and waste storage along a 25 km stretch of Lebanon's southern coastline.

These operations were scheduled to be launched at the end of June and completed by the end of August 2021. This training course was run on 24th and 25th June by Cedre, a member of the MAU, via its e-learning platform elearning.cedre.fr. Further exchanges, discussions and experience sharing are due to take place within the framework of this action and will be planned at the end of the summer. [Read more in the current issue of the CEDRE Newsletter](#)

MOROCCO: TECHNICAL RESPONSE EQUIPMENT ASSESSMENTS

September 14 - Following the expert mission by the Mediterranean Assistance Unit (MAU) in Lebanon in March 2021, mobilised to assess the situation following shoreline pollution by heavy fuel oil, REMPEC organised, within the framework of the MAU and in cooperation with the United Nations Environment Programme (UNEP), the United Nations Resident Coordinator (UNRC) and the United Nations Development Programme (UNDP), an online training course funded by IMO's Integrated Technical Cooperation Programme (ITCP). This course, consisting of two half-days, was attended by supervisors and experts from private clean-up

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NEW ZEALAND: NATIONAL WORKSHOP ON CLAIMS AND COMPENSATION

September 10 - At the invitation of the government agency, Maritime New Zealand (MNZ), the IOPC Funds organised a three-day online workshop on claims and compensation for oil pollution damage from tanker spills. The workshop took place on 6, 8 and 10 September 2021 and was attended by some 30 participants from various departments within MNZ.

The first day covered an introduction to the international liability and compensation regime and an explanation of the contribution system which finances the IOPC Funds.

Over the second and third days, members of the IOPC Funds Claims Department focused on key actions to be taken in the event of a spill and the role of various stakeholders. IOPC Funds / [Read more](#)

QATAR: IRCLASS DELIVERS EMERGENCY RESPONSE PLAN AND OIL SPILL RESPONSE RELATED SERVICES TO QATARI PORTS



In the picture: Asokendu Samanta, Divisional Head, Research & Development Division at IRClass (Image Courtesy: IRClass)

September 15 - Indian Register of Shipping (IRClass) has delivered a set of detailed Emergency Response Plans (ERP) and Oil Spill Contingency Plans (OSCP) for Hamad and Al Ruwais ports. The two ports fall under the authority of Mwan Qatar.

The plans meet both national and international guidelines and provide assurance that the ports will be able to respond effectively to any emergency, as well as cope with large and small-scale oil spills. The two busy ports handle a wide range of vessels including container, general cargo, ro-ro, livestock & offshore support and play a key role in Qatar's economic diversification and competitiveness strategy.

Ahead of drafting the reports, IRClass undertook a comprehensive site survey to identify possible hazards, interviewed port personnel and reviewed all operating and emergency procedures to determine possible gaps. Detailed analysis was then undertaken to determine the impact of any port oil spills.

Extensive quantitative risk analysis was done, taking into account potential hazardous operations being undertaken and handled at the port/s. Sea News / [Read more](#)

RUSSIA: IN ITS EFFORTS TO PROTECT NORILSK ENVIRONMENT AFTER THE 2020 FUEL SPILL, NORNICHEL COMMENCED LAND RECLAMATION IN THE SPILL AREA

September 14 - Nor Nickel has launched an active phase of its reclamation project to restore contaminated land and to address Norilsk pollution after a diesel fuel spill. This spill occurred in May 2020 near Norilsk Taimyr Energy Company (NTEC)'s HPP-3.

This project was jointly prepared by two companies, NTEC and ANO Ecoterra, an expert analytical center for environmental issues. Development of the project involved the examination of five areas:

- an industrial location near the infamous HPP-3;
- an adjacent waterway along with its confluence with the Bezymianny Stream;
- coastal area, in particular, left and right riverbanks of the watercourse;
- the Daldykan and Ambarneya Rivers along with its channels and nearby lakes.

The examination team carried out a profound analysis of collected data regarding the Norilsk environment.

This data covered the geological structure and reliefs of the pertinent areas, its hydrogeological characteristics, climate factors, hydrology, vegetation, the current condition of the surface soil layer, biological diversity, including flora and fauna.

In addition, the environmental impact assessment and underlying modelling of the spill's influence on the Norilsk environment was conducted based on the scientific data gathered during 2020-2021 field research.

Several measures to combat the consequences of the spill and the Nor Nickel pollution have already been implemented by Nor Nickel prior to the reclamation project. SG News / [Read more](#)

SOUTH AFRICA: ETHEKWINI MUNICIPALITY SAYS REVISED REPORTS EXPECTED THIS WEEK WILL DETERMINE IF BEACHES CLOSED AFTER THE UPL CHEMICAL SPILL, SHOULD RE-OPEN

September 13 - Revised reports are expected this week to assist eThekweni Municipality to make a decision on whether beaches north of Durban can reopen to the public.

Beaches were closed as a precaution after a fire engulfed the United Phosphorus Limited (UPL) warehouse in Cornubia during the unrest in July, resulting in contamination of the Ohlanga River and uMhlanga Estuary, which leads to the sea in the uMhlanga.

Authorities closed the beaches as it was not known how far the contamination had spread, what chemicals had leached into the sea, and what effect it would have on human health. IOL Mercury News / [Read more](#)

SRI LANKA: RAVAGING TRAIL LEFT BY X-PRESS PEARL



Photo: Nurdles spread across the Negombo coastline weeks after the incident. Image credit – Avishka Sendanayake

September 13 - According to independent estimates, close to 75 billion low-density polyethylene (LDPE), linear low-density polyethylene (LLDPE) and possibly high-density polyethylene (HDPE) plastic pellets were spilt into the ocean from the distressed vessel. Plastic pellets, also colloquially referred to as 'nurdles', are the raw materials that are melted down to produce nearly all plastic products. Weighing merely a fraction of an ounce, at a size of 5mm or less, nurdles are considered primary microplastics that are originally manufactured for commercial use.

Being lightweight and buoyant, the nurdles have spread across the western, southern and northwestern coasts of Sri Lanka. In due course, this is bound to become a regional problem since ocean currents and wind speeds will continue to disperse. According to a computer-generated model shared by Prof. Charitha Pattiaratchi from the University of Western Australia, the nurdles will make landfall in many of the Indian Ocean countries (Indonesia, India, Somalia and Maldives) due to the reversing monsoon currents in the region.

[Editor: The above is only a very short extract of a longer article that includes a full record of the worst maritime disaster in Sri Lanka] Read the complete article at <https://www.ft.lk/opinion/Ravaging-trail-left-by-X-Press-Pearl-Part-1/14-722963>

USA: LATEST NEWS REPORTS FROM NOAA OR&R

September 13 – Please click on the links below to download and read the latest News Reports from NOAA OR&R

[Meet the New Emergency Response Division Chief Aaron Parker](#)

NOAA's Office of Response and Restoration (OR&R) is excited to announce that Aaron Parker was recently selected as chief of OR&R's Emergency Response Division — the group within OR&R that provides scientific support for preparedness and response to spills and other coastal emergencies. Aaron took the helm of the division on Aug. 30, 2021.

[Marine Debris Program Coordinates California Ocean Litter Strategy Workgroups](#)

On Sept. 1, the NOAA Marine Debris Program (MDP) wrapped-up a month of partner-led virtual workgroup meetings to discuss the California Ocean Litter Strategy. The meetings brought together over 75 partners across the state and included a diverse set of sectors including state agencies, nonprofits, private sector, and academia.

[Marine Debris Program Awards Funding to 25 New Projects](#)

On Sept. 9, the NOAA Marine Debris Program announced the 25 recipients of our 2021 Removal, Research, and North America Marine Debris Prevention and Removal Grant awards totaling approximately \$7.3 million in federal funds.

[\\$2.1 Million Recovered for Restoration at the Bayport Channel Oil Spill Site in Texas](#)

On Sept. 1, 2021 the Department of Justice announced that a [consent decree](#) valued at \$2.1 million was finalized to restore natural resources damaged during the Bayport Channel oil spill.

[Notice of Interagency Marine Debris Coordinating Committee Public Meeting](#)

On Sept. 29, the Interagency Marine Debris Coordinating Committee (IMDCC) will hold a virtual public meeting. This meeting will include presentations on the Fiscal Year 2021 achievements and Fiscal Year 2022 planned activities of the participating agencies.

[New Publication on Toxicity of Refugio Beach Oil on Larval Fish and Invertebrates](#)

This week the Assessment and Restoration Division's Dr. Bryand Duke was published as part of a team of scientists in the [Journal of Environmental Toxicology and Chemistry](#)(link is external). Their research examined the impacts of Monterey crude oil during the 2015 Refugio Beach spill (Santa Barbara County, California).

[OR&R Welcomes University of Maryland Eastern Shore Interns](#)

On Sept. 7, the Office of Response and Restoration (OR&R) welcomed six new undergraduate interns from the University of Maryland Eastern Shore (UMES): Abisola, Jasmine, Semaj, Sophia, Sumayyah, and Tnaisha.

[OR&R Participates in Russia-United States Joint Planning Group Meeting](#)

OR&R's NOAA scientific support coordinator for Alaska participated in the 43rd Joint Planning Group Meeting and Exercise held under the Joint Contingency Plan of the Russian Federation and the United States of America in Combating Pollution on the Bering Sea and Chukchi Seas (Joint Contingency Plan or 'JCP').

USA: HAZARD TRAINING EVOLVES SINCE 9/11 ATTACKS

September 13 - The Michigan State Police (MSP) trains thousands of people every year on how to handle hazardous materials. Anything from a chemical spill to weapons of mass destruction.

MSP has offered this training for 30 years and like everything else, it's evolved since the terror attacks on 9/11 twenty years ago.

"If the first time we meet up with them is at the disaster, then that's not a good thing," said Michele Sosinski, MSP inspector with the Emergency Management and Homeland Security Division.

The Emergency Management and Homeland Security Division helps train first responders and companies that often deal with hazardous materials. [WLX.com / Read more](#)

USA: NTSB ISSUES FINAL REPORT ON THE LOSS OF THE GOLDEN RAY



September 15 - Human error caused the car carrier Golden Ray to capsize just 40 minutes after departing from the port of Brunswick, Georgia, the U.S. National Transportation Safety Board (NTSB) concluded in an investigation report released Tuesday.

NTSB found that the chief officer's error in calculating the weight of the cargo led to an incorrect determination of the vessel's stability - a costly error that caused the South Korean ro/ro carrier to capsize, resulting in \$200 million worth of damages.

The error resulted in Golden Ray leaving port with an insufficient righting arm to counteract the forces developed during a turn.

In addition, the crew left the vessel's pilot door and two interior watertight doors open, with no one on the bridge ensuring that the doors were shut before departing the port. [The Maritime Executive / Read more](#)

USA: MISSISSIPPI RIVER PLASTIC POLLUTION INITIATIVE REVEALS MAJOR FINDINGS

September 15 - Mayors from along the Mississippi River gathered virtually this week as part of the Mississippi River Cities & Towns Initiative (MRCTI) Annual Meeting. The conference brought together over 40 mayors from ten states as well as global stakeholders nation-wide to release a critical [report](#) on the state of plastic pollution in the Mississippi River Corridor.

Three pilot cities along the Mississippi River took part in being the proving ground for a new citizen-science-based approach to gather data on the presence of plastic waste within the watershed. St. Paul, MN; St. Louis, MO; and Baton Rouge, LA all participated by organizing volunteers across their cities to gather this critical data using the Marine Debris Tracker app developed by the University of Georgia.

During April 2021, citizen scientists helped to survey over 111 kilometers/69 miles squared area along the Mississippi River corridor. These volunteers collected data on over 75,184 litter items and catalogued over 660 pounds of plastic as they conducted cleanups

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

for trash removal. Approximately 75% of the items catalogued were plastic; top items include cigarette butts (filters are made of plastic), plastic food wrappers, and plastic beverage bottles - followed by plastic foam fragments, aluminum cans, hard plastic fragments, and plastic bags. UNEP / [Read more](#)

PEOPLE IN THE NEWS

AUSTRALIAN PILOT RECEIVES IMO COMMENDATION FOR EXCEPTIONAL BRAVERY AT SEA



September 16 - In December 2020, Australian Pilot Captain Ritesh Bhamaria was expertly piloting oil tanker MT Godam through the Torres Strait in adverse weather conditions when he and the vessel crew sighted a distant hand waving for help in the rough sea.

That movement turned out to be an uncle and nephew—both local fishermen—who had been clinging to the floating debris for close to 17 hours following the sinking of their boat, with no access to an emergency beacon or other survival equipment.

Captain Bhamaria recalled his surprise at seeing the two stranded men but wasted no time in taking action.

They struggled to maintain sight of the people, losing sight of them three times. Finally, when they caught sight of them again, the crew realised the two men were being circled by hammerhead sharks.

Rather than risking the ship's crew, by launching a rescue boat in the prevailing weather conditions and potentially not getting to the stranded fishermen in time, the pilot made the tough decision to turn the 251-metre ship around in restricted waters.

"Without hesitation, I turned the ship to the side where I had clearance," Mr Bhamaria said.

"The two biggest issues were maintaining sight of the two men while we turned the ship around and then approached them safely—a huge ship arriving alongside a piece of wood with two men holding on, poses quite a risk to their safety. AMSA / [Read more](#)

ISCO NEWS

ADOPTION OF THE BIMCO-ISCO RESPONSECON CONTRACTS

This week we heard from Carlos Sagrera MSc. MISCO, ISCO Representative for the Iberoamerican Region, that Honduras requires the use of RESPONSECON in its National Oil Spill Contingency Plan.

The RESPONSECON contracts, jointly developed by ISCO and BIMCO represent a major advance in ensuring rapid and effective response to oil spills at sea and on land. The need for extended negotiations is eliminated. Thus, the time required for mobilization of response resources to mitigate environmental damage is very significantly reduced.

Because the contracts are free to download and use by OSROs, Governments and other responsible parties we aren't able to closely monitor adoption levels but feedback from IG P&I and other sources indicate a steady increase in use of RESPONSECON. You can access the contracts at <https://spillcontrol.org/response-contract/>

ISCO STUDENTS, TRAINEES & APPRENTICES CORRESPONDENCE PAGE

ISCO OFFERS A FREE ONE YEAR TRIAL MEMBERSHIP FOR STUDENTS, TRAINEES AND APPRENTICES WHO ARE MAKING A CAREER IN OUR INDUSTRY.

Download the application form at <https://spillcontrol.org/membership-application-form/>

Please note that Kayode Peter Balogun has been named head of the student group. He can be reached at balogunkayodepeter@yahoo.com, Mary Ann Dagleish (VP Membership) can be reached at mrydetroit@aol.com.

PS. Our next ZOOM meeting will be Thursday, 30th September at 3 pm EDT (Detroit, MI USA). Hope you can all join us".

Editor: No letters or profiles received from Student Members this week but the following may be of interest to you -

- Final program of MPRI Student Research Virtual Forum on September 23-24, 2021 – Download the details and programme at https://drive.google.com/file/d/196InB5HvKIVJqIGP9X5XE_uoDGWcqKRR/view

[Apologies for late notice of this event but ISCO only received advice about this on Saturday 18th September]

We will do our best to alert you about things that may be of interest to you and ask that you reciprocate by sending me info on events, opportunities, etc. that may be of interest to others and can be shared on this page. John.mcmurtrie@spillcontrol.org

COMPARISONS – EXXON VALDEZ & DEEPWATER HORIZON - MISTAKES



For more than 40 years George Ross has travelled the globe, leading the response at major oil spill events, carrying out training and undertaking projects to build response preparedness all over the world. He is a well-known and respected figure in the international spill response community.

In this short article George has picked out two mistakes which in his view made the spill response less effective and made the clean-up costs spiral.

[Editor: This article points the value of listening to the advice of experienced spill responders and is relevant today because so many of the people that gained experience the hard way are either retired or approaching retirement. This is one reason why, in the ISCO Newsletter, your editor puts emphasis on the need to learn from past mistakes – through training and giving the younger generation opportunities to benefit from lessons learned. With fewer spills these days, opportunities to gain hands-on experience at real events are much reduced. In the newsletter we hope to publish more articles that help to pass on the knowledge of people like George Ross who are able to pass on a rich legacy of experience and know-how].

Both incidents need no introduction, they are well documented but here are some comparisons. I attended both incidents - one where resources were limited in the wilds of Alaska and the other where resources were unlimited in the hub of the oil industry in the Gulf of Mexico. This is just a short summary making some comparisons between the two.

Firstly mistakes - At Valdez the first mistake caused the ship to hit Bligh reef. The second caused billions of dollars in a clean-up the impact of which could have been greatly reduced had Exxon listened to those with experience instead of being panicked by environmentalists and Salmon Hatcheries. Let me explain why.

Briggs and Alba personnel spearheaded the response with US Navy Marco Skimmers. All were experienced personnel mostly from the Pollution Ship *Forth Explorer* (Formerly *MV Fasgadair* owned by BP). After escorting from Valdez to Naked Island skimmer crews were informed oil was trapped in North-West bay on Elinor Island a short distance away. On arrival at North-West bay it was found that a massive amount of oil was trapped within the bay and contained there by a boom across the entrance. However, an equally massive amount of oil was on the outboard side of the containment boom and was not contained.

It appeared this bay was a natural catchment area but alarm bells were ringing. We were instructed to commence recovery from outside the boom. It was late afternoon and skimmers managed three loads each before darkness put a halt to recovery. That didn't even make a dent in the amount of free-floating oil. The supply boat *Arctic Salvor* was used to get some rest and decisions were reached by Briggs and Alba leaders that at first light we would re-position the boom and contain all the trapped oil in the bay instead of only half. The weather was calm and there seemed no reason to approach the solution in the dark.

That was not to be and despite pleas from our leaders who pointed out the folly of such a move all the skimmers were despatched that night to Chenega village some thirty miles south to protect Salmon Hatcheries that were nowhere near the spill. We had the personnel, the experience, the boats and the boom to contain much of the Exxon Valdez cargo in North-West bay - but nobody would listen. What followed is history and put a severe dent in Exxon's coffers. Two weeks later when skimmers returned all that remained in Northwest bay was a contaminated beach. The oil had migrated around the island and contaminated everything in its path.

Now Exxon got organised and despite criticism the efforts that went into the clean-up were commendable especially the critical factor of aerial surveillance. This is where comparisons begin. At the crack of daylight a fleet of helicopters took off to find the largest concentrations of oil. By the time response vessels were underway they knew exactly where they were heading. Accommodation, offloading vessels, helicopters, supply ships with food and fuel, workshops etc were supplied by Exxon in abundance.

At the Deepwater Horizon I was involved in the controlled burning on the outer fringes of the zone allocated for oil recovery operations. We burned what the Skimmers missed in Fire Booms. There were more helicopters on site than seagulls but we were totally reliant on one fixed wing plane that didn't leave the command base at Homer until after their morning meeting. This meant it wasn't on location until 1000 hrs on most days. At daybreak shrimp vessels that towed the fire booms were despatched in all directions to find oil. It's hard to see at sea level and boats were spread out for miles. By the time they found oil and the fleet of boats brought back to start collection much time had been wasted.

It was the common view that we had to light the fires so as the aerial surveillance could find us. It was pathetic and made more so by the number of helicopters on site that were flying around everywhere but were not involved in oil spill operations.

CONTRIBUTED ARTICLE (CONTINUED)

How much oil managed to escape detection and reach shore can only be guessed? Beach Clean-up operations were impacted by oil that was allowed to go unreported because of lack of aerial surveillance and this wasn't just applicable to the burning operation, many skimmer operations complained of the same defect. They also had no offloading facility offshore. No ship to ship transfer capability and when loaded skimmers had to leave location to discharge in the Mississippi. A day in, a day to discharge, and a day back. Three days wasted. How can this be justified?

No matter where an incident happens or why. Recovery operations at sea remain constant. Find Oil, Collection and Containment, Recovery and Disposal.

Any break in this chain especially the inability to find oil causes delays which in turn cause costs to spiral. Regardless of source whether under control or out of control the objective is to avoid impact with beaches and recovery is the primary objective. Impossible at both locations but if Exxon had listened, migrating oil would have been reduced greatly in volume. As would the BP oil with more co-ordination and an enhanced aerial surveillance ability.

Regarding the BP spill we don't need figures on oil whether burnt or recovered to establish that much more could have been prevented from reaching the shore if the command structure had addressed the need for aerial surveillance as critical.

Exxon should learn a lesson from Northwest Bay that when nature hands you a present don't kick it in the teeth. If you do, you pay.

Its ironic that twenty years later I found myself aboard the Arctic Salvor in the Gulf of Mexico with her name changed to the Explorer. That's fate.

George Ross

CONTRIBUTED ARTICLE

HISTORICAL FIRST OPRC COURSE AND DRILL IN GULF OF FONSECA, HONDURAS



An article by Carlos Sagrera, MSc. MISCO, Member of ISCO Council for Panama and ISCO Representative for the Iberoamerican Region. For more than 20 years he has supported the Latin America Oil & Gas industry, several governments and regional specialized organizations with their NCP and the regional co-operation in emergencies and oil spill response, planning and training. As environmental consultant he has managed many national and regional projects for international funding organizations and the NU environmental system, working for IMC Panama as external advisor. He has work experience in Panama, Belize, Costa Rica, Nicaragua, Guatemala, Honduras, El Salvador, Aruba, Mexico, USA, Argentina, Brasil, Paraguay and Uruguay.

In this short article he describes recent training activities and spill control exercises in Honduras. Given that it is a historical event in the region (the Gulf of Fonseca borders three countries in the region: El Salvador - Honduras - Nicaragua). It is the first time that an activity of this type has been carried out and it is also the first time in a year and a half that face-to-face activities have resumed

Training and Exercise on Preparation and Response on Oil Spill Control – Honduras



Within the framework of the National Contingency Plan of Honduras, the Maritime Authority of this country (General Directorate of the Merchant Marine) organized between September 6 and 9th a Model OMI OPRC Course - Level 1 - For First Responders.

More than 30 local authorities participated in person (DGMM - Naval Force - Chancellery - Fire Department - National Port Company - Municipality of San Lorenzo - COPECO - DIGEPESCA - Public Prosecutor's Office - Secretary of Tourism - National Commission for Port Protection - NASMAR Commonwealth – ICF, as well face-to-face and virtual participants from companies that handle oils in the area (LUFUSSA - PUMA Energy - CODDEFFAGOLF - Intermodal - Honduras Marítima – SAGA-COIRSA Tugboat Trailer - Empacadora San Lorenzo - Granjas Marinas San Bernardo).



The scene of the spill was determined at the Puerto Henecán pier (San Lorenzo Bay – Pacific side of Honduras), where tankers and container ships regularly dock, posing high risk of an event of a leak of Fuel Oil No. 6 with impact on the sea and subsequent spread to the adjacent area of the San Lorenzo Bay. This place is ecologically very sensitive due to the presence of mangroves and endemic wildlife, as well as intense artisanal fishing activity.

The Exercise consisted of activities of Notification, Unified Command, Assessment (NEBA and the use of drones for aerial observation) and Deployment of Response Teams, for which specialized equipment and technical personnel were available from the OSRO certified Ocean Pollution Control of Honduras (OPCH - <https://grupo-opc.com/>) with base in Puerto Cortés (Caribbean area of Honduras).

Booms, skimmers and specialized vessels were deployed by the OSRO OPCH and its personnel trained local personnel and authorities.



The Director General of the DGMM, Mr. Juan Carlos Rivera, indicated: “This Course and Exercise held here in Puerto Henecán has historical importance, since it is the first of these characteristics to be carried out in the area of the Gulf of Fonseca. It is a highly sensitive shared transboundary maritime space from an environmental point of view (El Salvador - Honduras - Nicaragua) and in which any spill event on the coast or waters of a country has immediate implications on the neighbors, for which instances are required of communication and cooperation between the countries, in accordance with the provisions of the OPRC 90 Convention, to which Honduras and El Salvador adhere.

In our role as the Maritime Authority of Honduras, we carry out the corresponding communications through the Foreign Ministry to neighboring countries (El Salvador and Nicaragua) as well as through COCATRAM (www.cocatram.org.ni). This activity culminates in Honduras and in this DGMM management (4 years cycle), the OMI-OPRC Model Courses - Level 1, for all the main actors in the country's ports, being certified by the Maritime Authority and validated to eventually integrate the response teams according to the risk scenarios established by the National Contingency Plan of Honduras”.



He also indicates that: “In Honduras, the polluter pays and the Maritime Authority is governed by the main IMO Conventions on environmental matters that Honduras has ratified and uses the response strategies recommended by ITOPIF in the event of oil spills from any type of vessel.”

And by way of conclusion, Mr. Juan Carlos Rivera concluded: "The principle is to cooperate in these events with responsible companies to minimize environmental and economic-social damage, using modern tools such as the standard contract for OSROs such as RESPONSECON, being the first country in the region to implement it in mandatory form (BIMCO-ISCO)."

The activity was supervised by the Director of the Exercise and Instructor of the Course, Carlos Sagraera (ISCO Council Member), and the event was organized by the Department of Protection of the Marine Environment and its manager assigned to the same Biologist Mirella González, being the Incident Commander Capt. Arístides Martínez and the Head of Operations at Sea, Biologist Italo Bonilla. Contact - Chief DPMM Biologist Sara Zelaya. (<https://marinamercante.gob.hn/proteccion-del-medio-marino/>).

For more info please contact Carlos Sagraera at carlos.sagraera@int-marconsult.com

UPCOMING WEBINARS

WEBINAR ON TIERED PREPAREDNESS FOR WILDLIFE RESPONSE IN THE MEDITERRANEAN REGION

Tuesday; 21 September 2021; at 10:00 am (CET) - Oil Spill Response Limited (OSRL), Sea Alarm and the Mediterranean Oil Industry

The webinar working language will be English. For registration to this event, participants are kindly requested to use the following link [Wildlife Webinar Registration Form](#) and they will automatically receive a copy of the Webinar Link. We are looking forward to your active participation to this important event.

For more info see ISCO Newsletter 802 or visit http://medoilgroup.org/newsletters/Newsletter_Issue_41.pdf

WEBINARS FROM THE UK & IRELAND SPILL ASSOCIATION

Wednesday, 22 September 2021, 1500 BST Knowledge Base: Inland – Spill response to biofuels [More info](#)

Thursday, 14 October 2021, 1500 BST Knowledge Base: Inland – Soil sampling and analysis [More info](#)

Wednesday, 20 October 2021, 1500 BST Knowledge Base: Aerial surveillance, drones [More info](#)

Wednesday, 17 November 2021, 1500 BST Knowledge Base: Inland – Drill rig selection and safety [More info](#)

GESAMP: SEA-BASED SOURCES OF MARINE LITTER

Thursday, 23 September, 3pm BST

The GESAMP Office is inviting you to a webinar which will present the main findings of the report of GESAMP Working Group 43 on sea-based sources of marine litter. [Registration](#)

SECONDARY CONTAINMENT – T.R.A.P.S. FOR BULK FUELS CONTAINMENT

Tuesday, September 28, 2021 Time: 11:00 a.m. EDT to Noon

The T.R.A.P.S. system is BCI's patented containment system that provides an alternative to full secondary containment of bulk fuels containment. Join BCI as we discuss the T.R.A.P.S. system, Florida approval for T.R.A.P.S over full volume secondary containment and other uses. The above is one of a series of webinars with a focus on secondary containment. For more info visit <https://www.basicconcepts.com/upcoming-events/>

EXXONMOBIL OIL SPILL RESPONSE KNOWLEDGE TRANSFER WEBINARS 3 - 5

Please join us for the next three months' webinars as follows:

Webinar 3: October 5th 2021; Guest speaker – Stephen Lehmann; Topic - Oil Spills and Human Perception, Case Studies, Mistakes and Successes

Webinar 4: November 2nd 2021; Guest speaker – Ed Owens; Topic - What we really do on an oiled shoreline response

Webinar 5: December 7th 2021; Round-table discussion of stories during spills by Alan Allen, Ann Hayward Walker, Stephen Lehmann, and Ed Owens

The ExxonMobil Oil Spill Response Knowledge Transfer Webinar series is a monthly webinar to allow highly experienced OSR experts to transfer their knowledge to attendees. The webinar series will provide a platform to communicate, transfer, and preserve OSR knowledge, and to share insights and perspectives from industry, academia, oil spill responders, and other oil spill response experts. The webinar series started on Tuesday, August 10 from 9 - 10 am Houston time and will continue every first Tuesday of the following months. We intend to continue the webinars indefinitely depending on response and our ability to schedule appropriate speakers. To receive the link and other joining info, please send an email to Lin Zhao at: lin.zhao@exxonmobil.com.

UPCOMING WEBINARS (CONTINUED)

Note that there is still room for more participants so feel free to forward this invite to others but ask that potential attendees RSVP Lin Zhao to get on the distribution list.

EIGHT PHASE APPROACH TO HNS INCIDENT SCENE MANAGEMENT – A STRUCTURED APPROACH TO SAFELY RESOLVING HAZMAT INCIDENTS

Tuesday, 5 October 10:00 AM (BST) - free webinar - Phase 4 – Tactical planning during the incident

Phase 4 - Once life-saving activities have been conducted and the responders have the necessary preliminary information about the incident, phase 4 begins with tactical planning on how to implement the plan. This webinar will include resource considerations such as personal protective equipment (PPE) required and the importance of a decontamination strategy. The panel will then discuss how to contain and control the substance, set up an environmental protection plan, stabilise the scene and the critical role played by the Hazmat Advisor. [More info](#)

ONLINE AND OTHER TRAINING COURSES

SOME USEFUL LINKS

- AUSTRALIA – AMOSC - <https://amosc.com.au/training/>
- AUSTRALIA & NEW ZEALAND – ALGA - <https://landandgroundwater.com>
- FRANCE - CEDRE - Click on these links [training catalogue](#) and [2021 calendar](#).
- UK & WORLDWIDE – OIL SPILL RESPONSE LTD. - <https://www.oilspillresponse.com/training/courses/>
- UK & WORLDWIDE – BRIGGS ENVIRONMENTAL SERVICES LTD. - <https://www.briggsmarine.com/services/training/>
- UK – NCEC HAZMAT ACADEMY – [More info](#)
- USA – TEXAS A&M UNIVERSITY – NATIONAL SPILL CONTROL SCHOOL - <http://nscs.tamucc.edu/schedule-2020-2021.html>
- USA – MPC, DETROIT - <https://marinepollutioncontrol.com/services/training-and-compliance>

If you would like to be listed here, please contact your editor – john.mcmurtrie@spillcontrol.org

USA: FREE DOT HAZMAT (CLASS ROOM) TRAINING IN ROCKVILLE, MD.

Sept 21-23, 2021 - PHMSA HMIT Grant DOT Hazmat Basic Awareness Training - More info at:

<https://hazmatociety.org/training/phmsa-hmit-grant-dot-hazardous-materials-regulations-basic-awareness-training-program/>

[Thanks to PC of Hazmat101 Group]

VIRTUAL MULTI-PARTNER RESEARCH INITIATIVE (MPRI) STUDENT RESEARCH FORUM 2021 ON SEPTEMBER 23-24, 2021

We invite you to join us for the virtual Multi-partner Research Initiative (MPRI) Student Research Forum 2021 on September 23-24, 2021! This forum is co-hosted by Fisheries and Oceans Canada (DFO) and Concordia University. Under Canada's Oceans Protection Plan, the goal of MPRI is to establish an integrated, global research network to advance oil spill research in Canada and enhance Canada's level of preparedness and response capability. Since our inception in 2017, the MPRI has established a world-class network of expertise on oil spill response science. To date, over \$35 million in grants and contributions have been awarded by DFO to over 40 projects and partnerships involving over 240 researchers from 60 institutions and 14 countries.

MPRI has been proud to support the training and mentorship of over 90 post-graduate students and post-doctoral fellows. This forum aims to provide an opportunity to spotlight student projects and achievements under the MPRI program. During this event, these young professionals will share their research with other researchers and the wider oil spill response community. We welcome you all to join us for an exciting two days of learning, sharing ideas, and virtual networking! [Detailed programme and more info](#)

Dr. Kenneth Lee, National Senior Science Advisor for Oil Spill Research, Preparedness and Response, Fisheries and Oceans Canada.

CERTIFICATE IN MARITIME SAFETY MANAGEMENT AND THE ISM CODE

Starts 29 September 2021 | 12 weeks | 100% online | Lloyds Maritime Academy [More info & registration](#)

TUNISIA: IMO OPRC LEVEL 2 TRAINING COURSE

November 9-11 - The Mediterranean Oil Industry Group (MOIG) and the Adriatic Training and Research Centre for Accidental Marine Pollution Preparedness and Response (ATRAC) are very pleased to invite you to IMO OPRC level 2 training course; which will be held from 09 to 11 November 2021 at Iberostar Averroes Hotel in South Hammamet-Tunisia.

The event will be open on Tuesday; 09 November 2021 at 09:00 am and expected to close on Thursday, 11 November 2021 at 13:15 pm. It will be animated by Mr. Vedran Martinic, ATRAC Director, Ms. Anja Pilepic and Mr. Marko Dordevic; Marine Environment Protection Associates.

ONLINE AND OTHER TRAINING COURSES (CONTINUED)

The training course will be dedicated to Supervisors and On-Scene Commanders and its overall objective is to prepare them to coordinate and manage the response to an oil spill. The training course therefore aims at informing senior officials, designated to act as Supervisors/On-Scene Commanders during spill response operations, on the responsibilities of the members of an oil spill response organization; and on how to effectively respond to an oil spill through the deployment of equipment and resources at Regional or National levels.

The [Training Programme](#) is available on line for your reference. The working language will be English.

In order to enable MOIG to have all logistic arrangements made on time, it would be appreciated if you could have the online [Registration Form](#) completed and returned by Mail to houcine.mejri@moig.org.tn or by Fax at: +216 71 888 439 at your earliest convenience; preferably before 21 October 2021.

We would like to bring your kind attention that participants who wish to attend the training course shall be vaccinated against Corona Virus. In addition, MOIG and Iberostar Averroes Hotel will put in place the necessary preventive measures namely the respect of distancing, the wearing of masks and the use of hydro-alcoholic gel in the conference room, in order to ensure the maximum safety of participants. Whilst looking forward to meeting you in this training course, please do not hesitate to contact MOIG secretariat for any further information.

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 given.

If you want to request the addition of an event please contact the Editor.

For more information click on Title of Event			
COUNTRY	2021	TITLE OF EVENT	LOCATION
UK	Sept. 20-21	Emergency Planning Society Conference & AGM	Easingwold
UK	Sept. 22-23	Contamination & Geotech Expo 2021	Birmingham
VIRTUAL EVENT	Sept. 23-24	Multi-partner Research Initiative (MPRI) Student Research Forum	Online
UK	Sept 29 – Oct 1	Marine Claims Conference	Edinburgh
UK	October 12-14	Ocean Business 2021	Southampton
UK / VIRTUAL	October 13-14	Water, Wastewater and Environmental Monitoring	Online
AUSTRALIA	October 18-21	Ecoforum 2021 Conference	Sydney
GERMANY	October 20	HELCOM Ministerial Meeting	Lübeck
UK / VIRTUAL	Nov. 1-5	Meetings of IOPC Funds' governing bodies.	Online
TUNISIA	Nov. 9-11	IMO OPRC Level 2 training course	South Hammamet
USA	Nov. 16-18	Clean Gulf Conference & Exhibition	San Antonio, TX
VIRTUAL EVENT	Nov. 17-18	Emergency Responders Drone Conference 2021	Online
VIRTUAL EVENT	Nov. 22-26	IMO Marine Environment Protection Committee	Online
SWEDEN/VIRTUAL	Nov. 24-25	National Conference on Oil Damage Protection 2021	Karlskrona
UK	December 1-2	Salvage and Wreck Removal Conference	London
CAMBODIA	December 1-4	East Asian Seas Congress	Sihanoukville
COUNTRY	2022	TITLE OF EVENT	LOCATION
UK	March 15-17	Oceanology International	London
AUSTRALIA	May 16-19	APPEA Conference and Exhibition	Brisbane
USA	June 7-9	Elastec's Spring 2022 Oil Spill Workshop	Carmi, IL
NETHERLANDS	June 21-23	Interspill Conference and Exhibition	Amsterdam
USA	October 4-6	Elastec's Fall 2022 Oil Spill Workshop	Carmi IL
BAHRAIN	October 11-13	International Conference & Exhibition on Spills, Clean Seas & Environment	Bahrein
CROATIA	October 25-27	Regional Workshop – Enhancing Preparedness and Response in the Adriatic & Mediterranean Regions	Opatija

Please advise the Editor if any of the above entries require correction or updating. If you are holding an event you would like to be featured here, please send details to John.mcmurtrie@spillcontrol.org

CONTRACTS, TENDERS AND 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

US Government solicitations are frequently posted in Technology Innovation News Survey, US EPA Tech Direct and USA Federal Contracts Update. 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 of these publications.

MESSAGES FROM EVENT ORGANISERS

USA: CLEAN GULF CONFERENCE & EXHIBITION IS JUST 2 MONTHS AWAY

We are just 2 months away from celebrating the 30th anniversary of the [CLEAN GULF Conference & Exhibition](#) in San Antonio, TX! Founded in 1991, CLEAN GULF serves the spill response industry in prevention, preparedness, and response. It gives professionals a forum to come together with their peers to discuss case studies and lessons-learned from both recent and past incidents, and discover the latest technologies advancing prevention and response operations. Attendees will walk away energized with new strategies, solutions, and working relationships that will effectively arm them for future incidents.

We hope you'll join your peers you've been missing over the last year and come celebrate 30 years of CLEAN GULF serving the spill prevention and response industry. [Register now](#) for the 2021 CLEAN GULF Conference & Exhibition

TRACK 1: BUSINESS CONTINUITY IN DISASTER/CRISIS

- Oil and Gas Industry Response to the COVID-19 Pandemic
- Employee Stabilization in Disaster to Support Business Continuity

TRACK 2: RESPONSE AND RESTORATION

- The Challenges and Complexities of Maritime Hazardous Materials Response Operations
- Response and Restoration Case Studies
- Worst-Case Discharge: Readiness and Capabilities
- Response in Times of COVID-19
- Shoreline/All-Hazards Response

TRACK 3: PLANNING AND PREPAREDNESS

- Data Management and the Common Operating Picture
- Wildlife Preparedness: Policies, Considerations, and Guidance
- Environmental Health Support During an Incident
- Plans, Policies, and Procedures Updates

TRACK 4: TRAINING AND EXERCISES BEST MANAGEMENT PRACTICES

- Virtual Emergency Operations Center (EOC) and Digital Toolbox
- Virtual Training and Exercising: Lessons Learned

TRACK 5: RESEARCH

- Response Research
- Oil Spill Research Facilities: Gaps and Needs

TRACK 6: NEW AND ADVANCED RESPONSE TOOLS AND TECHNIQUES

- Oil Spill Fate and Transport
- Operational Dispersant Use
- Techniques and Approaches to Sharpen our Understanding Towards Shoreline Assessments

TRACK 7: CURRENT INDUSTRY CONCERNS

- Knowledge Management and Transfer
- The Balancing Act: Company, Employees, Customers, Community

GENERAL SESSIONS

- Welcome and Opening Keynote
- State and Federal Updates

WORKSHOPS

- Homeland Security Challenges including Terror Threats
- Oil Spill Response - Beyond the Basic

Health and Safety at CLEAN GULF

In an effort to maintain the health and well-being of our attendees, exhibitors and sponsors, CLEAN GULF is committed to following the guidelines put in place by the CDC, the U.S. Travel Association and at the city and state levels. We will update participants on specific safety measures before we go onsite.

MESSAGES FROM EVENT ORGANISERS (CONTINUED)

EXHIBITING AND SPONSORING OPPORTUNITIES

The CLEAN GULF exhibit floor is already almost 80% sold out. Act now to secure your exhibit space or sponsorship before your competition beats you to it. [Click here](#) for details or contact Renie Mayfield at 713-343-1895 or rmayfield@accessintel.com.

UK: ENERGY INSURANCE LONDON

8th October 2021 - The agenda includes a session "Oil Spill & Pollution Mitigation - How does incident management work and what technology is available to enable the validation and containment of costs and managing third party claims in response to environmental and oil spill incidents? An informative session from the people on the ground. [More info](#)

SWEDEN: NATIONAL OIL SPILL CONFERENCE 2021

The annual National Oil Spill Conference in Sweden will be held in a hybrid version virtually and in Karlskrona in Sweden 24-25 November. The conference will be held in Swedish. [More info](#)

EUROPE - CALL FOR PAPERS INTERSPILL 2022

The Interspill Committee announces the preliminary programme together with the Call for Papers for Interspill 2022 and invites authors to submit abstracts for consideration by **30 September 2021**. [More info](#)

LINKS FOR DOWNLOADING AND READING OTHER PUBLICATIONS

AMSA Update	Latest News from the Australian Maritime Safety Authority	Current issue
ATRAC Newsletter	News from the Adriatic Training and Research Centre	October 2020
BIMCO Bulletin	Marine and shipping-related news from BIMCO	June 2021
Newsletter from George Holliday	News and commentary on HSE issues from George Holliday	Free on request
Cedre Newsletter	News from Cedre in Brittany, France	July-August 2021
Eco Magazine	Reporting on ocean science, innovation and exploration	Free on request
EMSA Newsletter	News from the European Maritime Safety Agency	September 2021
Environmental Expert	Environmental News from Environmental Expert	Current issue
GDACS Newsletter	Daily alerts for natural disasters – earthquakes, floods, typhoons, etc.	Free on request
GEF Newsletter	Monthly Newsletter from the Global Environment Facility	Jul.–Aug. 2021
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 2021
IMO News Magazine	News from the International Maritime Organization	Summer 2021
IMO Publishing Newsletter	New and forthcoming IMO publications	September 2020
ITOPF Ocean Orbit	News magazine from ITOPF with interesting spill response articles	February 2021
JOIFF Catalyst Newsletter	Int'l Organisation for Industrial Hazard Management	Latest issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	Current issue
MED News	UNEP / MAP Barcelona Convention News	July 2021
MOIG Newsletter	News from the Mediterranean Oil Industry Group	September 2021
NCEC Newsletter	News from the National Chemical Emergency Centre	May 2021
Navigate Response	Global crisis communications network for shipping & marine	Current issue
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	Current issue
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Summer 2021
Oiled Wildlife Log	Bi-annual Newsletter from Tri-State Bird Rescue & Research	May 2021
PEMSEA Newsletter	Healthy oceans, people and economies in the East Asian Seas	Current issue
Pollution Online Newsletter	News for pollution prevention & control professionals	Current 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
Society of Maritime Industries	News from the UK's maritime engineering and business services sector.	April 1, 2021
Spill Alert	Quarterly Newsletter from UK & Ireland Spill Association	July 2021
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	July 16-31, 2021
The Marine Insurer	Includes latest news on pollution insurance matters	June 2021
The Maritime Advocate	Maritime News from Sandra Speares	Current issue
UNEP News	Latest News from United Nations Environmental Programme	Latest News
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	Sept. 1, 2021
USA Federal Contract Opportunities	The authoritative source for federal contract opportunities	Current issue
Water Pollution & Flood News	Monthly round-ups of UK & Worldwide Spill and Flood News	Free on request

Your editor depends on regular receipt of updated URL links for listed publications. If these are not received, relevant entries will be discontinued. Publishers are kindly requested to advise the editor john.mcmurtrie@spillcontrol.org if any links are not up-to-date.

SYRIA: INCIDENT INVOLVING A FUEL LEAKAGE INTO THE MEDITERRANEAN SEA FROM THE BANIYAS THERMAL STATION

September 10 – REMPEC has issued an updated report. [Download the REMPEC Report.](#)

EL SALVADOR: APPROX. 21 CONTAINERS LOST AT SEA NEAR ACAJUTLA PORT



September 15 – Report received from Carlos Sagrera, ISCO Representative for the Iberoamerican Region - The container ship Caribbean Express (flag of Gibraltar and in transit between Manzanillo (Mexico) and Puerto Caldera (Costa Rica) 7 miles from the port of Acajutla (off the coast of Barra de Santiago - Department of Ahuachapan), reported on September 13th at night to the Port Maritime Authority (AMP) of El Salvador (AMP), the loss of approximately 21 containers at sea for unknown reasons, initially attributable to the strong waves in the area. Initially, the Salvadoran authorities activated their contingency plans, with the participation of the Coastal Police, Naval Force and the Ministry of the Environment, alerting the population to avoid

approaching the coast and avoid accidents in case of arrival of the containers on the coast. Subsequently, the authorities reported the sighting of 11 containers, some of which arrived on the coast and there were actions of looting by the residents, which triggered the action of the Coastal Police and the Naval Force. Although officially, no information has been given about their content, it was known that two of the lost containers contain Butyl Acrylate (<https://cameochemicals.noaa.gov/chemical/2674>), an HNS used to manufacture synthetic fibers, with properties to irritate the skin and eyes in case of contact and highly polluting for the aquatic environment. The Salvadoran authorities reported the situation to COCATRAM (www.cocatram.org.ni), which spread the news to all the maritime authorities of the countries of the region immediately and allowed neighboring countries (Guatemala, Honduras and Nicaragua) alert their SAR procedures and be ready for eventual bilateral actions if necessary, which up to now has not been the case since the entire incident remains in the territorial waters of El Salvador. Links below for local press reports.

<https://www.laprensagrafica.com/elsalvador/Localizan-11-contenedores-flotando-en-las-costas-salvadorenas-sin-saber-que-contienen-20210914-0035.html>

<https://diario.elmundo.sv/barco-pierde-21-contenedores-frente-a-puerto-de-acajutla-y-autoridades-localizan-flotando-once/>

<https://lapagina.com.sv/nacionales/grupo-aereo-y-costero-de-la-pnc-reportan-hallazgo-de-11-contenedores-flotando-frente-a-la-barra-de-santiago/>

VIETNAM: LIBERIAN SHIP SINKS VIETNAMESE VESSEL, 17 RESCUED

September 15 - A Vietnamese ship carrying nearly 10,000 tons of clinker sank Tuesday after a giant Liberian-flagged vessel collided with it off the coast of Vung Tau.

Authorities have marked the location of the sinking and issue maritime safety warnings.

No oil spill had been detected as of Tuesday afternoon, and rescue forces are on standby in case a spill does occur. VN Express / [Read more](#)



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