

ISCO & THE ISCO NEWSLETTER

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

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

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INTERNATIONAL NEWS

CLICK ON THE BANNERS BELOW FOR MORE INFORMATION



PLASTIC CRISIS NEEDS BINDING TREATY, EIA REPORT SAYS



Pollution from plastics is a global emergency in need of a robust UN treaty, according to a report.

The Environmental Investigation Agency (EIA) says there's a cascade of evidence of harm from plastics. It argues that the plastic pollution threat is almost equivalent to climate change.

The air we breathe now contains plastic micro particles, there's plastic in Arctic snow, plastic in soils and plastic in our food. It's reported, for instance, that about 20 elephants in Thailand have died after eating plastic waste from a rubbish dump.

The authors urge nations to agree a UN treaty with binding targets for reducing both plastic production and waste.

"There is a deadly ticking clock counting swiftly down," said the EIA's Tom Gammage. "If this tidal wave of pollution continues unchecked, the anticipated plastics in the seas by 2040 could exceed the collective weight of all fish in the ocean."

[Editor: The foregoing is the introduction to an article by environmental analyst Roger Harrabin and published by the BBC. Read this short article at <https://www.bbc.co.uk/news/science-environment-60026748>]

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<https://chat.whatsapp.com/KMxdW7IEal79namyNlbVqg>

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INTERNATIONAL NEWS (CONTINUED)

OCEAN PLASTIC IS DESTROYING A REMOTE NATURE RESERVE OFF NORWAY



Above: Collected trash awaiting shipment to the mainland for disposal (Mausund Field Station)

January 16 - Mausund and the Froan Nature Reserve are located in an archipelago far out to sea along the Trøndelag county coast, but they are not exactly pristine.

Mausund and the Froan Nature Reserve in Trøndelag have had notable problems with plastic litter for many years. Professional clean-up work began a few years ago with the removal of marine litter in the archipelago's islands and islets. But no one knew how big the task would turn out to be.

"The clean-up work began in 2017. The crew couldn't have imagined how bad it was," says Hilde Ervik, a senior lecturer at NTNU's Department of Teacher Education.

It turns out that the outer island coastal areas of Trøndelag are among the most polluted in the country. NTNU is conducting a research project that addresses the plastic pollution of the reserve. The results were published in Science of The Total Environment. The Maritime Executive / [Read more](#)

PLASTIC BANK COALITION PREVENTS TWO BILLION BOTTLES FROM ENDING UP IN OCEANS

January 24 - More than 200 companies have stopped more than two billion plastic bottles from entering into the world's oceans, after the Plastic Bank initiative revealed that more than one billion bottles have been collected across developing countries in the last eight months.



Plastic Bank plans to expand its presence in Southeast Asia and Central Africa.

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The Plastic Bank connects businesses with communities in developing countries that are grappling with plastic pollution. It provides the training and infrastructure needed to grow the recycling industry in a way that improves the economic and social conditions for local communities.

The Plastic Bank last year announced that it has enabled the recycling of the equivalent of a billion plastic bottles that would have otherwise ended up polluting nature, with SC Johnson funding around half of its total recycling volume.

Today (24 January), the initiative has revealed that working with more than 200 companies globally has enabled the collection of a further one billion bottles to be recycled in just eight months, which is 12 times faster than the first billion stopped.

In total, more than two billion have been collected across 511 locations by more than 30,000 collectors across the Philippines, Indonesia, Brazil, and Egypt. This is equivalent to more than 40 million kilograms of plastic that would have otherwise found its way into the oceans. Edie / [Read more](#)

FIRST CRUISE SHIP JOINS EYEESEA POLLUTION MAPPING INITIATIVE



January 27 - The expedition vessel, Ocean Nova, has become the cruise ship to join the Eyesea pollution mapping initiative. Eyesea is a New Zealand based nonprofit that has developed a mobile application to crowdsource information on marine pollution. The Eyesea app allows users to take pictures of pollution which are then tagged and placed on maps and charts.

Richard Del Valle, President of Adventure Shipping, said “We’re very pleased to be leading the way on an environmental issue that is so important to everyone who sails – both crew and passengers. The case for Eyesea is compelling – very few people have access to the parts of the world we visit, and any data we can

collect is of critical importance. With Ocean Nova’s ice class, maneuverability, and highly experienced crew, she is often in waters rarely seen by other ships. We think we can help.”

Eyesea has collected over 25,000 pollution report images from all over the world and now has volunteers and partnerships in Chile, The United States of America, Germany, India, Sri Lanka, Canada, South Africa, Brazil, New Zealand, Australia, Uganda, the Netherlands, Norway, The United Kingdom, The Isle of Man, Greece, and Hong Kong. The Maritime Executive / [Read more](#)

2022 IMO AWARD FOR EXCEPTIONAL BRAVERY AT SEA - CALL FOR NOMINATIONS

IMO AWARDS FOR EXCEPTIONAL BRAVERY AT SEA

Call for nominations

2022

submissions open until 15 April 2022

NOMINATIONS
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For further information, please contact us at ero@imo.org

Members of ISCO are kindly requested to give their co-operation to promote and encourage the submission of nominations for the 2022 IMO Award for Exceptional Bravery at Sea.

English: [2022 IMO Award Invitation Advert EN](#)

French: [2022 IMO Award Invitation Advert FR](#)

Spanish: [2022 IMO Award Invitation Advert SP](#)

Please do not hesitate to contact us if you have any queries.: ERO@imo.org

MORE INTERNATIONAL AND REGIONAL NEWS

ISCO NEWS

ISCO OFFERS A FREE MEMBERSHIP FOR STUDENTS, TRAINEES AND APPRENTICES

Learn more about Student Membership at <https://spillcontrol.org/student-membership/>

ONLINE MEETINGS WITH STUDENT MEMBERS

These are online meetings where each student presents for about 15 to 20 min. We will learn about each student's area of work and how this stream of science adds value to domain of oil spill response / plastic pollution knowledge. Another ten minutes will be available for Q & A".

NEW DATE ANNOUNCED FOR NEXT STUDENT MEMBER PRESENTATION

The scheduled date for the next Student Presentation has been changed.

The next presentation will be given at 2 pm GMT on Thursday 3rd February by Larissa Montas, Department of Chemical, Environmental and Materials Engineering University of Miami. The title of her presentation is "Use of a 3-D Fate and Transport Model to estimate "Age-at-Sea" and PAH Depletion of Weathered Oil Slicks".

Larissa's profile and a summary of her forthcoming presentation can be found on Page 2 of Issue 820 of the ISCO Newsletter.

The Zoom Meeting joining link for Larissa's presentation is

<https://miami.zoom.us/j/97322175325?pwd=NUU2ZFpsQVMrRS81WnlwSONjdGMMyQT09> Meeting ID: 973 2217 5325

For more info about joining this meeting please contact balogunkayodepeter@yahoo.com or captdcsekhar@gmail.com

IF YOU ARE A MEMBER MAKE SURE YOU ARE LISTED IN THE ISCO DIRECTORY

You can view the ISCO Directory of Supplies & Services at <https://spillcontrol.org/suppliers-and-services-directory/>

Please fill out this form in order to be part of our Directory. This information will also be used for our Emergency Response Program which is currently being updated. The form can be accessed by going to the following link: <https://spillcontrol.org/directory-entry-questionnaire/> Directory entries are FREE for ISCO's Corporate Members

If you are a Newsletter reader, but not a member, and would like to be included in this programme please join ISCO. The link to do that is: <https://spillcontrol.org/membership-application-form/>

If you have any questions please reach out to Mike Watson at spillcontrol@mwadigital.com

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NEWS REPORTS FROM AROUND THE WORLD

BRAZIL: PUBLISHED IN REGULATING THE DISCHARGE OF OIL, OILY MIXTURES, HARMFUL OR DANGEROUS SUBSTANCES IN BRAZILIAN WATERS

January 24 - The Brazilian Institute of the Environment and Renewable Natural Resources (IBAMA) informs that it has been published, in the Official Gazette (DOU) of 19/01, [Normative Instruction \(IN\) No. 2 of January 18, 2022](#), which regulates the discharge of oil, oily mixtures, harmful or dangerous substances of any category and garbage in waters under national jurisdiction for field research purposes, pursuant to Article 19 of [Law No. 9,966/2000](#).

The standard comes into force on April 19 - ninety days after its publication. Access the full in [nº 2/2022 in the DOU](#)

FRANCE: OIL POLLUTION IN PERU: COMMISSIONED BY THE UNITED NATIONS, CEDRE SENDS TWO EXPERTS TO THE SITE

January 26 - Two Cedre engineers are part of a mission coordinated by the United Nations (UNEP/OCHA Joint Environment Unit) whose objective is to assist the Peruvian authorities in the fight against pollution caused by the leak of an oil tanker at a wharf of the La Pampilla refinery (north of Lima).

The mission will focus in particular on the organisational aspects of pollution control. Our colleagues arrived on the morning of Wednesday 26 January and will leave Lima on 8 February. CEDRE / [Read more](#)

GREECE: 5,360 HELMEPA VOLUNTEERS CLEANED 130 KM OF COASTLINE



January - The Hellenic Marine Environment Protection Association - HELMEPA, for continuous 31st year, and in its capacity as National Coordinator, coordinated and implemented with great success, the Global Voluntary Beach Cleaning 2021, which is the largest and most recognized campaign of its kind for the prevention of coastal and sea pollution with waste.

During the period 18 September to 30 November, helmepa's network of members and volunteers undertook the cleaning of beaches, with a total coastline of 130 km, collecting 283,831 waste, weighing a total of 19.5 tons. Apart from the practical value of the cleanings with the collection of waste and its deposition in the bins, the volunteers also contributed to the scientific study of the problem by recording the waste they collected, thus offering valuable data on its quantities, species and origin. HELMEPA / [Read more](#)

ITALY: WILL THE ABANDONMENT OF SINGLE-USE PLASTIC SERVE TO FREE THE SICILIAN SEABED FROM WASTE?

January - From 14 January 2022 the sale of single-use plastic products is prohibited, will this serve to improve the situation of the seabed in Sicily? How does the waste finish into the sea? How has the Italian situation changed from 2019 to today? An ISPRA researcher, guest of MedicalExcellence TV, talked about all this topic. [Video](#) ISPRA / [Source document](#)

KENYA TO HOST FIFTH UN ENVIRONMENT ASSEMBLY NEXT MONTH

January 3 - Kenya is set to host the fifth session of the United Nations Environment Assembly next month. During the session set to be held at Gigiri between February 28 and March 2, challenges facing the environment are set to be given attention.

The conference will be hosted by the UN Environment Programme and is set to bring together representatives of the 193 member states of the UN, businesses, civil society and other stakeholders. The Star / [Read more](#)

UK SUPPORTS INTERNATIONAL EFFORTS TO PROTECT OVER 500,000 KM OF OCEAN WITH £2M INVESTMENT

January 27 - Today (27 January), Lord Goldsmith announced that the UK will help to protect some of the world's most important and biodiverse marine environments in the Eastern Pacific, including key migratory routes for sea turtles, whales, sharks, and rays.

At COP26 in Glasgow, Costa Rica, Colombia, Ecuador, and Panama made headlines with their announcement that the four countries are now working together to expand and connect marine protection covering over 500,000 km² of ocean.

The Eastern Tropical Marine Corridor stretches from the rich breeding and feeding grounds around Malpelo Island, the Cocos Ridge, and the Cordillera de Coiba seamounts, to the Galapagos Islands that inspired Charles Darwin's theory of evolution.

The UK will invest an initial £2m of UK Aid through the World Bank's PROBLUE fund, and deploy marine experts to provide technical assistance through our Ocean Country Partnership Programme. DEFRA / [Read more](#)

USA: LATEST NEWS REPORTS FROM NOAA OR&R

January 24 – Please click on the links below to download and read the latest news reports from NOAA OR&R.

[\\$15.3 M Settlement Finalized for the Texas City Y Oil Spill Case in Galveston Bay, Texas](#)

On Jan. 18, 2022, a \$15.3 million settlement was finalized in Federal District Court to restore natural resources damaged from the 2014 Texas City Y oil spill in Galveston Bay, Texas.

[Settlement Finalized for Restoration at Metal Bank Superfund Site in Pennsylvania](#)

On Nov. 4, 2021 a settlement was finalized to resolve the liability of a dozen public utility companies for injuries to natural resources stemming from hazardous waste pollution at the [Metal Bank Superfund site on the Delaware River in Philadelphia, Pennsylvania](#).

[FY 2022 Lagniappe Awards Selected](#)

The Disaster Preparedness Program (DPP) has selected nine projects submitted by the National Ocean Service (NOS) programs for funding as part of the “Lagniappe Awards.”

YEMEN: GREENPEACE: FSO SAFER POSES A BIGGER THREAT THAN PREVIOUSLY BELIEVED



Photo: The FSO Safer in better days (Conflict Observatory)

January 27 - A new study produced by Greenpeace suggests that the decaying Yemeni FSO Safer may pose a bigger threat to the Red Sea's fisheries and shorelines than previously believed.

The FSO Safer is a converted single-hull tanker, and she is permanently moored as a floating storage facility off the coast of Yemen. The vessel has been sitting unmaintained with over 1.1 million barrels of light crude oil on board since the outbreak of the Yemeni Civil War seven years ago.

According to UN experts and NGOs, the vessel is at risk of exploding or spilling its oil cargo. Its inerting system has not been run in some time, and its generators are offline. Photos taken on board the vessel show extensive signs of corrosion.

Negotiations between UN representatives and the Houthi rebels who control northwestern Yemen have not yet led to an agreement to secure the cargo and the ship. If the parties do not decide on a solution, and the vessel sinks, the resulting oil release could be up to four times as large as the spill from the Exxon Valdez.

According to Greenpeace's new study, modeling shows that a spill of this magnitude could affect the desalination water supply for the entire Red Sea region within three weeks of a spill. The nearest plants are at Hodeidah, Salif and Aden, and if they were interrupted by oil contamination, it would affect the drinking water supply for about 10 million people. It could also interrupt access at the port of Hodeidah, a key gateway for food and aid supplies, and it would likely close Yemeni fisheries, which support 1.7 million people.

According to Greenpeace, an oil containment boom should be deployed around the Safer as a precautionary measure, even if the removal of the oil from the vessel is the only genuine solution to the threat. So far, this option has been blocked by Houthi leaders, who have expressed distrust for the United Nations. The Maritime Executive / [Read more](#)

NEWS FROM ISCO MEMBERS

LAMOR RECEIVES NASDAQ GREEN EQUITY DESIGNATION AS THE FIRST FINNISH COMPANY



January 21 - Lamor Corporation Plc is the first company in Finland to receive Nasdaq Green Equity Designation. The designation supports equity issuers with their green business models and strategies and enhances increased visibility and transparency toward investors looking for sustainable investments.

Nasdaq Green Equity Designation targets companies that have over 50 percent of their turnover derived from activities considered green and that continue to invest more than 50 percent in green activities. For the application, a qualitative assessment, relating to the company's activities and investments, is performed to assess the company's alignment with the Nasdaq Green Equity Principles by a Nasdaq approved reviewer. The Norwegian company, Cicero Shades of Green, made the review for Lamor. The report of Cicero Shades of Green can be read from Lamor's website www.lamor.com/sustainability

Sustainability is at the core of Lamor's mission "Let's clean the world". Our vision is a clean tomorrow, where future generations will enjoy clean water and clean soil. Joining the Nasdaq Green Equity Designation program further supports our strategy and business activities around sustainability. It increases the transparency of our carbon footprint and at the same time it supports us to further develop our activities increasing our positive carbon handprint." says Johanna Grönroos, Chief Development Officer of Lamor.

LAMOR: COMPANY CHANGE OF NAME

January 27 - Our company name has changed to Lamor Corporation Plc (in Finnish Lamor Corporation Oyj). The name change is related to Lamor being listed and thus becoming a public company. Our phone numbers, company ID, visiting addresses and invoicing address as well as other juridical aspects remain unchanged.

BALAENA LLC - DEVELOPMENT & TESTING OF A NEW TYPE OF OSRV



January 21 - Following successful testing at Ohmsett last year, Balaena, LLC is bringing to market revolutionary new technology for oil spill and surface contaminant recovery. The vessel has demonstrated high performance potential during both stationary and advancing collection, achieving a 98%+ oil (<2% water) discharge ratio, and requiring no consumables (e.g., pads, discs, belts, or brushes). Optimizations have been incorporated to simplify operations based on lessons learned from testing, and key interfaces are in place to facilitate remote control, currently in work with Fluid Power Design, LLC, and Sea Machines.

With patents issued and pending in Australia, Canada, and the USA, and patents pending in Norway, the UK and Singapore, the company is now in the pre-engineering phase of a vessel sized for road transportation without a permit and to fit in a C-130 cargo aircraft. Also in development is a larger vessel designed specifically for at-risk ports and harbors, but also deployable in bays and offshore in low sea states.

Balaena has scheduled a series of field trials and exercises with MSRC (Marine Spill Response Corporation) at MSRC's facility in Lake Charles, Louisiana during the first quarter of 2022. Working together, MSRC and Balaena aim to demonstrate the vessel in operational conditions in the coming months.

The National Spill Control School, a Division of Research and Innovation at Texas A&M University-Corpus Christi, has approached Balaena for potential research activities for both coastal and inland environments. The National Spill Control School research will build upon test events conducted at the Ohmsett facility in 2021 and additional testing scheduled for May of 2022.

Balaena is committed to validating its technology in a broad range of conditions including open waters, wetlands (and similar), flowing waters, and ice. In addition to recovery of oil and other surface contaminants, the company is developing minor modifications to the vessel to facilitate recovery of floating vegetation, toxic algae, and plastics (including nurdles) using the same patented approach.

For more information regarding the above please contact Brad Rutledge, Sr. Vice President Business Development brutledge@balaenah2o.com, or visit www.balaenah2o.com

TRAINING COURSES

USEFUL LINKS

- AUSTRALIA – AMOSC - <https://amosc.com.au/training/>
- AUSTRALIA & NEW ZEALAND – ALGA - <https://landandgroundwater.com>

TRAINING COURSES (CONTINUED)

- **FRANCE - CEDRE** - Click on these links [training catalogue](#) and [2022 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

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FEBRUARY 1 – ExxonMobil Oil Spill Response Knowledge Transfer Webinar 6

EM OSR Knowledge Transfer Webinar will be resumed on Feb. 1st, 2022. Our guest speaker is Dr. Christopher Reddy, and he will share his knowledge / experiences and lessons learned on oil spill response from his perspective.

Dr. Chris Reddy is a senior scientist at Woods Hole Oceanographic Institution and studies marine pollution, petroleum geochemistry, and develops natural products for the cosmetics industry. When the Deepwater Horizon disaster occurred in 2010, Reddy pivoted to focus much of his research on this iconic spill. He spent nearly a decade tracing nature’s response to the thousands of chemical compounds released with the spill to determine what biodegraded or evaporated, and what is still present in the Gulf of Mexico. Reddy has extensive experience communicating science to the media, policy makers, and the public. He has written nearly twenty opinion pieces, testified before Congress and Senate five times, and given hundreds of interviews. In 2014 he was honored with the prestigious and international C.C. Patterson Award for leading an innovative breakthrough of fundamental significance in environmental geochemistry, particularly in service to society. More recently, he was honored as a 2018 Fellow in the American Geophysical Union and bestowed with their Ambassador Award.

The ExxonMobil Oil Spill Response Knowledge Transfer Webinar series is a monthly webinar to allow highly experienced OSR experts to communicate their knowledge to attendees. The webinar series will be held every first Tuesday of the month. 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

FEBRUARY 9 - WEBINAR ON POINTS TO CONSIDER IN THE SELECTION OF OIL SPILL BOOMS - 10:00 AM (CET) More info at <https://spillcontrol.org/upcoming-webinars/>

MESSAGES FROM EVENT ORGANISERS

UK: OCEANOLOGY INTERNATIONAL – 15-17 MARCH 2022 – LONDON EXCEL

Oi has been around for over 50 years and in that time large amounts of information has been discovered about the ocean. We need technologies to discover resources and create jobs and energy while continuing to regulate climate and support biodiversity. Litter



and pollution, over-fishing and loss of habitats are problems we are currently facing in the industry, and here at Oi we want to find new ways to tackle these threats moving forward.

We believe that the connections made at Oi can unlock the innovations necessary to meet the needs of the next 50 years, enabling collaboration, problem-solving, and long-term holistic strategies for exploring, harvesting and protecting the oceans.

[More info](#)

USA: CLEAN WATERWAYS - APRIL 5-7, PITTSBURGH, PA

Full Conference Agenda Now Available for CLEAN WATERWAYS 2022. We are excited to announce that the [official conference agenda](#), with speakers, is now available for CLEAN WATERWAYS 2022! The conference sessions we have planned are led by experts in both industry and government and focus on topics specific to fresh water spills and environmental considerations.

<https://www.cleanwaterwaysevent.org/>

USA: CLEAN PACIFIC - ANNOUNCING 2022 DATES + CALL FOR PRESENTATIONS

We are pleased to announce that the 2022 CLEAN PACIFIC Conference will be held August 23-24 on Lake Washington outside of Seattle, WA. Registration and exhibit space/sponsorship sales will open next month so be on the lookout for those important announcements!

CLEAN PACIFIC brings together the tight-knit response community in the Western United States and Canada to address spill prevention, response and remediation matters pertinent to that region's environmental sensitivities. The goal of CLEAN PACIFIC is to deliver a valuable event that covers region-specific issues that face the Western United States and Canada and offer ample time for attendees to network and cultivate the relationships that are crucial before, during, or after a response.

We are now accepting abstracts to be reviewed by our committee of experts in spill prevention and response at the upcoming CLEAN PACIFIC 2022 planning meeting. Prospective speakers are invited to [submit](#) a 200–300-word abstract(s) [online](#) for consideration **by Friday, February 11th**. All abstracts are reviewed for content and relevance by the planning committee and are selected by consensus. <https://www.cleanpacific.org/>

USA: ELASTEC'S SPRING WORKSHOP 2022

Carmi, Illinois & New Harmony, Indiana, June 7 - 9, 2022

This year's instructor will be Trever Miller of SWAT Consulting. Trever has 29 years of experience in all aspects of environmental field operations with a focus on emergency spill response. The three-day workshops begin with a full day of classroom orientation and equipment training at Elastec in Carmi, Illinois followed by two rigorous booming and skimmer deployment days on the Wabash River in New Harmony, Indiana. Our workshops also qualify as an 8-hour Hazwoper refresher course. [More info](#)

INDIA: OIL SPILL INDIA – 6th INTERNATIONAL CONFERENCE & EXHIBITION

4-5 August 2022 at Taj Palace, New Delhi. Theme: Commitment, Synergy, Excellence.

The 6th edition of the Oil Spill India Conference, scheduled in 4-5 August 2022 at Hotel Taj Palace, 2, Sardar Patel Marg, Diplomatic Enclave, Chanakyapuri, New Delhi, India aims to tackle the most prevalent issues facing the global oil spill industry. The summit agenda would stimulate learning through panel debates, technical case studies and keynote sessions that ensure that attendee's leave with the skills and knowledge required in overcoming the challenges & risks faced by operators & stakeholders.

Showcasing over 60 International Expert Speakers/Panelists, 400+ Delegates, 200+ global organizations from 25+ countries under

MESSAGES FROM EVENT ORGANISERS (CONTINUED)

one roof, OSI 2022 would witness valued perspectives being shared and participants brainstorming on OSR preparedness, developments, methodologies, techniques and models used for combating spills of any kind or source. As in 2016, the forum would continue its special features on Emergency Response, Salvage & Wreck Removal in addition to Spill Response.

The conference will carry forward its topical theme "COMMITMENT, SYNERGY, EXCELLENCE" for the 2021 edition, underlining the importance & industry's quest for disaster mitigation.

Based on its theme the 2022 Preliminary Conference Programme will focus on the stimulating landscapes of Oil Spill Prevention, Preparedness, Response & Restoration activities. Highlighting case studies on some of the world's worst spills in the backdrop of the global oil industry moving into more challenging environments and the increasing public sensitivities to oil spill disasters.

More info - <http://www.oilspillindia.org/>

CONTRIBUTED ARTICLE



WHAT DO WE NEED TO KNOW ABOUT THE CHANGING FUELS FOR OUR INTERNAL COMBUSTION ENGINES?

An article from Steve Guy, Spill Response Accreditation Assessor with the ISAS Accreditation Scheme. Steve has many year's experience working in the Oil Spill Response Industry, starting with Alba International in 1989 and then Briggs Marine Environmental Services in 1998 where he was Head of Oil Spill Response Training until he retired in March 2020.

Since retiring from a 31-year association with oil spill response and training in response I have become more and more aware that response to an oil spill (fuel) may be different to what I was taught years ago.

Fuels are changing to help our environment and us in the long run. Some fuels are being restricted in its use and other fuels are being replaced with a greener option.

So what do we need to know?

I am sure you will all have seen in the media that the British government has pledged to be carbon neutral by 2050 and that no new cars will be powered by the internal combustion engine after 2030 but as we all know the fuels used in the internal combustion engine are used for many things other than cars.

So over the years industry has been working on creating cleaner (greener) fuels to run our cars, trucks, buses, ships, trains, leisure craft, generators, compressors and the list goes on and on.

You can see one of the recent changes at the filling station, you now have two types of petrol to chose from E5 or E10 these are a mixture of Ethanal and Petrol E5 5% Ethanol and E10 10% Ethanol. What we need to know is most modern petrol cars will run of either E5 or E10 quite happily but older cars and most small plant engines (generators and so on) NEED E5, E10 can damage them.

There are other new fuels out there commonly called Biofuel, Biofuel is fuel derived from living matter called biomass (usually plant matter). Examples of biofuels include but are not limited to biodiesel, ethanol, and vegetable oil.

What are the most common biofuels?

Ethanol fuel is the most common biofuel worldwide, particularly in Brazil. Alcohol fuels are produced by fermentation of sugars derived from wheat, corn, sugar beets, sugar cane, molasses and any sugar or starch from which alcoholic beverages such as whiskey, can be made (such as potato and fruit waste, etc.).

In the USA you can top up your muscle car with E85 which of course is 85% Ethanol Ethanol, or (ethyl alcohol),

Types of Biofuels

The chemical structure of biofuels can differ in the same way that the chemical structure of fossil fuels can differ. For the most part, our interest is in liquid biofuels as they are easy to transport. The table below compares various biofuels with their fossil fuel counterparts.

Biofuel	Fossil Fuel	Differences
Ethanol	Gasoline/Ethane	Ethanol has about half the energy per mass of gasoline, which means it takes twice as much ethanol to get the same energy. Ethanol burns cleaner than gasoline, however, producing less carbon monoxide. However, ethanol produces more ozone than gasoline and contributes substantially to smog. Engines must be modified to run on ethanol.
Biodiesel	Diesel	Has only slightly less energy than regular diesel. It is more corrosive to engine parts than standard diesel, which means engines have to be designed to take biodiesel. It burns cleaner than diesel, producing less particulate and fewer sulfur compounds.
Methanol	Methane	Methanol has about one third to one half as much energy as methane. Methanol is a liquid and easy to transport whereas methane is a gas that must be compressed for transportation.
Biobutanol	Gasoline/Butane	Biobutanol has slightly less energy than gasoline but can run in any car that uses gasoline without the need for modification to engine components.

The chart above is only a limited list of the biofuels available, covering only the most popular and widely used. It is worth noting that ethanol is found in almost all gasoline mixtures. In Brazil, gasoline contains at least 95% ethanol. In other countries, ethanol usually makes up between 10 and 15% of gasoline.

The reason for writing this article is to make people think now about which of the new fuels will suit their needs. This sounds easy but one of the most commonly used fuel may be taken away from you (by law in the UK)

As from 31st March 2022 RED DIESEL will be restricted to a few specific industries such

- Agriculture, forestry, horticulture, fish farming
- Rail, including passenger and freight
- Powering non-commercial heating systems (e.g. homes, narrowboats, leisure craft and religious buildings)

There is a lot to think about with all of these things that could affect business, there is a lot of information out there and it's not all easy to understand and even when you think you have started to understand the different fuels that are available there is always the other things that most people forget.

- Which fuels will be compatible with my machinery?
- Will the new fuel store in my old fuel system?
- Will I need to make any changes to my machinery?
- What happens if I have a spill of this new fuel?
- With all these changes will I need to review my fuel security?

This article is not going to go into everything its role is to make you think a little longer a little deeper about the new fuels

Some of the things you should understand

Ethanol and Ethanol mixtures Affinity For Water Affinity For Water

Pure ethanol has a high affinity for water, and it's able to absorb any trace around it or from the atmosphere. This fact is also true for those blends of gasoline and ethanol used to power vehicles. The fact that ethanol has high water attraction capabilities means that it's difficult to obtain it in its purest form since there will somehow be a trace of water. In fact, manufacturers normally indicate 99.8% pure ethanol. This is especially dangerous for marine users than regular road car users.

When water finds a way into a storage or fuel tank, it goes to the bottom of the tank since water is denser than fuel. This will lead to a plethora of small and big engine problems for your vehicle. The water attraction property of ethanol is the reason why it's transported by railroad or auto transport.

Ethanol is Difficult to Vaporize

Pure ethanol is hard to vaporize. This makes starting a car in cold conditions almost difficult, which is why a number of vehicle owners make a point to retain a little petrol, for instance, E85 cars that use 15% petroleum and 85% ethanol.

A common blend used in the USA these days is E85 i.e. 85% Ethanol and 15% gasoline. The mileage provided by this blend is lesser than that of pure gasoline or the E10 (10% Ethanol) blend. However, the benefit of using the E85 blend is that the [oil](#) remains clean for a longer time, there is lesser stress on the engine and the overall engine maintenance reduces. The cost of lower mileage gets covered up thanks to these small benefits. Not to mention, the overall reduction of your [carbon footprint](#), which is the one benefit from the use of Ethanol fuel that everybody should aspire for.

What is biodegradable diesel fuel?

Biodiesel is diesel fuel made from vegetable oils, animal fats, or recycled restaurant greases. It's safe, biodegradable, and produces less air pollutants than petroleum-based diesel. Biodiesel can be used in its pure form (B100) or blended with petroleum diesel.

How much bio-diesel is safe in diesel?

Up to 7% bio-diesel in diesel is considered not to cause any compatibility issues with car fuel systems and there's no need to mark pumps to tell customers that the fuel may contain biofuel. E10 – petrol with up to 10% Ethanol

What is HVO fuel and how is it made?

HVO fuel? Generally speaking, HVO fuel is considered a sustainable alternative to the more commonly used fossil fuels. Standing for “Hydrogenated Vegetable Oils”, the clue’s in the name. HVO fuel is produced through the hydro-processing of vegetable oils and fats. It is made by reacting vegetable or other oils with hydrogen at high temperature and pressure. The process itself is fairly energy intensive and currently the hydrogen comes from natural gas.

HVO is part of the paraffinic family of fuels which are stable, renewable, sustainable and high quality, making it perfectly suited for a wide range of applications including vehicles, generators and industrial power systems.

HVO meets EN 15940 standards and Fuel Quality Directive 2009/30/EC Annex II so can be used as a direct, drop-in alternative to mineral diesel without modifications to infrastructure or high initial investments.

The immediate problem is one of availability. The world has woken up to the possibilities for HVO and demand is increasing. Currently, supply is limited, however, and not matching demand and the new production plants scheduled to come online are still some way off. As a result, finished fuel is having to be shipped long distances.

So what happens if we have a spill of these new fuels

In many cases where the fuel you have has a percentage of fossil fuel in it you will still have the distinctive odour of the fossil fuel to alert you to the fact that something has gone wrong. By now you should understand the consequences to the environment and your pocket of having a spill. If you are not sure talk to your fuel supplier and your local spill response company.

HVO is different as there is no fossil fuel within it and so at present little to no recognisable odour is associated with a release, which means you will not smell a fuel leak and it will not be detectable at present with the standard tools which are used like PID’s (photoionization detector) Portable Gas Monitors typically measure LEL, O2, CO, & H2S the monitors are usually portable & relatively easy to use.

At the end of the day prevention is better than a cure, ensuring you have a good secondary containment system is essential, having a method of detecting the level of liquid in the secondary system and in particular if there is fuel in that level.

Fuel Security

When I started this article I hadn’t considered fuel security but a number of acquaintances said the same thing “when fuel prices go up thefts of fuel go up”. But with the changes to “rebated fuel” (red diesel) and the cost increase of having to pay the full fuel duty to run small or large plant on white diesel and of course the possible costs of alternative “green” fuel I do feel it makes sense to at least consider the security of your fuel.

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 <https://clu-in.org/products/tins/> US EPA Tech Direct <https://clu-in.org/techdirect/td012022.htm> and USA Federal Contracts Update <https://clu-in.org/Federal-Contract-Opportunities> European Maritime Safety Agency invitations to tender are often posted in The EMSA Newsletter. (Look in "Links for other publications" for the current issue of this publication)

LINKS FOR DOWNLOADING AND READING OTHER PUBLICATIONS

TO VIEW LINKS FOR DOWNLOADING AND READING OTHER PUBLICATIONS PLEASE CLICK ON

<https://spillcontrol.org/2021/10/19/links-for-downloading-and-reading-other-publications/>

As a service to its Members ISCO provides a listing of publications that may be of interest to our community. This page provides details and links for downloading more than 40 publications most of which can be accessed at no cost.

This page is frequently updated. ISCO 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. Readers wishing to recommend the addition of additional publications should contact the editor.

CORRECTION

REPORTED OIL SPILL IN PERU

The front page headline in last week's ISCO Newsletter should have read - PERU DECLARES NATIONAL EMERGENCY FOLLOWING 6,000 BARREL OIL SPILL. The size of the spill, according to the Peruvian authorities, was estimated as 6.000 barrels, **NOT** 6,000 tons. The error has been corrected in the amended copy of newsletter 822 available on the website at www.spillcontrol.org Sincere apologies for this error. Editor.

INCIDENT REPORTS

PERU OIL SPILL: UPDATES AND OTHER DEVELOPMENTS

Your editor is grateful to Carlos Sagrera, ISCO Representante América Latina and ISCO Council Member for Panama, who has provided updated reports, more photos and local press reports. Unfortunately available space does not permit inclusion of several of the maps and photos received.

25th January – Satellite images and a new local press report received from Carlos.



<https://www.defensa.com/peru/perusat-1-capta-imagenes-efectos-derrame-petroleo-ventanilla>

27th January – Received from Carlos – “I enclose Spanish and Peruvian links with news and photos and maps of the evolution of the spill control activities in Peru and the corresponding investigations into its causes and the responsibilities that are beginning to emerge publicly, at a time when almost two weeks have passed since the event.

INCIDENT REPORTS (CONTINUED)

The statements made by the Italian Captain of the Mare Doricum to the Peruvian authorities stand out, as he presented protest letters to the REPSOL company about alleged irregularities during the time after unloading, as well as what he understands were insufficient initial response measures. It also points out that no abnormal waves were observed during the unloading time on Saturday, January 15, which coincides with the statements of the Maritime Authority and contradicts the company's version that indicated that "an extraordinary force was responsible for the breakage of two pipelines".

For its part, it is confirmed by the Peruvian Authorities that the spill has already impacted 21 beaches and two protected areas on its coast and the effects on fauna and seabirds are multiplying. Peruvian experts and NGOs question the response actions at sea, which has caused the spill to continue expanding to the North (up to Punta Salinas, 30 km SW of Huacho) and its effects on marine fauna and birds are quantified by of the Peruvian environmental authorities.

For his part, the main person in charge of the REPSOL company indicated that although "we were not aware of the magnitude of this event until hydrocarbons arrived on the beaches", the response had been organized later and publicly informs that they hope to end the actions cleaning on the coast by the end of February, which is questioned by the OEFA (Environmental Assessment and Enforcement Agency) since it is understood that the entire affected area has not yet been quantified.

Satellite photos of the spill taken by the PeruSAT-1 Observation Satellite, controlled by the Peruvian Space Agency, are released, where the magnitude of the spill can be measured and estimates will be provided for the quantification of the total spilled, which according to various NGOs would far exceed the initial figure. declared.

According to the OEFA: "As of January 23, 2022, it has been estimated that the extension of the affected area for the soil component (beach-coastal strip) is 1,800,490 m² (180 hectares), and for the water component (sea) is approximately 7,139,571 m² (713 hectares). The coastline has been considered, from the La Pampilla refinery (Ventanilla) to Peralvillo beach (Chancay)". Administrative measures of immediate compliance for the company by OEFA stand out, with short peremptory terms in terms of days and fines in case of non-compliance".

- <https://elpais.com/internacional/2022-01-26/el-capitan-del-buque-petrolero-protesto-por-los-fallos-de-repsol-durante-el-derrame-en-el-mar-peruano.html>
- <https://larepublica.pe/sociedad/2022/01/27/derrame-de-petroleo-capitan-giacomo-pisani-de-barco-petrolero-mare-doricum-afirma-que-repsol-lo-engano-oefa/>
- <https://larepublica.pe/sociedad/2022/01/26/derrame-de-petroleo-cientifico-experto-en-vertido-de-hidrocarburos-si-hubo-negligencia-de-repsol-refineria-la-pampilla/>
- <https://www.infobae.com/america/peru/2022/01/26/marina-de-guerra-del-peru-niega-segundo-derrame-de-petroleo-de-repsol-se-trataria-del-mismo-hidrocarburo/>
- <https://larepublica.pe/sociedad/2022/01/25/derrame-de-repsol-satelite-perusat-1-capta-dimension-del-desastre-del-petroleo-de-la-empresa-osinergmin-oefa/>
- <https://larepublica.pe/sociedad/2022/01/27/repsol-petroleo-derramado-habria-afectado-la-desembocadura-del-rio-chancay-oefa/>
- <https://elcomercio.pe/lima/repsol-derrame-de-petroleo-en-vivo-ultima-hora-del-desastre-ecologico-ocurrido-en-ventanilla-ultimas-noticias-en-directo-como-se-derramo-el-petroleo-en-la-pampilla-serfor-midagri-dina-boluarte-pedro-castillo-marina-de-guerra-lbposting-noticia/>
- <https://larepublica.pe/sociedad/2022/01/24/repsol-aun-culpa-a-oleajes-y-no-se-descarta-cancelar-su-licencia-ventanilla/>
- <https://larepublica.pe/sociedad/2022/01/24/derrame-de-petroleo-especialistas-de-la-onu-ya-llegaron-a-lima-para-ayudar-a-reducir-el-crudo-de-repsol-refineria-la-pampilla/>
- <https://larepublica.pe/politica/2022/01/24/mirtha-vasquez-sobre-suspender-la-licencia-de-repsol-estamos-evaluando-los-aspectos-legales-derrame-de-petroleo/>



Playas contaminadas



Here are some more English language press reports -

Jan. 23 Peru Races To Save Birds [IB Times](#)

Jan. 24 Scientists contradict Repsol's account [Merco Press](#)

Jan. 25 Armed troops deployed to help clean-up [Andina](#)

Jan. 27 Order to Keep Repsol Managers in Peru [Maritime Executive](#)

Jan. 27 UN in Peru: 'Oil spill qualifies as serious' [Andina](#)

Jan. 28 Repsol fails to comply with OEFA deadlines [Andina](#)

Jan. 29 Govt. says oil spill twice as big as thought [Deccan Herald](#)

Jan. 26 Statement received by ISCO from IOPC FUNDS

The IOPC Funds have received a number of enquiries following the unfortunate oil pollution incident currently affecting Peru. The organisation has been following news of the incident closely and is very sorry to see the damage caused.

It is reported that the spill occurred during unloading of crude oil from the Italian-flagged Suezmax tanker, the Mare Doricum, during difficult sea conditions as a result of the tsunami off Tonga. The source of the spill is yet to be confirmed. In any event, Peru is not a 1992 Fund Member State and, as such, the 1992 Fund Convention does not apply to this incident. The IOPC Funds are therefore unable to intervene in this case.

Jan. 28 Comment from Carlos – "Peru is not a member of the Funds Convention 1992 so Peru must fight legally with the company for all the costs of the spill. This is the real message for the Latin American countries that are not part of the Funds Convention 1992."

GREECE: CRETE - AGEING FREIGHTER RUNS AGROUND AND BREAKS UP OFF CRETE

January 25 - On Tuesday, the freighter Manassa Rose M was caught in a storm off Crete and ran aground while attempting to anchor.

During a voyage from Iskenderun, Turkey to Misrata, Libya, the Manassa Rose was hit by winter storm Elpis, which has been disrupting commerce throughout Greece and Turkey. The vessel attempted to anchor off Drapanias, Crete, according to local media, but went aground on a shoal in Kissamos Bay. Battered by waves of up to 15 feet in height, she broke in two.

"There is no pollution at the moment, but there could be a leak at any time," said Kissamos Deputy Mayor Syros Mavrodimitrakis in a statement. "We are trying to take precautions as best we can." However, the local chamber of commerce suggested that there were signs that the vessel may have released some amount of petroleum. The Maritime Executive / [Read more](#)



USA: GEORGIA - CHEMICAL LEAK INTO CREEK ALARMS SAVANNAH RIVERKEEPER

January 25 - - A leak from a tanker truck along Interstate 20 raised concerns Tuesday for the Savannah Riverkeeper. The corrosive phosphoric acid and zinc chloride solution leaked from a tanker into Hawes Branch Creek at mile marker 181 near the weigh station on the eastbound side of the highway in Columbia County, the nonprofit group said.

Emergency crews at the scene took steps to protect the creek, including constructing a dirt berm to contain the chemical spill. WRDW.com / [Read more](#)

PANAMA: OIL SPILL IN THE PUERTO DE BALBOA

January 26 - According to estimates by the company POTSA (Panama Oil Terminals SA) the spilled amount was about 5 bls of fuel oil due to the failure of one of its cargo lines and the alert was immediately sent to the AMP (Panama Maritime Authority) which activated OSRO OPC (Ocean Pollution Control) and initiated response operations with the deployment of a 300 m boom, absorbent material, a logistic support vessel and smaller boats with equipment and personnel to contain spillage on the water surface from the two of the docks of Balboa Port and avoiding the drift to the accesses to the Panama Canal , which is located adjacent and immediately to the port.

The investigation on the spill is in charge of the AMP.

<https://eldigitalpanama.com/amp-atiende-llamado-de-derrame-de-hidrocarburo-en-balboa/https://www.prensa.com/economia/derrame-de-5-barriles-de-hidrocarburo-en-balboa-amp-inicia-la-limpieza/>

[Thanks to Carlos Sagrera, ISCO Council Member for Panama]

PERU: NEW OIL LEAK OFF COAST AMID CRUDE SPILL CLEANUP

January 26 - A fresh oil leak has occurred off the coast of Peru -- already cleaning up after a major crude spill 10 days earlier -- during work on an underwater refinery pipeline, the government said Wednesday.

The leak occurred Tuesday during work at the La Pampilla refinery, owned by Spanish energy giant Repsol, the environment ministry said, though the company denied it. The work was being done "prior to the removal of the PLEM (pipeline end manifolds), used for underwater collection and distribution" between the refinery and ships, the ministry's OEFA environment monitoring agency said. It did not say how many liters were spilled. France24 / [Read more](#)

January 26 - Peruvian Regulators Report Second Oil Release Off Lima - During spill-response efforts this week at the La Pampilla refinery complex near Lima, Peru, an additional eight barrels of oil leaked into the sea, according to environmental regulators.

This week, that outcry renewed following news that a second release had occurred at the site of the first spill. In a statement, Repsol acknowledged that more oil had entered the water, but it said that the release should not be classified as a "new oil spill."

"During the work carried out [Tuesday] on the infrastructure located 18 meters below the surface of the sea, a controlled upwelling of remnants of the spill on January 15 was generated. These works are carried out based on the procedure approved by the competent authority and are part of the investigation," Repsol said in a statement. "Terminal Multibuoy 2 has been inoperative since January 15, so it is ruled out that it is a new oil spill."

The company said that some amount of leakage had been anticipated, and containment booms and other equipment had already been deployed around the site. Environmental regulator Osinergmin confirmed that the spill was small - eight barrels - and has been contained. The Maritime Executive / [Read more](#)

January 27 - Peruvian Navy: Second Repsol oil spill has been contained - The second oil spill which occurred at Multi-buoy Terminal No. 2 of La Pampilla refinery, operated by Repsol, has already been contained and has not reached the beach area, said Jesus Menacho, the Chief of Staff of the Coast Guard Operations Command at the Peruvian Navy.

In statements to TV Peru on Wednesday, Menacho mentioned that this spill has been classified as a minor one, given that the quantity of spilled crude oil amounted between 6 and 7 barrels, which would be equivalent to 44 gallons of hydrocarbon. Andina / [Read more](#)

January 28 – Report received from Carlos Sagrera, ISCO Representante América Latina and ISCO Council Member for Panama -

New oil spill in Peru, this time offshore and on the north coast (Cabo Blanco), not related to the previous spill in the Ventanilla area in the La Pampilla Refinery discharge area of REPSOL in the central area of the country .

According to the news published in the local media, it is a case of a spill of approximately 1.18 bls in the area known as Peña Negra, where the PN-14 Platform of the Savia company is located.

The complaint was made by local fishermen and the company SAVIA indicated that it applied its Contingency Plan, which was verified by the DICAPI (Direction of Captains and Coastguards of Peru) and representatives of the Fiscalía Especializada en Materia Ambiental (FEMA), the Association Nacional del Agua (ANA), the Organismo de Evaluación y Fiscalización Ambiental (OEFA) and the Organismo Supervisión de la Inversión en Energía y Minería (Osinergmin), which confirmed the work carried out.

These authorities have indicated that the corresponding tasks have been taken, certifying that the area is free of hydrocarbons and other harmful substances at sea.

<https://larepublica.pe/sociedad/2022/01/28/piura-nuevo-derrame-de-petroleo-en-litoral-del-norte-frente-a-playa-pena-negra-savia-peru/>

<https://www.actualidadambiental.pe/piura-dicapi-informo-que-derrame-de-petroleo-en-cabo-blanco-fue-controlado/>

[Editor: The published reports are somewhat confusing – we hope to be able to clarify next week]

THAILAND: OFFSHORE OIL SPILL THREATENS BEACHES IN EASTERN THAILAND

January 26 - Thailand's navy was helping Wednesday to clean up a spill of as much as 128 tons (160,000 liters) of crude oil that leaked from a pipeline in the Gulf of Thailand.

The spill is near an industrial area but some of the oil could hit area beaches by Friday if it's not dispersed before then, said Attapol Charoenchansa, director-general of the Pollution Control Department of the Ministry of Natural Resources and Environment.

The Star Petroleum Refining Public Company said the leak occurred at about 9 pm. local time Tuesday at a mooring station about 20 kilometers (12 miles) southeast of the Map Ta Phut Industrial Estate, south of Bangkok. It was stopped shortly after midnight.

Thai Navy Spokesman Vice Adm. Pokkrong Monthatphalin said in a text message that the navy sent a surveillance plane, two ships and a helicopter to help with the clean-up. Deccan Herald / [Read more](#)

January 28 - Race against time to prevent Rayong oil spill reaching the shore, 3 kilometres away



Officials in Rayong are pulling out all the stops to protect the eastern province's beaches from an oil spill 3 kilometres off-shore. According to a Nation Thailand report, provincial governor Channa Iamsaeng says the crude oil is currently headed for the beaches of Mae Rampaeng and Khao Laemya. Workers have placed a "beach boom", or barrier line, in the sea, in an attempt to hold the spill back from the shore. Khao Laemya National Park officials are working alongside workers from petroleum and petrochemical firm IRPC and Star Petroleum Refining, owners of the undersea pipeline that has leaked thousands of litres of crude oil into the waters around Rayong. Nation Thailand reports that local officials are confident the oil spill will not reach the popular tourist island of Koh Samet. However, they continue to monitor developments. Thaiger / [Read more](#)

January 29 - The governor of a province in eastern Thailand on Saturday declared a state of emergency after an oil slick washed up on a sand beach, shutting down restaurants and shops in a setback for the pandemic-hit tourism industry. Some 20-50 tons of oil are estimated to have leaked Tuesday night in the Gulf of Thailand from an undersea hose used to load tankers at an offshore mooring point owned by the Star Petroleum Refining Co. The leak was stopped within hours, the company said, but efforts to keep an oil slick from reaching the Mae Rampaeng beach in Rayong province southeast of Bangkok were unsuccessful, and some oil began spilling onto the sand there on Saturday morning. ABC News / [Read more](#)

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