



## 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 the International Oil Pollution Compensation Funds

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- Mr Kerem Kemerli (Turkiye)

## HEADLINE INTERNATIONAL NEWS

PLEASE CLICK ON THE BANNERS BELOW FOR MORE INFORMATION



## NEW AGENDA SETS SAIL WITH BOLD ACTION AS UN WATER CONFERENCE CLOSES

March 24 - The UN 2023 Water Conference closed on Friday with the adoption of the Water Action Agenda, a “milestone” action plan containing almost 700 commitments to protect “humanity’s most precious global common good”.

Lending multiple perspectives and expertise to navigate the challenges ahead, more than 2,000 government representatives, scientists, academics, civil society groups, indigenous peoples, members of the private sector, and youth delegates attended the conference, held at UN Headquarters 22 to 24 March.

**Li Junhua**, Under-Secretary-General for Economic and Social Affairs, said Water Action Agenda commitments cover a wide range of actions, from capacity-building to data and monitoring systems, to improving the resilience of infrastructure.

“This is just the beginning,” he said. “The [online platform hosting the Water Action Agenda](#) will remain open for submissions and available for all to view through the Conference website.”

Another key outcome of the conference will be a summary by the UN General Assembly President, capturing the many ideas, recommendations, and solutions to protect and support “our world’s lifeblood” that emerged during five interactive dialogues, four special events and hundreds of side events, he said.

“At the 2023 UN Water Conference, a **determined global community came together to make a difference** not only for the future of water but **for the future of the world**,” he said.

General Assembly President **Csaba Kőrösi** said the **\$300 billion in pledges** made to buoy the transformative Water Action Agenda has the **potential of unlocking at least \$1 trillion** of socioeconomic and eco-system gains.

UN News / [Read more](#)

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Carlos Sagrera Latin America (Spanish speaking)  
Matthew Sommerville UK London  
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## INTERNATIONAL AND REGIONAL NEWS

### U.S. COAST GUARD SHARES ARCTIC POLLUTION RESPONSE PLAN

March 28 - A look at the topic of pollution response in the Bering Strait was the item of discussion during a recent installment of the Strait Science lecture series, sponsored by the University of Alaska Northwest Campus.

The United States and Russia have worked together in the past — at least until the war in Ukraine began — to address the issue.

Retired U.S. Coast Guard Commander Mark Everett was the guest speaker during the lecture the week of March 20, which focused on pollution response in the region. Since 2012, he has served as the incident management and preparedness adviser to the 17th District Coast Guard in Juneau.

Among his responsibilities is as the Coast Guard co-chair of the Russia-United States joint planning group, which is under the Russia-U.S. joint marine contingency plan for pollution preparedness and response in the Bering and Chukchi seas. Alaska Public / [Read more](#)

### SALVORS PREVENT 2.6M TONNES OF HAZARDOUS CARGO POLLUTION SPILLING INTO THE SEA

March 28 - Members of the International Salvage Union (ISU) provided 186 services to vessels carrying 2.6M tonnes of potentially polluting cargo and fuel during operations in 2022, highlighting the critical role of professional salvors in protecting the marine environment.

This was 40 fewer services than in 2021, a drop of 18%, but 9% more pollution was saved, indicating the ships salvaged were carrying more cargo in 2022.

This data comes from ISU's Annual Pollution Prevention Survey for operations in 2022, which relies on information provided by its members.

Almost half of the total pollution saved, 1.24M tonnes, was from ships transporting hazardous bulk cargo, which was 190% greater than in 2021, showing more of the world's largest bulk carriers suffered propulsion and navigation problems and required salvage services in 2022. There was also a 230% increase in the tonnage of chemical cargoes saved, to 79,319 tonnes, signifying the increasing number of chemical carriers suffering problems during voyages. Riviera / [Read more](#)



Above: Ever Forward refloated and towed tugs Donjon Smit Moran McAllister USCG (1).jpg Ever Forward was refloated and towed by tugs outside Baltimore, US in April 2022 (Photo courtesy of US Coast Guard)

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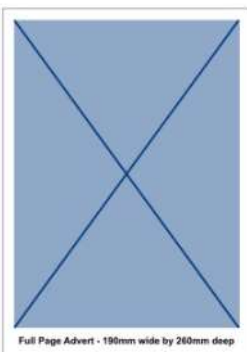
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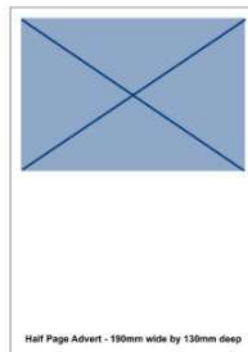
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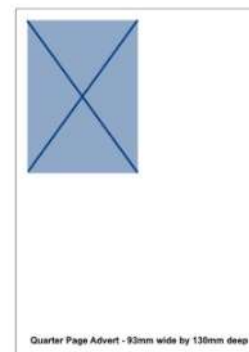
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### What is the ISCO Newsletter?

ISCO's weekly newsletter is focused in international, regional and national news that is of interest to professionals, companies and organisations involved in oil and chemical spill control and the emerging field of CBRN incident response.

Through the Newsletter and its other activities, ISCO is disseminating information on new developments – technical advances, legislation, events and other matters that affect the international spill response community.

**To receive a copy of the new media pack please contact  
[spillcontrol@mwadigital.com](mailto:spillcontrol@mwadigital.com)**

By advertising in the ISCO Newsletter you will be directly supporting the work of ISCO and helping to ensure the continuation of this publication. ISCO is 100% dependent on the support of the international spill response community it serves.

### IOPC FUNDS AND SHIOWNERS' CLUB OPEN JOINT CLAIMS SUBMISSION OFFICE FOR PRINCESS EMPRESS INCIDENT

March 29 - The IOPC Funds and the insurer of the Princess Empress, the Shipowners' P&I Club, have decided to open a Claims Submission Office to facilitate the submission of claims for compensation resulting from the incident.

The Philippines is a Party to both the 1992 Civil Liability Convention and the 1992 Fund Convention. The IOPC Funds has therefore been following developments and working closely with the Club and the Government of the Philippines since the incident occurred on 28 February 2023.

More information about the incident may be found at the following page set up by the Shipowners' P&I Club: [www.princessempressinformationcentre.com](http://www.princessempressinformationcentre.com).

Clean-up and response operations are ongoing. Given the latest information reported, claims relating to this incident may exceed the limit of liability of the insurer under the 1992 CLC. It is possible that the 1992 Fund will therefore be called upon to pay compensation. IOPC Funds / [Read more](#)

### IMO RAISES CONCERN ABOUT SHADOW TANKER FLEET

March 31 - A United Nations agency that oversees shipping raised concerns about the shadow fleet that has emerged to transport oil amid sanctions, and called for more steps to boost safety.

A committee of the International Maritime Organization also raised concerns about the safety of ship-to-ship transfers — whereby tankers offload oil from one ship to another at sea. [gCaptain](#) / [Read more](#)

## ISCO NEWS

### ISCO AT CLEAN WATERWAYS CONFERENCE

ISCO will be attending the Clean Waterways Conference being held on 11-13 April in Denver, CO, USA. You are invited to visit the ISCO booth (Booth No. 316) where ISCO Committee Member, Dr Larissa Montas, will be on hand to give you details of our activities and how you can benefit by becoming a member of our international community.

ISCO Member, Ed Levine, who will be on the panel of the session on Crisis Leadership will be helping Dr Montas in introducing ISCO. The Crisis Leadership session is being chaired by Jim Elliot and is scheduled for 1 pm on 12<sup>th</sup> April.

ISCO is a long-time supporter of Clean Waterways and recommends that you attend this excellent event and details are available at <https://www.cleanwaterwaysevent.org/about-us/> ISCO Members (and their employees) are reminded that the \$100 discount for ISCO members is still available if you have not yet registered.

### ISCO WILL BE ATTENDING MEETING OF IMO'S POLLUTION PREVENTION & RESPONSE (PPR) SUB-COMMITTEE

ISCO's London Ambassador, Matthew Sommerville, will be representing ISCO at the IMO PPR Meeting taking place in London next week (4-8 April). Details of the Agenda can be found at <https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/PPR-9th-session.aspx>

ISCO Members will be particularly interested to note that the agenda includes "Environmental risk associated with the maritime transport of plastic pellets".

"The Sub-Committee discussed a number of submissions related to the transport of plastic pellets by sea. This included a document submitted by Sri Lanka, reporting on the May 2021 MV X-Press Pearl incident, during which 11,000 tonnes of plastic pellets were spilled off the shore of Colombo, which was referred to the Sub-Committee by the MEPC.

Following discussion in a working group, the Sub-committee instructed the Correspondence Group on Marine Plastic Litter from Ships to further consider the options for reducing the environmental risk associated with the maritime transport of plastic pellets and advise the Sub-Committee on the way forward.

In her article on Page 7 of last week's ISCO Newsletter ISCO Committee Member, Dr Larissa Montas commented on relevant papers submitted to MEPC by Sri Lanka and Norway. The results of the Correspondence Group tasked with considering the options to reduce the environmental risk associated with the maritime transport of nurdles and advise on the best way forward will be presented at the PPR Sub-Committee Meeting. More details on proposed amendments available here: <https://www.ics-shipping.org/wp-content/uploads/2022/02/PPR-9-15-1-Proposed-amendments-to-the-criteria-for-the-identification-of-harmfulsubstances-in-package...-Cook-Islands-Jamaica-Mo....pdf> The next ISCO Newsletter will report on the outcome of the PPR meeting.

### CANADA: IMPORTANT MILESTONE REACHED TO HANDLE CLAIMS IN THE EVENT OF A TANKER OIL SPILL



*Photo courtesy of SOPF and IOPC Funds*

March 23 – Statement from SOPF – “We are proud to announce that we have taken another concrete step to increase our capacity in the event of a tanker incident in Canadian waters. This crucial step was formalized by signing an agreement with the International Oil Pollution Compensation Funds (IOPC Funds). This will improve our cooperation with the IOPC Funds to assist Canadian claimants when they need it most.

Here is what this collaboration may look like:

- publicizing information to potential claimants and stakeholders,
- establishing a joint claims office, or
- sharing expertise and resources such as surveyors.
- We may discuss how we will proceed to the recovery after claims have been paid.

- We may jointly inform the public on the compensation available and how to submit claims.
- We may create an optimized claims handling process, including:

This agreement also supports our on-going collaboration. We will participate in joint training or workshops. Our two organizations already have a strong partnership. This agreement will deepen it and increase our preparedness for mass compensation”.

[https://sopf.gc.ca/?page\\_id=14124](https://sopf.gc.ca/?page_id=14124)

### CANADA: GOVERNMENT LAUNCHES CALL FOR PROPOSALS TO SUPPORT GREATER INDIGENOUS PARTICIPATION IN THE OCEANS PROTECTION PLAN

March 27 - Indigenous Peoples have had fundamental ties with Canada’s oceans and waterways for generations. Indigenous knowledge and expertise are critical to protecting our coastal waters now and into the future. Canada’s Oceans Protection Plan will continue to create opportunities for Indigenous Peoples to collaboratively protect, preserve, and restore our oceans and waterways.

Today, the Minister of Transport, the Honourable Omar Alghabra, invited First Nations, Inuit, and Métis communities and organizations to apply for funding to establish Indigenous Marine Coordinator (IMC) positions. These positions will increase Indigenous partners’ capacity to participate in the development and implementation of Canada’s Oceans Protection Plan. Transport Canada / [Read more](#)

### CHINA: NEWS ABOUT OIL SPILL RESPONSE TRAINING

March 30 – News received from Mr Wue Yu, ISCO Ambassador for China. - Hebei MSA Group, which includes the Qinghuangdao Oil Spill Response Center which is one of largest professional teams to deal with oil spill accidents in China has visited SIOETC training center to discuss how to provide better oil spill training. On 29th March 2023. Mr. Wu Yue, CEO of SIOETC and ISCO’s Ambassador in China, introduced the activities of the International Spill Control Organisation’s program and its advocacy on high standards of training.

A joint award with Qinhuangdao Oil Spill Emergency Response Center was discussed to encourage and praise the people and teams who have worked hard for the oil spill emergency work.

Also discussed was co-operation between SIOETC and the Intelligence Seas Group, in providing a comprehensive and flexible online course series to create a platform that allows Chinese students and professionals to access high quality maritime training quickly AND conveniently. In turn, this will lead to improved competence in current and future seafarers and help to better ensure the safety, security, and environmental sustainability of the maritime environment. The courses are designed to provide an efficient tool for maritime workers, whether they are working on ships, at sea, or other related profession, to understand and apply marine regulations, safety and security standards, and regulations created by the International Maritime Organization (IMO). Students who successfully complete each course will receive a certificate from the Bahamas Maritime Authority.

Hebei MSA group is very interested in SIOETC’s new approach in oil spill response training and online maritime training. In the future, we will continue to keep in touch and explore cooperation space. Hebei MSA Group is a member of the Maritime Safety Administration of PRC. It is responsible for maritime safety, security, prevention of pollution from ships, and protection of seafarers’ rights in accordance with the Maritime Traffic Safety Law of the People’s Republic of China and the Marine Environment Protection Law of the People’s Republic of China. [Editor: Mr Wu Yue’s recommendations will be brought to the attention of the ISCO Executive Committee]

## EGYPT: THE MINISTER OF ENVIRONMENT OPENS THE WORKSHOP ON STRATEGIC PLANNING FOR NATURAL RESERVES AND THE SECOND CONSULTATIVE SESSION FOR THE MANAGEMENT OF MARINE RESERVES

March 19 - Dr. Yasmine Fouad, Minister of Environment, inaugurated the strategic planning workshop for nature reserves, and the second consultative session for the management of marine protected areas, organized by the project to integrate biodiversity with ecotourism of the Ministry of Environment, in the presence of Mr. Alessandro Fracasti - Resident Representative of the United Nations Development Program, Eng. Mohamed Aliwa, Project Manager, Dr. Mustafa Saleh, Chairman of the Environment and Development Group, and a group of protected areas researchers at the Ministry and environmental experts and leaders.  
EEAA / [Read more](#)

## INDIA: RESTORING INDIA'S HOLIEST RIVER

March 24 - A long snout lined with sharp teeth slides above the water, followed by a broad back with a triangular fin. Then it is gone. Spotting Ganga river dolphins in Northern India is tough. The muddy water hides them well and they are shy around boats. But their rarity is mostly down to the massive degradation of their home.

Now, sightings of the endangered dolphins and other wildlife are rebounding, conservationists say, thanks to a concerted effort to restore India's most sacred river, which is an economic lifeline for more than 500 million people and supports countless species.

For nine years, cities along the Ganga have worked to stanch the flow of pollution into the river while reviving landscapes along the waterway and its tributaries. The scope and early successes of the initiative, called Namami Ganga, have led to its selection as a [World Restoration Flagship](#). Awarded under the [UN Decade on Ecosystem Restoration](#), the accolade recognizes ambitious efforts to revive the natural world, which is labouring under a triple crisis of climate change, nature and biodiversity loss, and pollution and waste. UNEP / [Read more](#)

## PERU: REPORT RECEIVED FROM CARLOS SAGRERA - SEMINAR OF THE MARITIME AUTHORITY OF PERU AND ITOPF & IOPC FUND (LIMA, 28 - 30 MARCH 2023)



Photos from Carlos Sagrera, ISCO Representative in Latin America Spanish Speaking –

Left: The tanker Mare Doricum with Carlos in the foreground

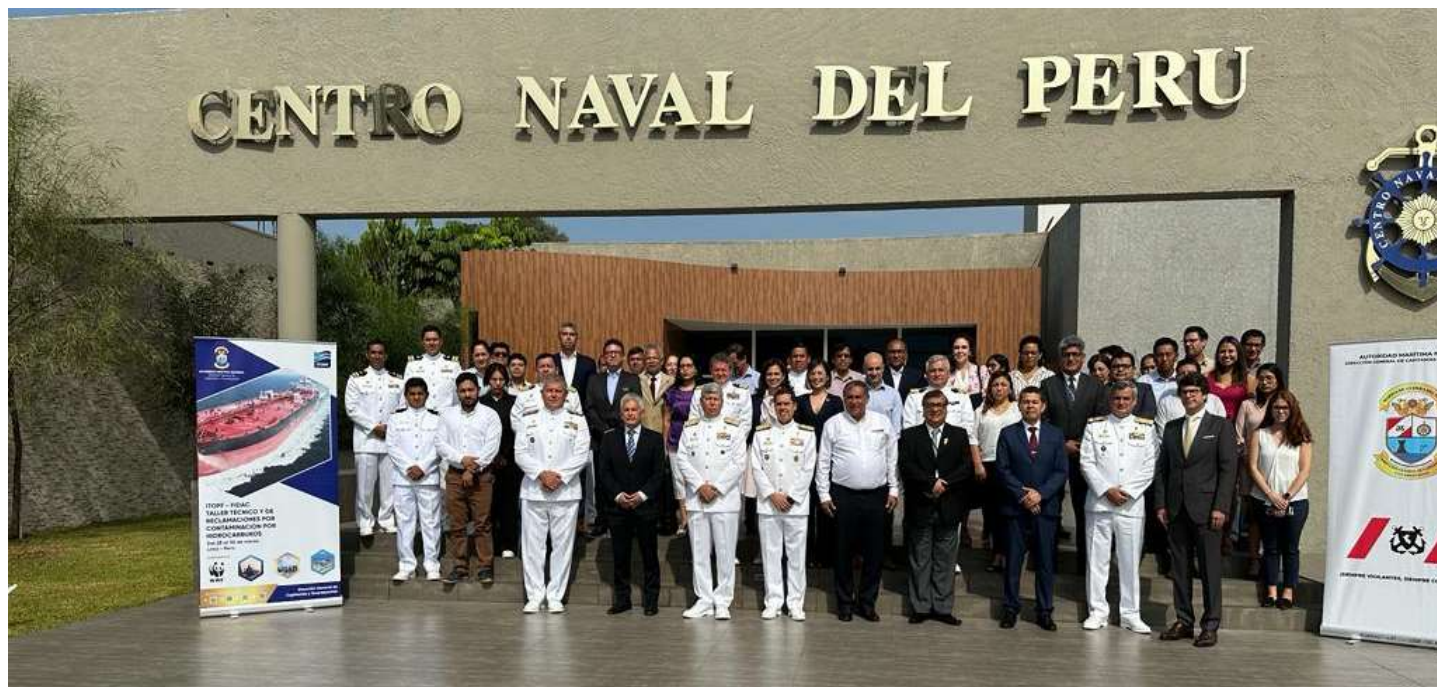
Right: Angela Pinzón of ITOPF addresses delegates at the technical Workshop.

More than a year later and undoubtedly as a consequence of the Tier III spill in Peru in January 2022 (Crude Oil Tanker Mare Doricum & La Pampilla Refinery), the Peruvian Maritime Authority (General Directorate of Captaincies and Coast Guards - DICAPI) continues with its actions of prevention and preparation for future contingencies due to oil spills with their updated risk scenarios. Within this framework and with the support and organization of ITOPF, this week it has developed a face-to-face Technical Workshop in Lima with the support of the IOPC Funds on "Claims for Oil Pollution".

One more step in the right direction given by the authorities and which supports the IMO recommendation (IMO Technical Advisory Mission Report in Response to the Mare Doricum Oil Pollution Event - February 2022) for the ratification of the International Convention on the Constitution of an International Fund for Compensation for Damage due to Oil Pollution (Fund Convention) and its Protocol relating to the Supplementary Fund, with a view to accessing higher levels of compensation than those currently established by the International Convention on Civil Liability for Oil Pollution Damage, 1969, renewed in 1992 (CLC Convention), for future events involving oil tankers. [Editor: A copy of the programme in Spanish language is available on the ISCO website]

<https://www.facebook.com/212502292631429/posts/pfbid02FBhDYz92jMfAGgoZywqwdPVhzKjhU8HSua3gajgYhuCF7dmv6VgqbWnJ9e7sp4ql/?mibextid=Nif5oz>.

## PERU: NATIONAL WORKSHOP IN LIMA – A REPORT RECEIVED FROM IOPC FUNDS



*Photo courtesy of Centro Naval del Peru*

March 31 - The IOPC Funds participated in a three-day technical and claims for compensation workshop organised by ITOPF for the Dirección General de Capitanías y Guardacostas (DICAPI). The workshop ran from 28 to 30 March 2023, in Lima, Peru.

The Deputy Director/Head of Claims, Mrs Monsalve, delivered presentations on the main aspects of the legal framework of the international liability and compensation regime for ship-source pollution. It was highlighted that Peru is Party to the 1992 Civil Liability Convention (1992 CLC) but has not ratified the 1992 Fund Convention which would provide increased protection in the event of an incident.

Mrs Monsalve also explained the Funds' claims policy and the admissibility criteria applied during the assessment of claims. She presented on the types of damage covered, giving particular focus on claims for economic losses in the tourism and the fishery sectors and claims for environmental damage.

ITOPF presented on the lessons learned following the crude oil spill incident that impacted the coastline of Peru in January 2022 (this incident was not covered under the 1992 Fund Convention as Peru is not a 1992 Fund Member State). They explained the fundamentals of oil spill response and the importance of planning ahead to ensure the most effective response to an oil spill.

The workshop was attended by senior government representatives from various Ministries. It gave the participants a solid foundation to better understand the importance of the international compensation regime following an oil spill.

It also provided an opportunity to strengthen cooperation with the relevant national government agencies and encouraged preparedness ahead of any oil pollution incident. <https://iopcfunds.org/news/national-workshop-in-lima-peru/>

## SPAIN TIGHTENS RULES ON SHIP-TO-SHIP OIL TRANSFERS

March 27 - The Spanish government has tightened its rules around ship-to-ship oil transfers after an uptick in the activity along its coastline.

Oil tankers seeking to carry out operations off the Mediterranean and Atlantic shores, even outside territorial waters, will have to seek authorization from the closest Spanish port captaincy, according to a new rule due to come into force 20 days after it was published on March 22.

Boats seeking to service these tankers loaded with crude oil, refined products or other chemicals will also have to request specific authorization, the rule said.

Fuel trading has been complicated by the Group of Seven industrialised nations' imposition of a price cap on Russian oil in December and separate European Union measures to prohibit the import of Russian crude and oil products.

As a result, ship-to-ship operations have become more common, but industry sources say they are also becoming an increasing safety concern.

gCaptain / [Read more](#) Related article in [The Maritime Executive](#)

## UK & IRELAND SPILL ASSOCIATION PLASTIC POLLUTION WORKING GROUP – SHAMROCK QUAY TRIAL



environments of the marina.

During the trial, Oracle Environmental Experts and Oil Spill Response attended with vans full of equipment, and undergraduates from the University of Southampton who are completing a Group Design Project to design a device that collects and sieves nurdles were also present. The trial was a success, with a total of approximately 120kg of plastic pellets and background debris collected from the banks of the marina, which saw benefits to the groups' research and a positive impact on the local environment.

The recovery equipment used during the trial was effective, with four different vacuum units trialed in total which made light work of most of the nurdles and other small plastics. The paddock cleaner vacuum was the most successful unit as it was sufficiently robust to scrape the ground and move small stones to free semi-buried nurdles and other plastics. With its 50-litre drum capacity, it was quite satisfying and easy to use as it effectively cleared nurdle impacted areas. Following these trials, improvements will be made to the recovery units and work has also commenced on the development of the most effective ways to separate the nurdles from the other arising debris. There is clearly significant impact from nurdles around the marina and on the banks of the River Itchen in this location, and it is hoped that we can continue to work with the marina to develop improved methods for nurdle recovery and separation. Not only will this also provide a positive contribution to the local environment, this will also help us be better prepared to deal with chronic and acute nurdle contamination around the world. <https://ukeirespill.org/plastic-pollution-working-group-shamrock-quay-trial/>

March 24 - Shamrock Quay Marina, owned by Marina Developments Ltd, is a marina steeped in history and is still a major centre for refit and boat building. This marina, located on the River Itchen, is just 1 km away from Southampton Water, which has the major Port of Southampton and its world-leading cruise terminal. However, the river is heavily impacted with plastic pellets, which can come from a range of sources over a long period, leading to the contamination of long stretches of shoreline around the area.

Despite this unfortunate situation, the contaminated area around the marina can be used as a superb training ground for plastic recovery nurdle collectors, with its almost endless supply of surface-located and shallow-buried nurdles. The UK and Ireland Spill Association, with the permission of Marina Developments Limited and in consultation with the Shamrock Quay staff, recently met at the marina to trial equipment and review their effectiveness in the different shoreside



## USA: LATEST NEWS FROM NOAA OR&R

March 27 – Please click on the links below to download and read the latest news from NOAA OR&R

### [NOAA, Coast Guard Partner to Collect Data from an Icebreaker in the Great Lakes](#)

This week, OR&R scientists worked with the U.S. Coast Guard during ice-breaking in Lake Superior Harbor in Duluth, Minnesota, aboard the Coast Guard Cutter Spar. The project, funded by the Great Lakes Center of Expertise, demonstrates our ability to conduct uncrewed aircraft system (UAS) missions from an operating Coast Guard cutter.

### [Renewed Marine Debris Coordination and Outreach in American Samoa](#)

From March 6-10, the NOAA Marine Debris Program's Pacific Island Regional team, Mark Manuel and Shanelle Naone, traveled to the island of Tutuila in American Samoa to meet with partners and students.

### [NOAA Coordinates California Ocean Litter Strategy Workgroups](#)

On March 15, the NOAA Marine Debris Program, within the Office of Response and Restoration, wrapped up a month of partner-led



## NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

virtual workgroup meetings to discuss the California Ocean Litter Strategy. The meetings brought together over 50 partners from across the state and included a diverse set of sectors, including state agencies, nonprofits, private organizations, and academia.

### **NOAA and Partners Hold Third Heat-Focused Tabletop Exercise**

Extreme heat is one of the leading causes of [weather-related illness and death\(link is external\)](#) in the United States, causing more fatalities in a typical year than hurricanes, tornadoes, severe storms, and floods. As climate change continues to increase the likelihood of weather extremes, the impacts of heat on communities—especially on their most vulnerable citizens—is likely to worsen.

## NEWS FROM ISCO MEMBERS

Corporate Members of ISCO can by submitting news about new products and services in the “News from ISCO Members” section of the ISCO Newsletter. This is a free facility for Members. Given that the ISCO Newsletter has a large and highly targeted readership in over 60 countries, it’s a cost-effective way to promote your company. If you have some news you would like to share with readers of the ISCO Newsletter, send it to [John.McMurtrie@spillcontrol.org](mailto:John.McMurtrie@spillcontrol.org)

### **FROM PACIFIC TOWING - ‘PNG GROWS OIL SPILL RESPONSE CAPACITY’**



*Above: Senior representatives from PNG’s maritime sector attended Level 3 Oil Spill Response training coordinated by the National Maritime Safety Authority – the lead agency for coordinating the response to spills of oils and other pollutants in PNG’s waters*

**March 24 - The National Maritime Safety Authority (NMSA) of Papua New Guinea has further improved the country’s oil spill response capabilities. February saw senior representatives from key maritime stakeholders attend Level 3 Oil Spill Response Training in Port Moresby. The training comes on the back of the country’s first National Spill Response Exercise held last November.**

The NMSA is the lead agency for coordinating the response to spills of oils and other pollutants in PNG’s waters. The Level 3 training it recently coordinated was conducted by Oil Spill Response Ltd, a Singapore-based industry-funded cooperative that provides preparedness, response, and intervention services to members such as the NMSA.

Stakeholders represented at the training were relevant government entities, including the PNG Defence Force and PNG Ports Corporation, businesses such as Puma Energy, Pacific Towing, and AES, as well as Pacific Maritime College and the PNG Conservation & Environment Protection Agency (CEPA). Several of these organisations, including marine services and towage company Pacific Towing, also played significant roles in the 2022 National Spill Response Exercise – an emergency response simulation training drill conducted in Port Moresby’s Fairfax Harbour.

Pacific Towing is Melanesia’s leading spill response and salvage operator, as well as the region’s only member of the International Salvage Union and International Spill Control Organization. General Manager Neil Papenfus was enthusiastic about the Level 3 training that he attended together with other members of his senior leadership team.

Papenfus said that it was “excellent to see so many significant stakeholders come together for the training which had not previously been run in PNG. The training strengthens our collective capacity to respond quickly and effectively to any maritime emergencies and spills that may occur in the future.”

The NMSA’s investment in improving the effectiveness and efficiency with which PNG can deal with a major spill is timely given the expansion of the country’s oil and gas sector. Not only will production greatly increase in the next three to four years (and therefore the number of export tankers in PNG waters) but so too will the sector’s logistical requirements associated with the imminent construction phase of the TotalEnergies led Papua LNG project – the vast majority of materials needed for the construction will be

## NEWS FROM ISCO MEMBERS (CONTINUED)

sourced internationally and arrive by ship. It is estimated that maritime traffic in Port Moresby alone will increase by 30 percent during the first 18 months of the construction phase.

A further driver of increased maritime traffic in PNG – including much bigger vessels with larger fuel loads – is the refurbishment, modernisation, and expansion of many of the country’s ports, funded largely by the Australian Government.

NMSA Executive Manager Maritime Operations, Captain Krzysztof Orłowski, emphasised that it was not only the anticipated increase in vessel traffic that necessitated an improved spill response capacity for PNG. He stressed that looking after the marine environment was perhaps more important for a country like PNG than most others, given its rich biodiversity and centrality to the cultural and commercial well-being of many communities.

“Local coastal people heavily rely on the health of our waterways to provide for their families. It is common for people to catch fish so that they have food on the table, as well as additional fish to sell at the market so that they have cash for essentials like medicine and education. As such, we have much more to protect here than just profits and reputation. Our growing investment in training, as well as our simulation exercises better position us to do exactly that” said Captain Orłowski.

To learn more about PNG’s National Maritime Safety Authority: [www.nmsa.gov.pg](http://www.nmsa.gov.pg)

Pacific Towing website - [www.pacifictowingmarineservices.com](http://www.pacifictowingmarineservices.com)

For additional information please contact: · Neil Papenfus: (+675) 7200 1107 · Linda Van Leeuwen: (+61) 407994890

## NURDLES - PREVENTION, CLEAN-UP TECHNOLOGY AND ONGOING R&D WORK



*The ISCO Executive Committee is looking into how our organisation can assist by co-operating with others in promulgating better prevention and response capabilities that can be adopted on a worldwide basis. Readers of the ISCO Newsletter are invited to contribute information that can be shared within our community and help to improve our capability to counter this pollution in more effective ways.*

*ISCO Committee Member, Dr Larissa Montas, is now a regular contributor to this section in the ISCO Newsletter.*

Chronic nurdle pollution has been building up in beaches and coastlines around the world. This pollution can sometimes be difficult to address as the plastic pellets are found buried in the sand or mixed with organic matter. Little is known regarding the impacts to the environment and wildlife resulting from chronic nurdle pollution. In the coming weeks we endeavour to inform our readers about new developments regarding this issue.



*Above: Members of the UK & Ireland Spill Association Plastics Working Group took part in trials at Southampton*

ISCO member UK & Ireland Spill Association conducted a field trial of plastic recovery nurdle collectors at Shamrock Quay Marina located on the River Itchen, near the major port of Southampton. The trial was a success with the different types of equipment collecting approximately 120Kg of nurdles and background debris from the banks of the marina, which saw benefits to the groups' research and a positive impact on the local environment. Following these trials, improvements will be made to the recovery units and work has also commenced on the development of the most effective ways to separate the nurdles from the other arising debris. More information is available here: <https://ukeirespill.org/plastic-pollution-working-group-shamrock-quay-trial/>

The Centre for Environment, Fisheries, and Aquaculture Science (CEFIS), a world leading expert in marine and freshwater science, announced its Safety and Quality Assessment System for Chemicals Transport (SQAS) has been recognized by the Operation Clean Sweep (OCS) as an alternative system for assessing performance of logistics suppliers. As a result, SQAS assessed companies no longer need to obtain additional OCS certification to ensure that their operations have all the safeguards in place to prevent unintentional loss of plastic nurdles. More information is available here: <https://cefic.org/media-corner/newsroom/sqas-the-cefic-assessment-scheme-for-chemicals-transport-becomes-part-of-the-operation-clean-sweep-certification-scheme-to-help-companies-tackle-plastic-pellet-loss/>

Playa de la Pineda beach in Spain is known for being one of the hotspots of nurdle pollution in Europe. Scientists at the university of Barcelona, in collaboration with Good Karma Projects, are following the nurdle trail trying to investigate where the plastic pellets are coming from. They collect samples from the highest point reached by the waves on the beach on a given day. That's where the most recent nurdles wash up. The samples are then sorted out and undergo a series of tests. The scientists have gathered evidence that the nurdles come from streams near industrial complexes. "We can establish a link between rainfall and the streams that carry these pellets down onto the beach. This study highlights the critical need to prevent pellet losses from industry. More information available here: <https://www.france24.com/en/tv-shows/down-to-earth/20230310-nurdle-pollution-turns-spanish-beach-into-plastic-soup>

## RECENT INTERESTING PEER-REVIEWED OIL SPILL PUBLICATIONS



### A COLUMN CREATED BY DR. MERV FINGAS, MEMBER OF ISCO COUNCIL

This is part of a weekly column which provides the references and abstracts of new peer-reviewed scientific publications on oil spills. These references are selected on the basis of those papers that provide new insights into the fate, effects and control of oil spills. Readers may choose to obtain the full publications and to do so, one of three methods is suggested; contact your library, search the internet with the DOI (digital object identifier) provided, or search the internet for the exact title. These are given in the order of likely success in obtaining the article. Merv Fingas, ISCO Colleague.

#### 77. Quantitative ecological risk assessment of oil spills: The case of the Fernando de Noronha Archipelago

Siqueira, P.G., Moura, M.D.C., Duarte, H.O.  
(2023) Marine Pollution Bulletin, 189, art. no. 114791,  
DOI: 10.1016/j.marpolbul.2023.114791

**ABSTRACT:** The upward trend in maritime oil transport increases the risk of oil spills, which have the potential to cause considerable damage to the marine environment. Therefore, a formal approach to quantify such risks is required. In mid-2010, a conservative Quantitative Ecological Risk Assessment based on population modeling, was performed in the Fernando de Noronha Archipelago. In this research, we enhance a previous assessment using the following models: (i) a Lagrangian approach to perform oil spill simulations, and (ii) the estimated frequency of accidents aggregating databases and expert opinions through a Bayesian-based method. Then, we quantify ecological risks as probabilities of half loss (i.e., 50 % population size decline) of a representative species of the archipelago's ecosystem. The results are summarized into risk categories to be straightforwardly communicated to the general public and provide reliable information that can aid decision-makers in coping with these events.

#### 78. Environmental risk assessment of petrogenic hydrocarbon spills in mangrove ecosystems: the Tumaco case study as a baseline, Colombian Pacific

Ríos-Mármol, M., Daniel-Hincapié, I., Vivas-Aguas, L.-J., Romero-D'Achiardi, D., Espinosa-Díaz, L., Canals, M., Garcés-Ordóñez, O.  
(2023) Environmental Monitoring and Assessment, 195 (4), art. no. 440,  
DOI: 10.1007/s10661-023-11031-0

**ABSTRACT:** Petrogenic hydrocarbon spills (PHS) are harmful to mangrove ecosystems along tropical coastlines in the short and long

term. The aim of this study was to assess the environmental risk of recurrent PHS on mangrove ecosystems in Tumaco municipality, Colombian Pacific. Mangrove characteristics and management aspects led to subdividing the study area into 11 units-of-analysis (UAs) for which threats, vulnerability, potential impacts, and risks were assessed based on environmental factors and the formulation and use of indicators in a rating scale with five categories, which are very low, low, moderate, high, and very high. The results showed that all UAs are highly (64%; 15,525 ha) or moderately (36%; 4,464 ha) threatened by PHS, highly (45%; 13,478 ha) or moderately (55%; 6,511 ha) vulnerable to this kind of pollution, and susceptible to high (73%; 17,075 ha) or moderate (27%; 2,914 ha) potential impacts. The environmental risk was high in 73% (17,075 ha) of the UAs, indicating likely irreversible damage to mangrove ecosystems by PHS, thus pointing to the need of urgent intervention by responsible authorities to ease their recovery and conservation. The methodology and results of this study become technical inputs that serve for environmental control and monitoring, which can be incorporated into contingency and risk management plans.

### 79. Multiphase flow behavior of diesel in bog, fen, and swamp peats

Gupta, P.K., Gharedaghlou, B., Price, J.S.  
(2023) *Journal of Contaminant Hydrology*, 255, art. no. 104162, .  
DOI: 10.1016/j.jconhyd.2023.104162

**ABSTRACT:** Hydrocarbon fate and transport in various categories of peatlands is complicated by the botanical origin, and thus variations in the hydraulic structures and surface chemistry of its peat soils. There has been no systematic evaluation of the role of different peat types on hydrocarbon migration. Thus, two-phase, and three-phase flow experiments were performed for living and partially decomposed peat cores from bog, fen, and swamp peatlands. Numerical simulations of water drainage were performed using HYDRUS-1D, diesel-water and diesel-water-air flow using MATLAB Reservoir Simulation Toolbox (MRST). Five water table (WT) fluctuations were imposed to explore its potential to reduce residual diesel saturation in peat columns. Our results demonstrate a good match of the relative water permeability ( $k_{rw}$ ) – saturation ( $S$ ) relations estimated using the unsaturated hydraulic conductivity- $S$  relation derived from HYDRUS-1D modeling of two-phase flow, and  $k_{rw}$  –  $S$  from MRST for three-phase flow, for all tested peat columns. Thus, we recommended using two-phase system based  $k_{rw}$  –  $S$  predictions if multiphase data are unavailable for peatland sites' spill management plans. We found the discharge of water and diesel both increase with increasing hydraulic conductivity, while residual water and diesel were within the range of 0.42–0.52 and of 0.04–0.11, respectively. High diesel discharge rates suggest that quick spill-response is required to manage its spread in peatlands. Up to 29% of residual diesel saturation was yielded by the five WT fluctuations, and thus we strongly recommend WT manipulation as a first step towards diesel decontamination progression in peatlands.

### 80. A multi-targeted investigation of Deepwater Horizon crude oil exposure impacts on the marine teleost stress axis

Milton, E.M., Cartolano, M.C., McDonald, M.D.  
(2023) *Aquatic Toxicology*, 257, art. no. 106444,  
DOI: 10.1016/j.aquatox.2023.106444

**ABSTRACT:** The toxicity of the polycyclic aromatic hydrocarbons (PAHs) in Deepwater Horizon (DWH) oil is well-established, but a knowledge gap exists regarding how this combination of PAHs affects the vertebrate stress axis. We hypothesized that (1) marine vertebrates exposed to DWH PAHs experience stress axis impairment, and co-exposure to an additional chronic stressor may exacerbate these effects, (2) serotonin (5-hydroxytryptamine; 5-HT) may act as a secondary cortisol secretagogue in DWH PAH-exposed fish to compensate for impairment, and (3) the mechanism of stress axis impairment may involve downregulation of cyclic adenosine monophosphate (cAMP; as proxy for melanocortin 2 receptor (MC2R) functionality), total cholesterol, and/or mRNA expression of CYP1A and steroidogenic proteins StAR, P450<sub>sc</sub>, and 11 $\beta$ -h at the level of the kidney. We found that in vivo plasma cortisol and plasma adrenocorticotrophic hormone (ACTH) concentrations in Gulf toadfish exposed to an environmentally relevant DWH PAH concentration ( $\Sigma\text{PAH}_{50} = 4.6 \pm 1.6 \mu\text{g/L}$ ) for 7 days were not significantly different from controls, whether fish were chronically stressed or not. However, the rate of cortisol secretion by isolated kidneys after acute stimulation with ACTH was significantly lower in PAH-exposed toadfish compared to clean seawater (SW) controls. 5-HT does not appear to be acting as a secondary cortisol secretagogue, rather, PAH-exposed + stressed toadfish exhibited significantly lower plasma 5-HT concentrations than clean SW + stressed fish as well as a reduced sensitivity to 5-HT at the level of the kidney. There was a tendency for kidney cAMP concentrations to be lower in PAH-exposed fish ( $p = 0.069$ ); however, mRNA expression of steroidogenic proteins between control and PAH-exposed toadfish were not significantly different and a significant elevation in total cholesterol concentration in PAH-exposed toadfish compared to controls was measured. Future work is needed to establish whether the slower cortisol secretion rate by isolated kidneys of PAH-exposed fish is detrimental, to determine the potential role of other secretagogues in compensating for the impaired kidney interrenal cell function, and to determine whether there is a reduction in MC2R mRNA expression or an impairment in the function of steroidogenic proteins.

### 81. The effects of droplet size distribution and wave characteristics on the vertical dispersion of spilled oil due to regular non-breaking waves

Hoshyar, P., Kolahdoozan, M., Imanian, H.  
(2023) *Journal of Sea Research*, 192, art. no. 102355,  
DOI: 10.1016/j.seares.2023.102355

**ABSTRACT:** Oil pollution in marine environments is a contributing factor that disrupts the ecosystem balance and causes extensive damage. In this study, numerical simulation is chosen to study the transport and fate of spilled oil. The dispersion of oil in the water column is investigated using a Eulerian-Lagrangian numerical software model named OpenFOAM. The solver is developed to simulate the discrete phase (oil particles) in the continuous phase (water). The dispersion of oil in the water column due to wave-induced currents is studied considering particles of various size distributions. The best oil droplet size distribution is chosen according to the statistical parameters. In addition, the effect of various parameters such as the wave steepness, the wave period, the volume of the spilled oil, and the horizontal and vertical position of the sampling point on the distribution of oil concentration at depth is investigated. The results of the dispersed oil concentration for 20 cc and 30 cc spill volumes are compared with the experimental data cited in the literature and also presented for various hydrodynamic scenarios. The results of this study show the dependency of selected parameters on the variation of maximum oil concentration in the water column. A relationship is proposed and validated to calculate the maximum volume of dispersed oil based on the results of numerical simulation. The maximum volume of dispersed oil can be predicted by the proposed relationship with an accuracy of up to 40%.

### 82. Frequency and Causes of Oil Spill Accidents from Ships and Storage Tanks in Quanzhou, China

Shi, J., Tian, Y., Ren, L.  
(2023) *Journal of Resources and Ecology*, 14 (2), pp. 391-398.  
DOI: 10.5814/j.issn.1674-764x.2023.02.017

**ABSTRACT:** With the rapid development of Quanzhou, the risk of offshore oil spill accidents has increased. Once a spill accident takes place, the spilled oil causes decades or even hundreds of years of continuous pollution to the marine environment. The direct economic loss may be as high as hundreds of millions of yuan, while the natural resources that are almost impossible to fully recover after such pollution may generate inestimable indirect economic losses in the long term. Therefore, predicting the accident probability, analyzing the causes of risk and putting forward suggestions for improvement have important practical guiding significance for reducing the risk and improving the emergency prevention and ability to control offshore oil spill accidents. Based on the statistical data of cargo throughput, the number of ships entering and leaving the port, and maritime pollution accidents in Quanzhou from 2011 to 2020, the frequency of oil spills during the 14th Five-Year Plan could be predicted by using the direct calculation method and fault tree analysis (FAT). The results show that the frequency of operational and average oil spills from ships are once in 4.92 years and once in 2.41 years, respectively, while the frequency of oil spills from storage tanks is once in 7.28 years. The main causes are anthropic factors, which are manifested as irregular operation, misoperation, unfamiliar equipment, disorganization of the emergency response and failure of the emergency facilities. Therefore, the suggestions put forward for reducing accidents in the future include enhancing the inspection of crew member qualifications as well as the offshore supervision of engineering operation vessels and fishing vessels, increasing the proportion of terminal emergency equipment and personnel and participation in emergency actions, clarifying the division of responsibilities between the terminal and cleanup company, and revising the relevant standards for the evaluation of the terminal's ability to cope with the emergency of offshore oil spill accidents.

### 83. Dispersion modeling of underwater oil released from buried subsea pipeline considering current and wave

Li, X., Zhu, Y., Wang, J., Zhang, R., Chen, G.  
(2023) *Ocean Engineering*, 272, art. no. 113924,  
DOI: 10.1016/j.oceaneng.2023.113924

**ABSTRACT:** Marine oil release accident may pose a severe threat to marine environment. Modeling of underwater oil dispersion is helpful for risk assessment and emergency response of marine oil spill accident. This paper presents a Computational Fluid Dynamics (CFD) model to describe the dispersion behavior of oil released from buried subsea oil pipeline leak considering current and wave. The numerical model is validated by repeating the small-scale experiments. A comprehensive simulation of underwater oil dispersion from seafloor soil to sea surface under the combined action of wave and current is carried out. Effects of oil density, oil release rate, soil porosity, current speed on underwater oil dispersion are analyzed. Besides, this study considers underwater oil dispersion from multiple leak points on the pipeline, and a regression model for rapidly predicting oil dispersion is developed by numerical fitting. The uniqueness of this study is that it models underwater oil dispersion considering the seafloor soil and the combined action of current and wave. The presence of seafloor soil has a significant effect on oil migration shape and trajectory,

## RECENT INTERESTING PEER-REVIEWED OIL SPILL PUBLICATIONS (CONTINUED)

and the variation of soil porosity has little effect on the dispersion distance of crude oil plume. Essentially, this study can be useful for the safety-related applications in marine oil spill accidents.

## TRAINING COURSES

*Training Course Providers – Please check entries below and advise editor on any necessary updates.*

### USEFUL LINKS

- INTERNATIONAL – IMO E-LEARNING PLATFORM [e-learning platform](#)
- AUSTRALIA – AMOSC - <https://amosc.com.au/training/>
- AUSTRALIA & NEW ZEALAND – ALGA - <https://landandgroundwater.com>
- CHINA - <http://www.sioetc.com>
- EUROPE – <https://www.emsa.europa.eu/newsroom/latest-news/item/3609-ems-training-catalogue-2019.html>
- FRANCE - CEDRE - [https://www.cedre.fr/en/content/download/10912/file/CalendrierFormation2023\\_EN.pdf](https://www.cedre.fr/en/content/download/10912/file/CalendrierFormation2023_EN.pdf)
- 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 <https://www.tamucc.edu/research/nscs/>
- USA – MPC, DETROIT - <https://marinepollutioncontrol.com/services/training-and-compliance>
- USA – ALLIANCE OF HAZARDOUS MATERIALS PROFESSIONALS - [https://www.ahmpnet.org/events/event\\_list.asp](https://www.ahmpnet.org/events/event_list.asp)

Members who would like to be listed here, please contact your editor – [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org)

### CERTIFICATE IN ALTERNATIVE FUELS – LLOYDS MARITIME ACADEMY

Online, Starting 25 April 2023 Delivered by digital learning over 14 weeks. [Visit website for more info](#)

### FRANCE: "Combating accidental oil pollution at sea and on the coast"

There are a few places left. Sign up! A few places are still available for the next session of the training "Combating accidental oil pollution at sea and on the coast" which will take place from 3 to 7 April 2023. Do not hesitate any longer and register. This training is delivered to IMO 2 standard. Find all the information about this training in its dedicated sheet. The next session of this training will take place from 05 to 09 June 2023.

USA: Elastec Fall Workshop, New Harmony, Indiana, 3-5 October 2023. [More Info](#)

## UPCOMING EVENTS

TO VIEW UPCOMING EVENTS CLICK ON [HTTPS://SPILLCONTROL.ORG/UPCOMING-EVENTS/](https://spillcontrol.org/upcoming-events/)

To see ALL of the posted events you will need to click on "LOAD MORE" at the foot of each opened "upcoming events" page. Event organisers are requested to notify ISCO immediately if a listed event is cancelled or postponed. Your Editor does his best to keep the 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. Please advise the Editor if any of the 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](mailto:John.mcmurtrie@spillcontrol.org)

### APRIL 2023

- UK & ONLINE – IMO, IOPC Funds & Transport Canada, HNS Workshop, 3-4 April 2023
- UK – IMO Workshop on 2010 HNS Convention, 3-4 April 2023
- WEBINAR – ExxonMobil Oil Spill Response Knowledge Transfer, Mr Robert Limb, OSRL, 4<sup>th</sup> April 2023
- OSRL WEBINAR – "SUBSEA RESPONSE READINESS", WEDNESDAY 5 APRIL, 1400 GMT
- USA – CLEAN WATERWAYS CONFERENCE & EXHIBITION, DENVER CO, 11-13 APRIL 2023
- AUSTRALIA – FROM ALGA "Lessons learnt: Underground Petroleum Storage Systems Contamination Clean-up", Adelaide, Tuesday 18<sup>th</sup> April 2023
- WEBINAR FROM UK SPILL & IRELAND ASSOCIATION – "SUSTAINABLE SPILL RESPONSE", WEDNESDAY 19 APRIL, 1500 BST
- IMO POLLUTION PREVENTION & RESPONSE (PPR) MEETING, 24-28 APRIL, 2023

### MAY 2023 & ONWARDS

- CROATIA – ADRIASPILLCON Conference & Exhibition, Opatija, 16-18 May 2023
- CANADA – 45<sup>th</sup> Technical Seminar on Environmental Contamination & Response, Edmonton, Alberta, 4-6 June, 2023
- AUSTRALIA – University of NSW, "Bioremediation Symposium", 7<sup>th</sup> June 2023
- TUNISIA – Regional Workshop on Waste Management & Water Treatment, 9-10 May 2023

## UPCOMING EVENTS (CONTINUED)

- **FRANCE - European Maritime Day, Brest, France, 24-25 May, 2023**
- **UK: Hazmat 2023 Conference, 24-25 May 2023**
- **AUSTRALIA – Risk Assessment Symposium, Adelaide, 22 June 2023**
- **USA – Elastec Fall Workshop. New Harmony. Indiana, 3-4 October 2023**
- **UK – Seatrade Maritime Salvage & Wreck Conference, 6-7 December 2023**

WHEN YOU OPEN THE UPCOMING EVENTS PAGE YOU WILL SEE MORE UPCOMING EVENTS

SOME OTHER INFO AND UPCOMING EVENTS

Australia – April 26 & 27 – PFAS Training & Workshop, University of Technology, Sydney – [More info](#)

USA: May 8, 2023 - APICOM GM Meeting, Santa Barbara, CA, Location - MSRC's facility at Carpinteria

Recordings of past ExxonMobil OSR Knowledge Transfer Webinar Recordings – [Access and Download](#)

## MESSAGES FROM EVENT ORGANISERS

### USA: COLORADO - CLEAN WATERWAYS 2023, DENVER, 11-13 APRIL, 2023

Clean Waterway takes place at the Hilton Denver City Center Hotel in Denver, CO, on April 11-13. [More News re conference & abstract submission](#) [Registration](#) [Introduction to the Planning Committee](#) [EXHIBIT SPACE AND SPONSORSHIPS ARE AVAILABLE](#) [Agenda](#). [Updated information received on 8th February](#)  
[Preview the speaker & session officer line-up for clean waterways 2023](#)  
[View Conference Programme](#)

### CROATIA: ADRIASPILLCON 2023, OPATIJA, 16<sup>th</sup> - 18<sup>th</sup> MAY, 2023

ADRIASPILLCON 2023 will be held in Opatija, Croatia, between 16 and 18 May 2023 and is being organized by ATRAC - Adriatic training and education centre for accidental marine pollution preparedness and response, with the support of the Ministry of Maritime Affairs, Transport and Infrastructure. The Conference, complemented with an exhibition of relevant products and services, aims at providing a forum for exchange of experience and knowledge in the fields of prevention, preparedness for and response to accidental marine pollution by oil and other hazardous and noxious substances (HNS), among the participants from the Adriatic region and their counterparts from other parts of Europe and the Mediterranean.

All the relevant information is now available on the Conference website <https://adriaspillcon.com/>.

### CANADA: 45TH AMOP TECHNICAL SEMINAR ON ENVIRONMENTAL CONTAMINATION AND RESPONSE: EDMONTON, 6-8 JUNE 2023

The Seminar provides a forum for professionals working in the field of oil and hazardous materials spills. The forum facilitates the transfer of scientific results and is intended to link research and the operational community. All submitted papers are peer-reviewed by scientific and technical experts. The Technical Seminar features plenary sessions of 10- or 20-minute presentations on spill-related topics including Chemical, Biological, Radiological, Nuclear, and Explosives (CBRNE). Sessions will begin at 8:00 a.m. each day. The presentations are followed by a 5- or 10-minute question and answer period. Sessions may also conclude with Speaker's Corner presentations at which results of more recent research can be discussed without an associated paper. Government of Canada / [Seminar Information](#)

### AUSTRALIA: BRISBANE - SPILLCON 2023: 11-15 SEPTEMBER 2023

The Australian Institute of Petroleum (AIP) and the Australian Marine Oil Spill Centre (AMOSC) invite you to attend the international oil spill conference for the Asia-Pacific region, Spillcon 2023. Spillcon 2023 will bring together local, regional and global environmental and shipping representatives across industry, government and non-government organisations to provide an avenue to discuss issues including causes and prevention, preparedness, response management and environmental issues. Spillcon 2023 has been confirmed for 11 – 15 September 2023 at the Brisbane Convention and Exhibition Centre, Queensland, Australia. This website will be regularly updated with further information for sponsors, exhibitors and delegates. <https://www.spillcon.com/>

### USA: CLEAN GULF CONFERENCE & EXHIBITION – SAN ANTONIO, NOVEMBER 7-9, 2023

**Now Accepting Reservations for Exhibit Space and Sponsorships for CLEAN GULF 2023** - Make an impact on buyers from oil & gas, maritime, rail, environmental companies and regulatory agencies with an exhibit space or sponsorship at the [CLEAN GULF Conference & Exhibition](#). Attendees at CLEAN GULF are looking for new products, services, and technologies to help them better prepare or respond to a hazardous spill or environmental emergency.

## MESSAGES FROM EVENT ORGANISERS (CONTINUED)

### USA: IOSC 2024 CALL FOR PAPERS AND POSTERS

The International Oil Spill Conference (IOSC) brings together the broadest range of global oil spill response professionals to discuss the latest research, technology, and resources impacting our community today. Submit a proposal to become a leader at our next convening in New Orleans, Louisiana, May 13 - 16, 2024. The IOSC is looking for technical and policy papers and posters under five general categories: Preparedness, Prevention, Remediation, Response, Restoration. [More info](#)  
You are invited to submit a proposal by April 24, 2023 for either a paper or poster presentation. [More info](#)

## CONTRACTS, TENDERS AND BUSINESS OPPORTUNITIES

### INTERNATIONAL OPEN TENDER NOTIFICATIONS

This is a subscription service. <https://www.tender247.com/keyword/oil+spill+tenders+global>

### 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/archive/> and USA Federal Contracts Updates <https://clu-in.org/Federal-Contract-Opportunities> European Maritime Safety Agency invitations to tender are often posted in The EMSA Newsletter <https://www.emsa.europa.eu/newsroom/newsletters.html>

### TEXAS GENERAL LAND OFFICE (GLO) – OIL SPILL PREVENTION & RESPONSE DIVISION (OSPR) FUNDING OPPORTUNITY

The GLO OSPR Research & Development Program's Request for Applications has been posted to the GLO website here: <https://www.glo.texas.gov/coast/grant-projects/osr/index.html>

Applications are managed through SurveyMonkey Apply (SMA). First time SMA users will need to create an account. Navigate to the Oil Spill R&D portal to get started. If you have any questions, contact me at [brent.koza@glo.texas.gov](mailto:brent.koza@glo.texas.gov). Brent Koza, State Scientific Support Coordinator, Research & Development, Texas General Land Office. [Thanks to Helena Rowland, ISCO Committee]

### US NAVY - WORLDWIDE US NAVY TRAINING OPPORTUNITY FOR SMALL BUSINESS.

The Naval Facilities (NAVFAC) Expeditionary and Engineering Warfare Center (EXWC) has a requirement for instructors to provide on-site instruction, including materials and logistics, of oil spill response training courses at Navy and Marine Corps activities or facilities worldwide. These courses fulfill Navy and Federal regulations – particularly OPNAV M5090.1 Chapter 39, Oil and Hazardous Substance Spill Prevention and Response, and 29 CFR 1910.120, Hazardous Waste Operations and Emergency Response. [More info](#)

### EMSA: REQUIREMENT FOR OIL SPILL RECOVERY VESSELS

In order to strengthen its response capacity network EMSA announces the launch of a procurement procedure to contract a new stand-by oil spill recovery vessels in the following areas: Baltic Sea; Canary Islands and Madeira. More details are provided in the [procurement section](#).

## 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. ISCO depends on regular receipt of updated URL links for listed publications. If these are not received, relevant entries will be discontinued.

## INCIDENT REPORTS

### MARITIME ACCIDENT REPORTS FROM THE MARITIME BULLETIN

In the Maritime Bulletin, Mikhail Voytenko regularly advises on vessel abandonments, groundings and sinkings – several every week – but, unless there is an immediate and significant release of oil or chemicals, spillages are not reported. However, many of Mikhail's reports cover incidents that may have potential to cause pollution. To view all of his reports, visit <https://www.maritimebulletin.net/>



### PHILIPPINES: MT PRINCESS EMPRESS OIL SPILL UPDATES

March 29 - Insurers Agree to Take Claims for Princess Empress Spill. [The Maritime Executive](#) [Thanks to ISCO Committee Member, Dan Sheehan]

### USA: PENNSYLVANIA - USCG HELPS CLEAN UP 8,000-GALLON LATEX SPILL OUTSIDE PHILADELPHIA

March 27 - U.S. Coast Guard Sector Delaware Bay has been helping with the cleanup of a spill of latex polymer that occurred Friday after a pipe burst at a plastics plant in Bristol, Pennsylvania.

The site is located on a creek that feeds into the Delaware River, upstream from Philadelphia. An estimated 8,100 gallons of latex finishing material - a water-based acrylic polymer solution - was released, tinting the water milky white. According to operator Trinseo, the spill is composed of about 50 percent water and 50 percent latex polymer.

The source of the spill has been secured. the creek has been boomed off and cleanup operations are under way. [The Maritime Executive](#) Related report from [BBC](#)

### UK: 200 BARRELS OF OIL SPILL INTO SOUTHERN ENGLAND HARBOUR

March 27 - A major Poole harbour oil spill has potential to cause substantive damage incident has been declared after about 200 barrels of reservoir fluid leaked into the water at Poole Harbour in Dorset, southern England. Poole Harbour Commissioners (PHC) has activated its oil spill plan and the pipeline had been shut down, with booms placed on either side of the leak, the report said. [Deccan Herald](#)

March 27 - Poole harbour oil spill has potential to cause substantive damage - As a site of special scientific interest, a European special area of conservation and a marine protection zone, the harbour and its waters support an abundance of species, from rare and endangered birds to the seagrass meadows in its waters that are carbon sinks.

Dr Simon Boxall, of the school of ocean and earth science at the University of Southampton, said quick and decisive action was needed, with longer-term monitoring to measure the impact of the spill. At 200 barrels, it was a relatively small spill, but was leaking into the shallow coast close to environmentally sensitive areas. [The Guardian](#)

March 28 - Poole harbour oil spill washes up on wildlife haven Brownsea Island [The Guardian](#)

### GULF OF GUINEA: ONGOING INCIDENT: PIRATES BOARD PRODUCT TANKER

March 27 - The relative calm in the Gulf of Guinea appears to have been broken with reports of an ongoing incident with unknown boarders attempting to seize control of a product tanker that was laying off the coast of DR Congo near Point Noire. [The Maritime Executive](#)

March 29 - Tanker Seized By Pirates in Gulf of Guinea Reappears 540 Miles Away Update report from [gCaptain](#)

### USA: OHIO - BREAKAWAY BARGES ON OHIO RIVER'S PORTLAND CANAL

March 29 - Some tense moments on the Portland Canal yesterday morning as a vessel towing 11 barges collided with a stationary structure near the McAlpine Lock and Dam in Louisville, Kentucky.

The impact caused 10 of the 11 barges to break free, with three of them coming to rest against the lower McAlpine Dam structure. The U.S. Coast Guard is currently investigating the circumstances surrounding the event.

In addition to carrying cargoes of soy and corn, one of the partially submerged barges is carrying approximately 1,400 metric tons of methanol in one its three independent cargo holds, posing a potential environmental risk. [gCaptain](#)

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