

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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HEADLINE INTERNATIONAL NEWS

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ADDITIONAL FUNDS ANNOUNCED AT PLEDGING CONFERENCE FOR UNITED NATIONS OPERATION TO AVERT RED SEA OIL SPILL



Photo: FSO Safer, Courtesy of UNDP - Due to the conflict in Yemen, the FSO Safer has decayed to the point where there is an imminent risk it could explode or break apart, which would have disastrous effects on the region and beyond.

May 4 - The United Kingdom and the Netherlands co-hosted an online pledging event today to raise funds for the UN plan to prevent a catastrophic oil spill from the FSO Safer, a decaying supertanker off Yemen's Red Sea coast that will break up or explode if the world does not act.

Egypt, France, Italy, Luxembourg, Malta, Norway, the Republic of Korea, the United Kingdom and private company Octavia Energy and its subsidiary, Calvalley Petroleum, announced pledges totaling almost \$8 million, of which \$5.6 million represents new funding.

With that amount, the UN has now raised \$105.2 million for the emergency phase of the operation to remove the oil from the FSO Safer. This leaves \$23.8 million for the emergency phase unfunded. An additional \$19 million is required for the critical second phase, comprising the installation of a catenary anchor leg mooring buoy and the tethering of the replacement vessel to it, as well as the towing of the FSO Safer to a green salvage yard for recycling.

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knowledge essential for oil spill response. The new standards will be used primarily by oil laboratories. "The new standards describe measures designed to answer the question of how sticky oil is (F3633) and how to make standard mixtures of weathered, or evaporated, oil (F3634)," says ASTM member Merv Fingas. "These standards will aid in the preparedness for oil spills should they occur."

F3633 summarises a method to measure the adhesion to a stainless-steel needle as a means to compare the relative adhesion of a target oil. F3634 summarises methods to produce representative residual oil following evaporative weathering using a rotary evaporator. Oilfield Technology / [Read more](#)

ITOPF TAKES PART IN SINGAPORE MARITIME WEEK 2023

April 28 - Singapore Maritime Week has come to a close and it's been busy for Managing Director, Oli Beavon and the team in Singapore. More than 20,000 participants have interacted across more than 50 events over the last five days. After speaking at #ICOPCE on the risks associated with spill of alternative marine fuels, Senior Technical Advisor, David Campion, presented at the Marine Insurance Asia conference during the panel discussion: 'Nurding Along – Cleaning up new forms of pollution.' David drew on experience gained from his on-site attendance at spills of plastic pellets and spoke on the challenges presented by responding to spills of this type.

NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS: DRILLS AND EXERCISES. ANNUAL REPORT 2022

May 4 - In order to provide additional support to the pollution response mechanisms of EU Member States in a cost efficient way, the European Maritime Safety Agency (EMSA) operates, in European waters, a range of oil pollution response services (PRS) consisting of a Network of stand-by oil spill response vessels, Equipment Assistance Service (EAS) arrangements. EMSA / [Read more](#)

HEADLINE INTERNATIONAL NEWS (CONTINUED)

The UN is grateful to all who have contributed and looks forward to further support to ensure the operation is fully funded. A window of opportunity is closing to prevent a potentially devastating catastrophe for the environment and millions of people, and save tens of billions of dollars in cleanup costs and trade losses.

The UN continues to work nonstop on this critical mission. Following successful contracting by UNDP in March and April, both the replacement very large crude carrier Nautica and the service vessel Ndeavor and team that will carry out the transfer of the oil are en route to Djibouti for final preparations before the operation begins. UNDP / [Read more](#)

INTERNATIONAL & REGIONAL NEWS

SUSTAINABLE CHEMICALS: NEW RULES TO IDENTIFY ENDOCRINE DISRUPTORS AND LONG-LASTING CHEMICALS ENTER INTO FORCE

April 20 - Today, the Delegated Regulation on classification, labelling and packaging of chemicals (CLP) enters into force. The Delegated Regulation introduces new hazard classes for endocrine disruptors, as well as for chemicals that do not break down in the environment and can accumulate in living organisms, or risk entering and spreading across the water cycle, including drinking water. The Commission adopted this Delegated Act on 19 December 2022, which then passed through the European Parliament and the Council and was published in the Official Journal on 31 March 2023.

The new hazard classes are the result of extensive scientific discussions and will provide easier access to information to all users of such chemicals, notably consumers, workers and businesses. They allow further action to address and mitigate the risks of substances and mixtures under other EU legislation such as REACH, while taking account of socio-economic impacts. EC / [Read more](#)

ASTM OIL SPILL RESPONSE COMMITTEE APPROVES NEW ADHESION AND WEATHERING STANDARDS

April 28 - ASTM International's hazardous substances and oil spill response committee (F20) has approved two new standards that will each enhance

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INTERNATIONAL & REGIONAL NEWS (CONTINUED)

IMO SUB-COMMITTEE PPR-10: MEASURES FOR HAZARDOUS CHEMICALS AT SEA

May 4 - The Sub-committee agreed the final draft of the Operational Guide on the Response to Spills of Hazardous and Noxious Substances (HNS), for submission to MEPC 80, with a view to approval and subsequent publication. The guidance is for first responders and decision-makers in preparation for and during a maritime incident at sea or in port, when such an incident involves HNS.

Inventory of Hazardous Materials – revision of guidelines approved - The Sub-Committee also approved the revised 2023 Guidelines for the development of the Inventory of Hazardous Materials, following amendments to the Anti-Fouling Systems (AFS) Convention to include controls on cybutryne. The 2023 Guidelines will be submitted to MEPC 80 for adoption. Safety4Sea / [Read more](#)

IOPC FUNDS SUPPORT PROVIDED TO MEMBER STATES

May 3 – IOPC Funds sets out details of the training, educational and outreach activities delivered by the Secretariat since October 2022 and looks ahead to the activities and support services it is able to offer to Member States in 2023. IOPC Funds / [Read more](#)

NEWS REPORTS FROM AROUND THE WORLD

AUSTRALIA: PREVENTING MARINE PLASTIC LITTER

May 3 - Australia has consolidated a leadership role on addressing marine plastic litter at the International Maritime Organization (IMO) and is actively advocating for better global environmental health through the pollution prevention and response sub-committee. Australia recently joined the High Ambition Coalition to End Plastic Pollution and chaired the working group on marine plastic litter at last week's Pollution Prevention and Response sub-committee meeting in London, a role we have taken on in the IMO since 2018.

At this meeting, the Australian delegation—led by AMSA—helped develop a circular on the maritime transport of plastic pellets in freight containers, to prevent the loss of these pellets at sea. Another key outcome was the agreement by the sub-committee that plastic pellets should not be shipped in bulk, representing an excellent environmental outcome as it will reduce the risk of a major pellet spill into the sea. AMSA / [Read more](#)

CANADA: THE GOVERNMENT OF CANADA ANNOUNCES DETAILS OF CANADIAN CELEBRATIONS FOR THE CORONATION OF HIS MAJESTY KING CHARLES III

April 24 - For more than 50 years, His Majesty King Charles III has had a close connection to our country and a special relationship with Canadians. His Coronation is a historic event, a first in 70 years for our constitutional monarchy, and marks the beginning of his reign as King of Canada.

Today, the Minister of Canadian Heritage, Pablo Rodriguez, unveiled the details of the Canadian celebrations surrounding His Majesty's Coronation. Canada.ca / [Read more](#)

CANADA: THE POLLUTER DOES NOT ALWAYS PAY: ENVIRONMENTAL LIABILITY OF PROPERTY OWNERS

May 2 - Environmental contamination is a multi-faceted and complex issue with different bases of liability, particularly against the landowner. Leaving aside regulatory liability,¹ civil claims against landowners for remediation or compensation arising from environmental damage may be brought by tenants, neighbours or future owners. Multiple legal bases are available to recover such losses, including negligence, nuisance, trespass, strict liability,² and under the Ontario Environmental Protection Act.³ Due to the fact-dependent nature of these claims and the limited case law available as guidance, these situations can be especially difficult to navigate while the cost consequences can be significant.

In this Bulletin, we explore the three primary situations in which a landowner can be held civilly liable for contamination on or sourced in its property: (1) where the landowner is the occupier of the property; (2) where the landowner has purchased polluted property; and (3) where a tenant caused contamination of the property. We then discuss strategies and best practices for landowners to reduce their environmental risk. Mondaq / [Read more](#)

CHILE: TENGLO PLAN: 1.3 TONS OF WASTE ARE COLLECTED AFTER EIGHTH DAY OF BEACH CLEANING

April 21 - After 18 months of execution of the Tenglo Plan, more than 30 tons of waste have been removed from the coastal edge and seabed. More than thirty volunteers participated in the instance who were dedicated to clearing the garbage area. Armada de Chile Directemar / [Read more](#)

NIGERIA: OGONI CLEAN-UP: FG'S HANDOVER OF 39 NEW REMEDIATION LOTS TO CONTRACTORS EXCITES ELEME PEOPLE

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

May 1 - The Federal Government has assured that the implementation of recommendations of the United Nations Environment Programme (UNEP) report on Ogoniland would be holistically pursued, and religiously delivered for the benefit of the people. The government made this commitment at Eleme, headquarters of Eleme Local Government Area, last Saturday, during the official handover of 39 new remediation lots to contractors for the clean-up of polluted sites in Ogoniland. The Tide / [Read more](#)

NIGERIA: BUHARI SACKS DUMBARI AS HYPREP COORDINATOR, APPOINTS ZABBEY

May 2 - The President, Major General Muhammadu Buhari (retd.), on Tuesday, approved the termination of the appointment of the Project Coordinator of the Hydrocarbon Pollution Remediation Project, Dr Giadom Dumbari. He also approved the appointment of Professor Nanibarini Zabbey as the new HYREP Chief.

“Prof Nanibarini Zabbey is a foremost and renowned Ogoni expert on hydrobiology and has extensive experience and background on remediation-related activities with bias in bio-monitoring and restoration ecology.

“Until his appointment, he was a Senior lecturer at the Department of Fisheries Faculty of Agriculture, University of Port Harcourt. He is the first African recipient of the Association of the Sciences of Limnology and Oceanography 2022 Ruth Patrick Award for research and engagement with a critical impact on the recovery of the Niger Delta ecosystem from oil spills and environmental justice for affected communities.” Punch / [Read more](#)

USA: LATEST NEWS REPORTS FROM NOAA OR&R

May 1 – Please click on the links below to download and read the latest news from NOAA OR&R

Biden-Harris Administration Celebrates NOAA Investment to Make Communities Resilient to Climate Impacts

On April 21, Vice President Harris announced that the Department of Commerce recommended \$562 million in funding to make communities and the economy more resilient to climate change through 149 projects in 30 states and territories, as part of the Biden-Harris Administration’s Investing in America agenda.

CAMEO Presents at Emergency Planner Conference, Showcasing Upcoming Software Release

Recently, NOAA gave a presentation on the [CAMEO® software suite](#)—as well as a sneak peek at an upcoming software program redesign—to emergency planners from across the country at the annual National Association of SARA Title III Program Officials (NASTTPO) conference.

OR&R Participates in "From Single-use to Reuse" Earth Day Event

On April 21, the Office of Response and Restoration participated in the "From Single-use to Reuse: Earth Day Event to Highlight the Growing Reuse Movement" at The Anthem in Washington, D.C. Hosted by Upstream and the World Wildlife Fund, the event brought together stakeholders for a discussion about the importance of reuse to curb plastic pollution and to showcase reuse systems that reduce single-use plastic waste.

Settlement Proposed from MC209 Pipeline Spill in Gulf of Mexico Federal Waters

On April 19, 2023, the U.S. Department of Justice announced a [proposed settlement\(link is external\)](#) with LLOG Exploration Offshore, LLC, valued at \$3.1 million, to resolve their liability for natural resource injuries resulting from a [pipeline spill](#) that discharged oil into the deep waters of the Gulf of Mexico.

Publication on Impacts of Oil on Sand Beaches

This month, the Assessment and Restoration Division's Bryand Duke and his co-authors published their work on PAH (polycyclic aromatic hydrocarbons) uptake by talitrids via habitat (sand) and food (kelp) exposure.

NOAA Provides Marine Debris Science Update to Teachers

On April 20, the NOAA Marine Debris Program’s education specialist, Alexandria Gillen, presented at the [National Science Teaching Association Science Update\(link is external\)](#) webinar series.

USA: MICHIGAN - ONCE BESET BY INDUSTRIAL POLLUTION, ROUGE RIVER ON A SLOW PATH TO RECOVERY

May 1 - Michigan's Rouge River was once so polluted, it lit on fire - The Clean Water Act ended the days of flagrant industrial dumping, leaving the river cleaner - Yet decades later, the river's recovery is incomplete, and new challenges threaten its future

Along a busy street cutting through Detroit’s largest park, dozens of volunteers spent a recent morning on small acts of care for one of Michigan’s most polluted rivers.

They walked the Rouge River’s banks, plucking bottles and candy wrappers from the ground. They hacked away at invasive plants that threaten the floodplain forest. They took home trees to plant, restoring nature to a watershed marked by heavy industry.

“This is a really loved area,” said 23-year-old Holly Shuffett as she clutched a black plastic bag of litter. “It just needs a little bit more love.” Michigan Radio / [Read more](#)

USA: A NEW MINDSET FOR EMERGENCY RESPONSE

May 3 - How state and local governments can use technology to create more sustainable, reliable and resilient operations.

State and local governments encounter a range of emergencies — from natural disasters and extreme weather to public health crises, mass casualty incidents and cyberattacks. Media Epublic / [Read more](#)

USA: COLORADO - PUEBLO FINISHES FINAL JOINT EMERGENCY PREPAREDNESS EXERCISE FOR CHEMICAL STOCKPILE PROGRAM

May 3 - Nearly 2,000 people from agencies across the state of Colorado gathered in Pueblo on Wednesday for what is likely to be the last Chemical Stockpile Emergency Preparedness Program (CSEPP) exercise. The Pueblo Chieftain / [Read more](#)

USA: APRIL 2023 PFAS LEGISLATIVE DEVELOPMENTS

May 4 - Federal Bill Introduced. Key point addressed: Taxation in relation to PFAS Remediation. Federal Bill: HR 2615 Bill Name: No Taxation on PFAS Remediation Act. National Law Review / [Read more](#)

VENEZUELA: OIL TANKERS AT RISK OF SINKING, FIRES, SPILLS, REPORT FINDS

May 5 - More than half of the 22 oil tankers in Venezuela's fleet are so run down that they should be immediately repaired or taken out of service, according to an internal report from state-run oil company PDVSA that was shared exclusively with Reuters.

"The ships currently lack seaworthiness classification and certifications by flag nations," the report said.

The report, dated March 2023, was among eight documents shared with Reuters describing the state of PDVSA's tanker fleet from the oil company's corporate office, trading division and maritime branch, as well as Venezuela's maritime authority. The existence of the documents has not been previously reported.

Dated from Jan. 2022 to March this year, the documents detail the condition of the company's tankers; the costs of chartering third-party vessels and the status of shipbuilding contracts with companies in Argentina and Iran. Hellenic Shipping News / [Read more](#)

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.

The IMO Sub-Committee on Pollution Prevention and Response (PPR) held its 10th session from April 24 to 28, 2023. We provide a summary of the major issues progressed at this session.



Above: 10th session of IMO's Sub-Committee on Pollution Prevention and Response (PPR) (24-28 April 2023). Photo credit: IMO.

Agreed: Recommendations for maritime transport of plastic pellets

The PPR Sub-Committee agreed a draft Marine Environment Protection Committee (MEPC) circular on recommendations for the carriage of plastic pellets by sea in freight containers. The draft text will be submitted to the Sub-Committee on Carriage of Cargoes and Containers (CCC 9) which meets 20-29 September for input. Pending the consideration of future mandatory measures for the transport of plastic pellets in freight containers, this draft circular provides short-term measures with the aim of reducing environmental risks. The draft circular recommends that plastic pellets should be packaged in packaging strong enough to resist the

impacts and loadings normally encountered during transport. Packaging should also be constructed and closed in a manner that prevents loss of nurdles which may be generated by vibration and acceleration forces during normal conditions of transport.

According to the draft circular, transport information should clearly identify those freight containers containing plastic pellets, and the shipper should supplement the cargo information with a special stowage request. Freight containers containing plastic pellets should be properly stowed and secured to minimize the hazards to the marine environment without impairing the safety of the ship and persons on board. Specifically, freight containers containing plastic pellets should be stowed: under deck wherever reasonably practicable; or inboard in sheltered areas of exposed decks.

Future Action: The PPR Sub-Committee invited Member States and international organizations to submit any relevant information on packaging to the Carriage of Cargoes and Containers (CCC) Sub-Committee for consideration. Following review by the CCC Sub-Committee, the draft recommendations could be finalized by the PPR 11 in 2024 and approved by MEPC 81 in Spring 2024.

Regarding the possible amendments to MARPOL Annex III or V, the Sub-Committee developed a list of potential instruments that could form a legal basis for mandatory measures for the maritime transport of plastic pellets in freight containers. The Sub-Committee also invited Member States and international organizations to submit concrete proposals on potential mandatory measures to a future session of the Sub-Committee considering discussions to date, and experience from the implementation of any non-mandatory measures.

Agreed: Plastic pellets should not be shipped in bulk

It was strongly agreed that plastic pellets should not be carried in bulk given the risks of enduring impacts to the marine environment from an incident due to a bulk carrier fully laden with plastic pellets. The Sub-Committee also discussed the potential for shipment of plastic pellets in bulk under the IMSBC Code. However, the prevalence of bulk shipment of plastic pellets was not yet clear to the Sub-Committee, and therefore the benefits and implications of a possible prohibition of transport of plastic pellets in bulk could not be determined at this stage.

Future Action: The Sub-Committee invited Member States and international organizations to submit relevant proposals to a future session of the Sub-Committee on potential regulatory changes that may be needed to prevent the shipment of plastic pellets in bulk. A request for clarification will be made to the CCC Sub-Committee on how plastic pellet cargoes should be considered under the IMSBC Code at the CCC 9 meeting in September 2023.

Approved: Terms of Reference for a correspondence group to develop draft guide on clean-up of spills

The Sub-Committee approved terms of reference for a correspondence group to develop a draft guide on clean-up of plastic pellets from ship-source spills. A draft guide should be submitted to PPR 11 for consideration. We will provide more details on the proposed clean-up guidelines as well as other news pertaining to preparedness and response to incidents involving plastic pellets in next week's newsletter.

More information on the Sub-Committee on Pollution Prevention and Response (PPR 10) is available at the Imo website:

<https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/PPR-10th%20session.aspx>

A summary report prepared by Bureau Veritas is available here: https://marine-offshore.bureauveritas.com/sites/g/files/zypfnx136/files/media/document/UB8HFXDRLQIUHL1V8ESL_BV-Summary-PPR-10-.pdf

From your Editor – As an addendum to Dr Montas' article above, the following has just been received from Dr Merv Fingas, Hon.FISCO. "The Journal C&EN has published an interesting article on the large plastic pellet spill on Sri Lanka. The issue is the January 23, 2023 issue" A short excerpt is printed below.

Grappling with the biggest marine plastic spill in history

"On May 20, 2021, a fire started on a cargo ship off the coast of Colombo, Sri Lanka. At home under COVID-19 lockdown, the country's environmentalists and scientists watched media reports showing the ship spewing yellow and black fumes, and they worried that the X-Press Pearl would spill its oil into the sea.

But a few days after the ship caught fire, it became clear that the X-Press Pearl disaster was bigger than an oil spill. The ship was carrying more chemicals than its 348 metric tons (t) of bunker oil. Of the 1,486 containers on board, 81 held dangerous goods. The cargo included caustic soda, nitric acid, and fertilizer. The ship was also transporting polymers, including 1,680 t of plastic pellets, about 70 billion of them, each about 5 mm wide. These pellets, also called nurdles, are the raw materials that are melted and molded to make many plastic products.

On May 25, explosions were heard on the ship, and containers began falling into the ocean. Piles of plastic pellets meters deep engulfed the nearby Sarakkuwa beach. There was so much plastic that "you could not see the sand," says Muditha Katuwawala, founder of the environmental organization the Pearl Protectors. "It was really scary.

The accident is the worst ecological disaster Sri Lanka has ever faced and the worst marine polymer fire and spill in history. The largest previous pellet spill released 150 t into the waters of Hong Kong in 2012. In the wake of the X-Press Pearl accident, thousands of dead animals, including turtles, lionfish, and dolphins, were beached on the shores".

Continue reading by clicking on <https://pubs.acs.org/doi/10.1021/cen-10103-cover>

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.

110. Characterization of chemical fingerprints of ultralow sulfur fuel oils using gas chromatography-quadrupole time-of-flight mass spectrometry

Yang, C., Faragher, R., Yang, Z., Hollebone, B., Fieldhouse, B., Lambert, P., Beaulac, V.
(2023) Fuel, 343, art. no. 127948,
DOI: 10.1016/j.fuel.2023.127948

ABSTRACT: With the implementation of stringent environmental regulations, high sulfur fuel oils (HSFO) are shifted to very low (VLSFOs) and ultralow sulfur fuel oils (ULSFOs). The current understanding of these fuels is far from sufficient. The chemical fingerprints of these oils are significantly altered by desulfurization processes, and sulfur-containing compounds present in these oils are in low or extremely low concentrations. These changes pose challenges for petroleum analysis. The ULSFOs studied were limited to distillates. Like conventional fuel oils, ULSFOs are diverse. ULSFOs do not just include distillates but can be a mixture of multiple oil products. The present work measured and compared the physical and chemical properties of ULSFOs with conventional fuels. Gas chromatography-quadrupole time-of-flight mass spectrometry (GC-QTOF-MS) was applied to characterize the chemical fingerprints of ULSFOs. Polycyclic aromatic sulfur heterocycles (PASHs) and their alkylated homologues were determined in considerable abundance in the oils with $\leq 1,000$ ppm and ≤ 500 ppm of total sulfur. The chromatographic profiles of ULSFOs were obviously different from that of crude oil and high sulfur fuel oil. Most of PASHs are barely detectable in ≤ 10 ppm S ultralow sulfur diesel fuels (ULSDs), which were subject to deep desulfurization. Some dibenzothiophene isomers such as 4-methyldibenzothiophene, 4,6-dimethyldibenzothiophene and 2,4,6-trimethyldibenzothiophene naturally occur in relatively high abundance and are the most refractory to the refinery process due to the methyl steric hindrance. These refractory species were clearly detected in ≤ 10 ppm S ULSDs while other PASHs are barely detectable. Certain compounds with special chemical fingerprints in ULSFOs and ULSDs have potential suitability as diagnostic molecular markers for associated oil spill characterization and identification.

111. Impacts of the COVID-19 epidemic on carbon emissions from international shipping

Xu, L., Yang, Z., Chen, J., Zou, Z.
(2023) Marine Pollution Bulletin, 189, art. no. 114730,
DOI: 10.1016/j.marpolbul.2023.114730

ABSTRACT: The COVID-19 epidemic made the most countries to take strict lockdown measures, what has seriously caused an unprecedented impact in the shipping industries, whereas these measures have also played a significant impact to control carbon emissions from international shipping. Here, we try to use the threshold generalized autoregressive conditional heteroscedasticity and the exponential generalized autoregressive heteroscedasticity to investigate whether the fluctuations of the control variable on carbon emissions from international shipping are asymmetric or not. On this basis, the GARCH-MIDAS model is introduced to discuss whether the newly confirmed cases are independent of control variables and have an impact on the fluctuation of carbon emissions. From the results, we find that the information contained in the newly confirmed cases cannot be covered when adding the other control variables. In addition, the newly confirmed cases have a negative impact on the volatility of carbon emissions, while the other control variables significantly increase carbon emissions. This study provides a quantitative research method for the analysis of the volatility and impact factors on international shipping carbon emissions, which helps to formulate more reasonable emission reduction measures and promote the low-carbon transformations of the global shipping industry.

112. How do microbial communities deal with chronic hydrocarbon presence in oil seep soils? Data from historical hand-dug oil wells

Brzeszcz, J., Skalski, T., Jankowski, L., Kapusta, P.
(2023) Land Degradation and Development, 34 (5), pp. 1283-1296.
DOI: 10.1002/ldr.4531

ABSTRACT: Hand-dug oil wells, located in natural crude oil seep sites, are remnants of historical exploitation activities. Hydrocarbon pollution is regarded as the threat to soil ecosystem. On the other hand, there is no common environmental policies regarding these soils. The hypothesis was that natural attenuation processes might occur in seep soils since a diversified and stable bacterial community structure should be a result of its long-term (thousands of years) adaptation to hydrocarbon exposure and should be associated with eventual utilization of these compounds. To obtain this goal, we compared the structure, composition, and hydrocarbon-degrading potential of bacterial communities inhabiting soils with different hydrocarbon contents (seep, hydrocarbon-impacted, pristine soils), which were collected in two habitats (forest, meadow). 16S rRNA sequencing and isolation of hydrocarbon

degraders were performed. The contaminant's presence shaped distinct and unique community structure and composition, and it enhanced physiologically and functionally adapted microorganisms. The most abundant community members were bacteria revealing a strong contribution in genetic potential toward aerobic hydrocarbon transformation (i.e., *Mycobacterium*/*Mycolicibacterium* and *Pseudomonas*). The strong hydrocarbon degraders population suggests that natural biodegradation occurs in situ in seeps and mitigates the pollution impact on adjacent soils. Seep and hydrocarbon-impacted soils are a great source for remedial bacterial populations. Twenty-four genera of degraders were isolated; however, strains belonging to the *Mycobacterium*/*Mycolicibacterium*, *Rhodococcus*, and *Pseudomonas* taxa were common. Our results underline the need to include undervalued microbiological aspects in remediation projects' guidelines for chronically polluted environments. The knowledge regarding seep communities should help to evaluate more efficient remediation strategies for anthropogenic spills.

113. The impact of Brazilian coast oil spill on the mesozooplankton of the tropical narrowest continental shelf

De Souza, C.S., De Oliveira Mafalda Junior, P., Da Conceição, L.R., De Kikuchi, R.K.P., Dominguez, J.M.L.
(2023) Aquatic Ecology,
DOI: 10.1007/s10452-023-10024-y

ABSTRACT: The impacts of the 2019 Brazilian coast oil spill on mesozooplankton community were investigated using data of before and after spill off the coast of Salvador. The presence of oil droplets was detected in all samples collected in the continental shelf of Salvador, after oil spill (Oct/2020). The total density of oil droplets ranged from 5.03 to 20.37 droplets m⁻³. The size of oil droplets found this study was similar to natural size of zooplankton foods. The highest percentages of oiled copepods 0.09% and 0.02% were recorded in stations BA1 and BA2 (closest to the coast), respectively. The presence of crude oil droplets was confirmed by the observation of crude oil fluorescence under UVA illumination. Zooplankton assemblage structure exhibited a significant reduction in the taxa number after oil spill. Seven copepods species were registered only before oil spill (Oct/2013, Feb/2014), and during October 2020 were registered 10 fewer species. The total zooplankton density varied from 38.2 to 110.4 org m⁻³ (October/2013), 87.1 to 803.2 org m⁻³ (February/2014), 9.4 to 27.4 org m⁻³ (October/2020) and 17.6 to 45.6 org m⁻³ (February/2021). The average density values for the period before spill were up to 10 times higher than the average value found after spill. The Analyze of Similarity used in this study revealed that zooplankton assemblages in the continental shelf of Salvador showed changes in its structure after the accident on the Brazilian coast, particularly on October 2020. Overall, our results indicate negative impact of oil spill in the coastal region of Brazil Northeast on structure of zooplankton assemblages in the continental shelf of Salvador.

114. Study of a light hydrocarbon fraction spill migration that occurred in an area of the Mexican southeast using computational fluid dynamics

Arellano-González, M.Á., López-Ordaz, P., Palmerín-Carreño, D.M., Gracida-Rodríguez, J., Arce-Vázquez, M.B., Mondragón-Cisneros, A., Melgarejo-Torres, R.
(2023) Environmental Science and Pollution Research, .
DOI: 10.1007/s11356-023-26381-y

ABSTRACT: The present work aimed to study, predict and understand benzene migration that occurred during an industrial spill using numerical simulation by computational fluid dynamics. Advection, diffusion and adsorption were the main mechanisms considered that governed the spill incident. The incident occurred due to a fracture under a fuel oil storage tank. The tank was located on a hill 18 m high, and the initial value of benzene concentration (soil saturation) was 60 ppm. When the spill was discovered, samples in the affected zone were taken using an experimental design. Many samples showed a greater concentration of benzene than allowed by Mexican Official Standards (MOSs) (15 ppm). The concentrations found 100 m away from the spill were around 60 to 15 ppm. Due to the spill being under the tank, it was difficult to discover. The numerical simulation provided an estimate that the spill started around 2 years ago. The type of soil in the afflicted zone is rocky, and, consequently, it is difficult to estimate how long it will take to reach the concentration allowed by the MOSs, but the numerical simulation predicts that this concentration will be reached in 14 years. Experimental values of the spill contaminant concentration were statistically similar to the CFD estimated data ($p < 0.05$).

115. Planning for an offshore oiled wildlife response: case studies from New Zealand and Brazil

Chilvers, B.L., Ruoppolo, V.
(2023) Environmental Science and Pollution Research, .
DOI: 10.1007/s11356-023-26440-4

ABSTRACT: When an offshore oil spill occurs, it is often assumed that there will be no wildlife impacted or that an oiled wildlife response could not be undertaken. In most cases, one or both assumptions are wrong. With increasing offshore fishing, petroleum exploration, and shipping routes, the risk of accidents and spills offshore has increased. This review outlines the important considerations for offshore oiled wildlife response and explores two case studies on offshore oiled wildlife response planning based on offshore drilling or active platforms in New Zealand and Brazil. There are significant challenges for running a response in offshore environments; however, with planning, including preparation of specialized response plans, equipment, and readiness of skilled personnel, an offshore oiled wildlife response can lead to greater survival and protection for wildlife and the environment.

116 Numerical Simulation of Oil Spill in the Arctic Ice-Covered Waters: Focusing on Different Ice Concentrations and Wave's Impacts

Li, W., Dong, Z., Zhao, W., Liang, X.

(2023) Journal of Marine Science and Engineering, 11 (1), art. no. 114,

DOI: 10.3390/jmse11010114

ABSTRACT: The computational model was established to investigate the characteristics of oil spreading under arctic environments focusing on two aspects: ice concentrations and wave impacts. The ice field was constructed using the ice plates to compose three kinds of fixed arrays based on different ice concentrations of 90%, 60% and 0%. The wave was generated using the improved Jonswap spectrum method to control the focusing time, focusing location and focusing wave amplitude. The oil spreading's movement was simulated and compared to the field experiment to verify the numerical model's validity. The oil spill was trapped under the ice plates' lower surface when the ice concentration was 60% or 90%, which had a spreading velocity slower than the non-ice water. The moving ice simulation was performed via the overset technique and coupled with the current, wind and wave. With ice drifting, the oil spreading was accelerated, leading to the presence of oil both on and under the ice surface. The ice was driven by the wave to affect the running details of the oil trajectory. These findings can be utilized for future oil spreading prediction when an oil spill accident occurs in the Arctic Ocean.

CONTRIBUTED ARTICLE (

RAPID DETERMINATION OF SURFACE OIL THICKNESS

An article contributed by OHMSETT, The National Oil Spill Response Research & Renewable Energy Test Facility



Photo: The LiDAR system was mounted on the auxiliary bridge above targets containing weathered crude oils to collect data.

What if the technology used to map the subsurface ocean layer could be used in detecting and monitoring the physical characteristics of oil spills? That is the subject of current research being conducted by the Bureau of Safety and Environmental Enforcement and the United States Naval Research Laboratory with a series of evaluations using Light Detection and Ranging technology (LiDAR).

LiDAR is an active remote sensing system that sends light as a pulsed laser and measures the returned light to estimate the distances and intensity and shows promise for oil spill applications.

"A rapid determination of the surface oil thickness is critical to the oil spill response community. It allows us to determine the appropriate response auxiliary bridge above targets containing to minimize the impact of accidental weathered crude oils to collect data. releases," said Dr. Jay Cho, program manager with BSEE's Oil Spill Preparedness Division.

For two weeks in January/February 2023, researchers performed evaluations at Ohmsett for above-water LiDAR technologies. According to Cho, they wanted to evaluate the

backscatter signal intensity, fluorescence, and polarization, to characterize surface oil slicks and subsurface oil/water emulsions. "This will help us develop software to enable automated, near-real-time processing and visualization of LiDAR data sets, emphasizing oil analyses."

Preliminary tests were conducted in the high bay for controlled baseline testing before moving to the tank. "The experiment's goal in the high bay was to control the oil conditions better before we went to the outside tank, which offers conditions closer to a field experiment," said Cho.

Out on the Ohmsett tank, the researchers used weathered crude: Hoover Offshore Oil Pipeline System (HOOPS), emulsified HOOPS, and Alaska North Slope (ANS). Round metal targets were placed in the tank containing predetermined amounts of oil with various physical characteristics. The LiDAR system was mounted on the auxiliary bridge above the targets to collect data.

"Although the LiDAR measurement has some uncertainty in the amount of oil thickness, the LiDAR measurements relate to three thickness categories (0-0.5mm, 0.5-1mm, and >1mm) without ambiguity, which should help determine the appropriate response technology," explained Cho.

"With LiDAR, we can evaluate an oil volume if we obtain a large measurement statistic, like what would happen during an airborne survey. However, to demonstrate this capability, we would need to design a different experimental setup at Ohmsett to sample the horizontal structure of the oil slick. We need to conduct more testing before we can confirm this capability."

Editor: This article reprinted here with the kind permission of OHMSETT, The National Oil Spill Response Research & Renewable Energy Test Facility. For more information on testing, training and research opportunities, visit us on the web www.ohmsett.bsee.gov or call 732-866-718

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- AUSTRALIA & NEW ZEALAND – ALGA - <https://landandgroundwater.com>
- CHINA - <http://www.sioetc.com>
- EUROPE – <https://www.emsa.europa.eu/newsroom/latest-news/item/3609-emsa-training-catalogue-2019.html>
- FRANCE - CEDRE - 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/nscc/>
- USA – MPC, DETROIT - <https://marinepollutioncontrol.com/services/training-and-compliance>
- USA – ALLIANCE OF HAZARDOUS MATERIALS PROFESSIONALS - https://www.ahmpnet.org/events/event_list.asp

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

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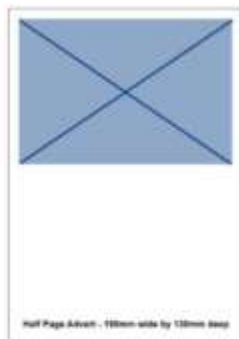
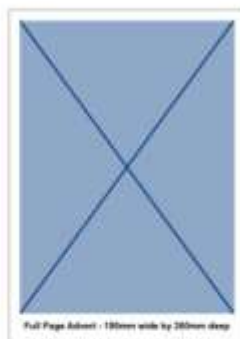
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SCIENCE & TECHNOLOGY

SUBSURFACE MICROBES CAPTURE TOXIC URANIUM AND REMEDIATE GROUNDWATER

A new research study describes a previously unknown chemical process for removal of uranium from groundwater. Deep down in the bedrock, in an oxygen-free environment, microbes assist in the process of turning uranium "into rock." This finding might be an important tool for inhibiting the spread of toxic uranium in groundwater.

In a 17-year-long experiment, the team of researchers explored deep boreholes drilled into the bedrock, and identified minerals that had entrapped large amounts of uranium. It turned out that microbes living in the oxygen-free environment were the key to the process. The microbes produce substances that help to transform the uranium, so that it is more easily incorporated into minerals. This sink stabilizes the uranium, and restrain further transport with groundwater. Phys Org / [Read more](#)

WHY SCIENCE MATTERS: HOW DECISION-MAKERS USE SCIENCE DURING INCIDENT RESPONSE

Summary of a webinar sponsored by ExxonMobil and contributed by ISCO Committee Member, Ed Levine

A webinar sponsored by ExxonMobil arranged a panel discussion hosted by a senior science advisor talking with three seasoned US Coast Guard Incident Commanders who shared their views and experiences dealing with incidents (large and small) and how science impacted the outcomes. They discussed the activities and information delivered through the Incident Command System which provides Incident Commanders, the ultimate decision-makers, the data needed to move a response forward. With the end goal of response activities to restore the situation, as expeditiously as possible and without doing additional harm, these senior response professionals discussed how science translates into decision-makers totality of response to an event. Incident command applies to incidents beside oil spills such as natural disasters, acts of terrorism, chemical releases, etc. - all dealing with critical competition for resources. The effects of outside pressures and public perceptions were also addressed. A Question & Answer session followed. The live webinar was attended by approximately 90 participants. In the near future it will be available as a video recording hosted on the API website.

Panelists: Adm. Meredith Austin (USCG, Ret.), MerCrisis Advisors, LLC and Capt. Roger Laferriere (USCG, Ret.), NIH Emergency Manager

Moderator: Ed Levine (NOAA, Ret.), SS&C, LLC & ISCO EC

Goal: Knowledge transfer from what you have learned from significant events throughout their esteemed careers. Share what is not in the text books - implicit experiential knowledge so others may not have to go through similar challenges.

Opening remarks from each of the participants included their path to their positions. They explained out how they became involved in the oil spill response field and some of the highlights of their time in the marine environmental response program.

Discussion: Oil spill response and other incidents are a complex relationship between many sciences. These include chemistry, biology, physics, and engineering. In addition sociological, economic, legal and political factors make major impacts.

The panelists discuss how oil spill modeling helps scale the problem and allows the ability to be proactive in spill response activities. They also highlighted the issue of having capable oceanographers running the models, as it is more dependent on the operator than the model to get good answers from the inputs.

In addition to the “hard sciences” (chemistry, geology, biology, physics, etc.) the need for “soft science” (sociology, anthropology, physiology, etc.) were identified as being needed to have a holistic response taking into account environment effects and populations living in and around the effected area.

Science was identified as helping right-size the response, source to what you need, and identify critical points in a response time arc for growing, maintaining, and reducing the response efforts.

With regards to dealing with partial and changing data, the advice was to deal with the information at hand and document, document, document. It was stated that decisions will always be second-guessed. Be prepared for that. A quote referenced from Colin Powell was his 40-70% rule. He would strive to not make a decision with less than 40% of the information needed, then ultimately make the decision when he had at most, 70% of the information. Lesson being to trust you intuition.

The discussion turned to the National Contingency Plan (NCP) and the need for public understanding between the way oil spills are responded to verse other disasters under the Stafford Act. This leads to misunderstanding for who does what and why. Also, under the NCP there is no mechanism to engage social science and other community outreach efforts to aid public health during a response to a large oil spill event. It was suggested to reach out to local community organizations to possibly fill that roll for the time being. One example given was the Family Unification Centers set up after active shooter events to help with mental health through physiological first aid.

To help response communities prepare for future spill events it was suggested that the Alternative Response Tool Evaluation System (ARTES) be more rigorously employed to help consider all tools in the toolbox; the use of Consensus Environmental Risk Assessments (CERAs) be reintroduced; follow flow charts to help with decision making for dispersants; identify technical specialists and type them according to ICS levels of expertise and have them participate, observe, and evaluate responses, drills and plans. Lastly, the establishment of the USCG Oil Spill Center of Excellence was identified as a potential source of future help solving some of these issues.

With regards to possible future research needs it was suggested more needs to be done on situational awareness, on-scene remote sensing, determination of oil thickness, and locating submerged oil. Questions? Contact Ed Levine retiredssc@gmail.com

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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

MAY 2023

- TUNISIA: REGIONAL WORKSHOP ON WASTE MANAGEMENT & WATER TREATMENT, 9-10 MAY
- UK CONFERENCE – UK & Ireland Spill Association Spring Conference & Expo, EC Birmingham, 11th May 2023
- CROATIA – ADRIASPILLCON Conference & Exhibition, Opatija, 16-18 May 2023
- FRANCE – European Maritime Day, Brest, 24-25 May
- UK – NCEC Hazmat Conference, Stratford-upon-Avon, 24-25 May

JUNE 2023 & ONWARDS

- CANADA – 45th Technical Seminar on Environmental Contamination & Response, Edmonton, Alberta, 4-6 June, 2023
- AUSTRALIA – University of NSW, “Bioremediation Symposium”, 7th June 2023
- AUSTRALIA – Risk Assessment Symposium, Adelaide, 22 June 2023
- AUSTRALIA – SPILLCON Conference & Exhibition, Brisbane, 11-15 September 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

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

CROATIA: ADRIASPILLCON 2023, OPATIJA, 16th - 18th 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.

MESSAGES FROM EVENT ORGANISERS (CONTINUED)

This website will be regularly updated with further information for sponsors, exhibitors and delegates. <https://www.spillcon.com/>
<https://mailchi.mp/64c839ee8f69/spillcon-2023-delegate-bookings-open?e=ce373d43ca>

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. Clean Gulf Conference & Exhibition | November 7-9, 2023 | <https://ssl.linklings.net/conferences/IOSC/> Henry B. Gonzalez Convention Center | San Antonio, TX [Registration Now Open for CLEAN GULF 2023 + Sessions Announced!](#)

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](#)

The Deadline to Complete Your #IOSC24 Submission has Been Extended. Paper and poster submissions are now due Friday, May 12, 2023.

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INTERNATIONAL OPEN TENDER NOTIFICATIONS

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

OTHER OPPORTUNITIES: USA & EUROPE

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NEW PUBLICATIONS

SALVAGE WORLD - THE QUARTERLY NEWSLETTER OF THE INTERNATIONAL SALVAGE UNION

April 2023 issue with new articles, ISU activities and lots of news from members

Download at <https://www.marine-salvage.com/salvage-world/>

EMSA NEWSLETTER – APRIL 2023 ISSUE



In this issue: EMSA hosts joint thematic workshop on coast guard functions in support of the European Green Deal; EMSA donates pollution response equipment to Ukraine and Georgia; EMSA's RPAS Baltic regional service begins operations in Estonia, Finland and Latvia; RPAS operation for environmental monitoring launched in Lithuania; EMSA holds first Remotely Operated Vehicles familiarisation session for EU-EEA Member States; EMSA and EUNAVFOR strengthen cooperation in counter-piracy efforts; EMSA Academy delivers first edition of Basic Level Flag State Inspection Curriculum to 39 participants from EU and EEA countries; 168 PSC Officers trained in five face-to-face seminars by EMSA; Marine Equipment: 46th MARED horizontal committee meeting concludes with productive outcomes; <https://www.emsa.europa.eu/newsroom/latest-news/item/4947-newsletter-april-2023.html>

IOPC FUNDS ANNUAL REPORT 2022 NOW AVAILABLE

In the opening section, the Director looks back on his first year in office with a personal review of 2022 and this year's Report also features a new column containing reflections of some of the key women represented across the IOPC Funds in 2022. The report provides details of the main activities and achievements of the IOPC Funds during the year. Key figures for 2022 in relation to expenditure, reports of contributing oil received, and contributions levied are provided and significant developments in 2022 relating to open incidents are also described. Further details of incidents, and in many cases a full case study, can be found under the [Incidents section](#) of the website. <https://iopcfunds.org/news/annual-report-2022-now-available/>



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Thanks to ISCO Executive Committee Member, Mike Watson, this ISCO member facility has been revised and is re-introduced.

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.

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

May 4 - <https://www.philstar.com/nation/2023/05/04/2263675/mindoro-oil-spill-cleanup-continues>

CANADA: SALVORS RECOVER TRUCKLOAD OF DIESEL FROM BOTTOM OF CHANNEL IN B.C.

May 1 – On April 20 salvors recovered a fuel truck that rolled off a barge in Chancellor Channel, a narrow waterway north of Vancouver Island, B.C. By the next day, a response team composed of local first nations, the Canadian Coast Guard, and a spill response company were on scene to locate the tank truck. The Maritime Executive / [Read more](#)

USA: TEXAS - UNIFIED COMMAND RESPONDS TO OIL DISCHARGE ON GULF INTRACOASTAL WATERWAY NEAR ORANGE, TEXAS

May 1 - Coast Guard Marine Safety Unit Port Arthur personnel received a notification at 12:12 p.m. on April 26 from the National Response Center stating that crude oil was discharged into a marsh area on the Gulf Intracoastal Waterway from a 22-inch transmission pipeline. Shell personnel estimated 30 barrels (1,260 gallons) of crude oil was released into the water. removal organization hired by Shell, have deployed 5,900 feet of containment boom and sorbent boom, and are using one drum skimmer and four response vessels to remove discharged oil. US Coast Guard / [Read more](#)

STRAIT OF HORMUZ: IRAN SAYS IT "IMPOUNDED" SECOND CRUDE OIL TANKER TODAY



Photo: Iran seizes second tanker Iran's fast-attack craft as seen swarming the tanker Niovi in the Strait of Hormuz (US Navy)

May 3 - Iranian forces seized a second crude oil tanker in a week in the area around the Strait of Hormuz according to a report released by the U.S. Naval Forces Central Command U.S. 5th Fleet. Iranian news agency quickly confirmed today's action saying the

INCIDENT REPORTS (CONTINUED)

vessel was being “impounded” due to an unspecified legal claim. The Maritime Executive / [Read more](#) Related Report in

MALAYSIA AND INDONESIA

May 3 - Oil spill allegedly from burning tanker pollutes Riau Islands' beach

An oil spill that allegedly originated from a burning tanker ship in the Malaysian waters has polluted the Kampung Melayu Beach in Batam City, Riau Islands. The Riau Islands Police suspect the oil waste to have originated from a tanker ship MT Pablo on the China-Singapore route that caught fire off the Malaysian southern coast. ANTARA News / [Read more](#)

May 4 - Oil Spill Polluting Batam Coastline Suspected from Burned Ship

Indonesian authorities suspected that the oil spill that has polluted the coastline in Batam originates from a ship that caught fire over the Malaysian waters. To date, local residents along with the government are in the process of cleaning up the beaches that are affected.

Based on satellite images, the Riau Islands Police Special Crimes Director, Grand Commissioner Nasriadi suspects that the pollution is originated from ship named MT PABLO heading for China and Singapore. The ship flies the flag of Gabon.

The Environment Agency's Supervision and Enforcement Division also strengthened this initial suspicion with a report from the National Research and Innovation Agency (BRIN) which suggests that there is a large oil spill – expanding an area of 13,70 kilometers – in the international waters between Indonesia and Malaysia on April 30, 2023. Tempo.co, / [Read more](#)

INFORMATION FOR MEMBERS AND SUBSCRIBERS

No news from your part of the world? You can correct this by sending in news reports that will be of interest to the spill response community in your own country and the wider world. Send your news to your editor - john.mcmurtrie@spillcontrol.org

News from ISCO Members – Your editor welcomes news from members. Please ensure that ISCO is on your mailing list for your press releases and company newsletters. Send your news to john.mcmurtrie@spillcontrol.org

Links for websites of 120 international, regional and national organizations are provided under “Links” at www.spillcontrol.org

ISCO does its best to monitor these websites for news (in English language) of interest to the international spill response community but does not have the resources to also monitor multiple social media platforms. The message is “If you have news you would like to share with readers of the ISCO Newsletter in over 60 countries, you should send it by email to the editor john.mcmurtrie@spillcontrol.org”

You can use the FORWARD button to send the newsletter to your friends and colleagues who you think might be interested. This can introduce new readers and hopefully help increase ISCO membership. We need more paying members to ensure continued publication.

From time to time your editor may publish reports or articles that are of interest but might be regarded as controversial. Readers are reminded that views expressed in some reports and articles published in the ISCO Newsletter or on the ISCO website should not be assumed to represent the views of the organization.

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