



ISCO NEWSLETTER

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ISCO “MEET AND GREET” EVENT AT CLEAN PACIFIC CONFERENCE

On behalf of ISCO, Jeff Taylor from Corporate Member, Marine Pollution Control Inc. will be hosting an informal “Meet and Greet” gathering at Clean Pacific at 5 p.m. on Tuesday 15th September at the Oregon Conference Center.

It's an opportunity for ISCO Members and others who are interested to meet up with each other. Refreshments and a snack will be provided. We'll look forward to seeing you.

THE NAUTICAL INSTITUTE GAINS IMO CONSULTATIVE STATUS

The International Maritime Organization (IMO) Council has approved consultative status for The Nautical Institute (NI) as a Non-Governmental Organisation (NGO), giving professional mariners a stronger voice in the UN agency.

“By taking this step IMO has formally recognised that the NI will make a substantial direct contribution to the organisation,” said chief executive Philip Wake. “The voice of the serving seafarer will be heard where it counts – at IMO where legislation is made.” The NI was well-placed to make its voice at IMO authentic, he said. “The branches and our 6,500 members are the heart of the Institute and we have a reputation of being an effective grass roots organisation. ”Feedback on issues such as safety and training, navigation and security will come from individual members, branches and volunteers who serve on the NI’s Council and supporting committees, he continued. The NI will set up a new Committee to formulate its IMO input and will appoint a head of delegation based at its London headquarters – around the corner from the IMO building. “NI members will be working directly on this Committee to form NI policy on matters developed at IMO,” he said. To read more, click on [-http://www.nautinst.org/press/pdf/NI_PR_IMO.pdf](http://www.nautinst.org/press/pdf/NI_PR_IMO.pdf)

USA: PROPOSED RULE, NON-TANK VESSEL RESPONSE PLANS

The U.S. Coast Guard announced the publication of a notice of proposed rulemaking designed to increase pollution response preparedness for non-tank vessels carrying oil as fuel upon U.S. waters.

The proposed rule, entitled "Nontank Vessel Response Plans and Other Vessel Response Plan Requirements," would establish the content of response plans for oil discharges, helping non-tank vessel owners and operators understand how to comply with preparation and submission requirements for response plans under the Coast Guard Maritime Transportation Act of 2004. A non-tank vessel is defined as a self-propelled vessel of 400 gross tons or greater that is not a tank vessel, which operates on U.S. navigable waters carrying oil of any kind as fuel for main propulsion.

The International Shipboard Oil Pollution Emergency Plan requirements that apply to all non-tank vessels and certain tank vessels would also be updated by the proposed rule.

Vessel owners and operators would be required to submit their vessel response plan control number as part of their notice of arrival information.

This proposed rule supports the U.S. Coast Guard's strategic goals of protection of natural resources and maritime mobility. It would also improve the U.S. pollution response, planning and preparedness posture by helping to mitigate environmental damage resulting from non-tank vessel marine casualties.

The U.S. Coast Guard encourages the public to participate in this rulemaking by submitting comments and related materials at <http://www.regulations.gov>, docket number USCG-2008-1070. All comments received will be posted without change. With acknowledgement to Maritime Reporter and Engineering News <http://marinelink.com/en-US/News/Article/Proposed-Rule-Non-Tank-Vessel-Response-Plans/331754.aspx>

CCA CONDUCTS 25 YEAR DISPERSANT EFFECTS RESEARCH AT TROPICS



A team of researchers led by Clean Caribbean & Americas (CCA) Marine Biologist Erik DeMicco recently revisited the TROPICS field study sites in Bahia Almirante, Panama, to collect data for the 25th year study on the relative effects of dispersed oil and non-dispersed oil on coral, seagrass, and mangrove communities. The research protocol was developed by CCA in consultation with Dr. Bart Baca, one of the original TROPICS researchers.

The Tropical Oil Pollution Investigations in Coastal Systems (TROPICS) study began in 1984 when researchers intentionally released a small amount of pre-dispersed crude oil and non-treated crude oil respectively into two 30X30 meter study sites. The sites contained coral, seagrass and mangrove in close proximity and effects of the two treatments were monitored against a reference site after 3 months, 6 months, 1.5 years, 5 years, and 10 years. After an 8 year hiatus, Dr. Baca and a CCA and Nova Southeastern University team revisited the site in 2002, 2003, 2005, and now 2009 (study years 18, 19, 21, and 25).

Paul Schuler, President of CCA and TROPICS study participant since 2002, noted that “The decision to use or not use dispersants remains one of the most persistent and compelling issues in oil spill preparedness and response. This is particularly true in the near shore regime, where most spills occur. TROPICS is the longest running and foundational study for Net Environmental Benefit Analysis (NEBA). Our objective in continuing the studying is to add to the body of science that supports Dispersant Use Decision-making. We do not advocate the use of dispersants *carte blanche*. Instead, we seek to promote a scientific process that weighs the trade-offs for using or not using dispersants in specific scenarios.”



The results of the 25 Year visit will be published in a scientific paper and in an applied science paper for the International Oil Spill Conference (IOSC). Previously published papers on TROPICS can be viewed on CCA's website www.cleancaribbean.org. For additional information please contact: Erik DeMicco, Clean Caribbean & Americas, Tel: (954) 983-9880 edemicco@cleancaribbean.org

EUROPE: EMSA'S MSS NOW OPERATING AROUND THE CLOCK

From 1st September 2009, the European Maritime Safety Agency's Maritime Support Services (MSS) centre has its operators in place around the clock, 365 days per year, at its new, state-of-the-art monitoring centre in Lisbon. This is a significant step in ensuring that EU Member States have the best possible access to EU ship information and marine pollution monitoring services and emergency response capabilities at all times. On a daily basis, the MSS monitors the SafeSeaNet vessel traffic monitoring system, the EU Long Range identification and Tracking (LRIT) Centre, the CleanSeaNet satellite based pollution monitoring system and multiple sources of information relating to emergencies. It will be the first point of contact for mobilising EU pollution response capacities.

"The new monitoring centre is a major step forward in the improvement of EU vessel traffic and emergency monitoring capabilities," said EMSA Executive Director, Willem de Ruiter. "Having operators physically monitoring each of the systems at all times, night and day, gives us the ability to react very quickly to system problems and emergencies. This is very important to our goal of providing EU Member States with the best possible ship information and marine pollution monitoring services. This, in turn, will contribute to the goal of having consistent maritime monitoring services all around the EU coastline." <http://www.maritime-executive.com/article/2009-09-03-emsas-mss-now-operating-around-clock/>

AUSTRALIA: CLEAN-UP CONTINUES IN THE TIMOR SEA

AMSA continues a staged approach to the management of the clean-up. Two vessels arrived on scene today (September 3) to undertake containment and recovery operations using boom and skimming equipment.

Our primary focus is to contain and recover the oil and to use dispersants to enhance the natural weathering process, thereby preventing the oil from moving into sensitive areas such as Ashmore Reef.

http://www.amsa.gov.au/about_amsa/corporate_information/Recent_Events/2009September_TimorSeaCleanup1.asp

USA: WILL THE CLEAN WATER ACT CONTINUE TO PROTECT OUR WATER?

One of the first things children learn in school about water is that it is all connected. The very small streams and wetlands higher up in a watershed feed into larger lakes and rivers, which eventually feed our coastal waters. Because of this connection, and the fact that more than 110 million people rely on them for drinking water sources, our small streams and wetlands have been protected under the Clean Water Act for more than three decades.

When Congress did its homework and enacted the Clean Water Act in 1972, it made clear that the goal was to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Congress recognized that large rivers and lakes will suffer if the smaller streams that feed into them are polluted or paved over and so extended Clean Water Act protections to the small creeks and wetlands.

In the confusion following unclear Supreme Court decisions since 2001, polluters are working to strip waters of Clean Water Act protections one by one. If they get their way, federal oversight and restrictions will no longer be required to pave over or dump waste into headwater streams, seasonal rivers and countless wetlands. This could open up almost 60 percent of the nation's streams and more than 20 million acres of wetlands to pollution and destruction. Headwater streams and small wetlands may individually appear insignificant, but they play a critical role in filtering pollutants, absorbing floodwaters, and providing habitat to fish and wildlife. These same waters are the sources of drinking water to more than 199,400 people in Wisconsin, according to the EPA. <http://www.scene newspaper.com/green-choices/32-green-choices/276-will-the-clean-water-act-continue-to-protect-our-water.html>

EAST ASIAN SEAS CONGRESS 2009

23-27 November, 2009. Manila, Philippines - The EAS Congress is a pioneering region-wide platform for capacity building, strategic action and cooperation for the sustainable development of the Seas of East Asia. It has been described as an intellectual marketplace

whereby various groups all across the globe come together to share knowledge/experiences and engage in dynamic discussions regarding trends, issues and concerns related to coastal and ocean governance.

The EAS Congress 2009 will be hosted by the Government of the Philippines through the Department of Environment and Natural Resources (DENR). It is being organized by the Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) and DENR and supported by the Global Environment Facility, United Nations Development Programme, United Nations Office for Project Services and Coastal Management Center.

<http://pemsea.org/eascongress>

UK: CONTAMINATED LAND AND BROWNFIELD REMEDIATION CONFERENCE

London, 22nd September, 2009. Brownfield Briefing's 7th annual Contaminated Land and Brownfield Remediation conference takes a very timely look at all the major policy, legislation and economic factors influencing remediation strategies in the current economic environment. Brownfield Briefing's annual Risk Assessment conference is scheduled back to back with the annual Contaminated Land and Brownfield Remediation conference on 23rd September. http://www.brownfieldbriefing.com/Remed_Conf_09

USA: NEW ASTM CONFERENCE ON ENVIRONMENTAL REQUIREMENTS FOR SHIPS



A Seminar on Environmental Requirements for Commercial and Navy Ships for Efficient Maritime Operations and Effective Environmental Stewardship will be held on Dec. 9, 2009, at the Hyatt Regency Atlanta in Atlanta, Ga. Sponsored by ASTM Committee F25 on Ships and Marine Technology, the seminar will be held in conjunction with the Dec. 8-10 standards development meetings of the committee.

The desired outcome of this seminar is to identify areas where environmental standards should be developed to fill gaps to improve maritime operations and at the same time promote environmental stewardship. Participants will learn the latest requirements for marine environmental protection of the International Maritime Organization (IMO), the U.S. Environmental Protection Agency (USEPA), and U.S. Coast Guard (USCG).

For more information about the seminar, visit www.astm.org/f25sem1209.htm

UK: NEW APPOINTMENTS AT VIKOMA INTERNATIONAL LTD.



New Project Manager

Lorraine Kenyon (left) has joined Vikoma to manage large projects. Her first role will be to oversee a £1million order from the Kuwait National Petroleum Company and another major project for the military. Lorraine is an engineer and specialises in Quality Management, she has previously worked on high profile projects for BMW.



New Sales Support Co-ordinator - Pakeezah Sponner (above right) has joined Vikoma to assist the Sales Team. Pakeezah will be covering the Asia Pacific Region working with Regional Sales Manager, Graeme Hansen. Pakeezah speaks several languages including Swedish, and Portuguese.

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter.