



ISCO NEWSLETTER

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ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and is 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 IMO, UNEP, EC and other organisation.

ISCO COMMITTEE & COUNCIL

ISCO is managed by an elected executive committee members of which are **Mr David Usher** (President, USA), **Mr John McMurtrie** (Secretary, UK), **Mr Marc Shaye** (USA), **Mr Dan Sheehan** (USA), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Mr Simon Rickaby** (UK), **Mr Li Guobin** (China), **Captain Bill Boyle** (UK) and **Mr Dennis van der Veen** (The Netherlands).

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International news

EU-TURKEY PROJECT FOR DANGEROUS GOODS HANDLING AT SEA

April 22 - An EU-Turkey Project aimed at improving the security of highly dangerous materials transported at sea was discussed by Turkey and three other nations on Wednesday.

A meeting, which hosted top officials from Turkey, Lithuania, Italy and the Netherlands kicked off the "Improvement of maritime safety regarding handling of dangerous goods at ports and coastal facilities" project.

The project is being executed under the framework of the EU's twinning instrument, which aims to boost cooperation between states, as well as the implementation and enforcement of EU legislation. *Turkish Weekly* [Read more](#) [Thanks to Don Johnston of ISC Industry Partner, DG & Hazmat Group]

SAFESEANET UPGRADE TO BRING ENHANCED INFORMATION EXCHANGE

On 8 April 2015, EMSA successfully deployed a new version of SafeSeaNet. This new version is a major release and is the final outcome of a long process that began in 2011 to adapt SafeSeaNet to the requirements of the reporting formalities Directive 2010/65/EU by 1 June 2015.

Member states are also updating their national SafeSeaNet systems to comply with these new requirements. SafeSeaNet version 3 allows the exchange of information regarding ship-generated waste and cargo residues and ship security, as well as additional information on dangerous and polluting goods carried on board ships. It also includes an enhanced procedure for exchanging reports received from mandatory ship reporting systems.

The transition to the new version is progressing well without major problems, with a number of member states already carrying out tests with their national SafeSeaNet systems. *EMSA Newsletter, May 2015* [Read more](#)

POLAR CODE PROVISIONS SET FOR ADOPTION AT MEPC 68

May 6 - The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) meets for its 68th session from 11 to 15 May 2015, at IMO Headquarters in London.

Items on the agenda include the proposed adoption of the environmental part of the Polar Code and associated draft MARPOL amendments to make the Code mandatory; the implementation of the Ballast Water Management Convention;

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International news (continued)

further work on air pollution and energy efficiency measures; and a proposal to extend the Great Barrier Reef and Torres Strait Particularly Sensitive Sea Area (PSSA) to parts of the Coral Sea.

The MEPC is expected to adopt the environmental requirements of the mandatory International Code for ships operating in polar waters (Polar Code), and the associated MARPOL amendments to make the Code mandatory. This follows the adoption, by the Maritime Safety Committee (MSC) in December 2014 of the Polar Code and related amendments to make it mandatory under the International Convention for the Safety of Life at Sea (SOLAS).

The Polar Code is expected to enter into force on 1 January 2017. *Green4Sea* [Read more](#)

DNV GL ESTABLISHES RECOMMENDED PRACTICE FOR WELLHEAD FATIGUE ANALYSIS

May 6 - Fatigue loading has increased as blowout preventer (BOP) systems are getting bigger due to regulatory development and the need for deep water functionality. Furthermore, the rigs are spending more days to drill multilateral wells and install complex completions. DNVGL-RP-0142 for wellhead fatigue analysis provides a framework for assessing fatigue of wellhead and casing systems due to wave-induced loading. It provides an overview of the different analysis methods, challenges and modelling details to consider.

Ole Rengård, senior vice president and project manager at DNV GL-Oil & Gas, said: "During all riser-connected operations, the well system is subjected to fatigue loading induced by environmental conditions and associated rig motions. Analysis of a connected riser system, including the well system, is both complex and multidisciplinary". Furthermore, the JIP Steering Committee Chairman, Buba Kebabze, BP Exploration, added:

"The RP will become an important industry reference and provide a methodology for assessing the fatigue of the subsea wellhead and associated riser systems forming a common basis for exchanging data between the wellhead supplier, rig owners, analysis houses and operators". *Safety4Sea* [Read more](#)

Incident reports from around the world (in chronological order)

COSTA RICA: CHEMICAL SPILL HAD 'NO IMPACT ON HEALTH'

May 4 - Costa Rica said Monday there was no health impact from a shipwreck that spilled ammonium nitrate off its coast, but maintained a fishing ban even as it reopened beaches.

Authorities declared a red alert for the beaches around Puntarenas, a Pacific port popular with cruise liners, after the ship sank in rough seas Saturday while carrying 180 tons of the chemical, which is used in fertilizer and explosives, and can cause vomiting and seizures. *Terra Daily* [Read more](#) Related report in [The Maritime Executive](#)

NEW ZEALAND: TAURANGA BUNKER SPILL CLEANUP CONTINUES



May 6 - Tauranga bunker spill cleanup continues at six key sites (Pilot Bay/Mauao base, Port wharf, Bridge Marina, Panepane Point at Matakana, Motuopuhi and Maungatapu) .

The Regional Council is making good progress but have returned to all sites, with the focus now on detailed work such as cleaning between rocks. The Bridge Marina haul out area cleaning was completed and the travel lift has now been cleared for use.

An isolated clump of oiled vegetation was collected from Mataphi yesterday, following a report to our Pollution Hotline. The wider area was checked with no further oil found. Public reports are valuable to the response. *Green4Sea* [Read more](#)

Incident reports from around the world (in chronological order)

USA: OIL COMPANY POSTS FOURTH SPILL IN NORTH DAKOTA

May 6 - For at least the fourth time in less than a year, North Dakota's government said it was notified by Oasis Petroleum of a spill of oil products near a lake. The state Department of Health said it was notified by the company, which has headquarters in Texas, of a spill of so-called produced water in Burke County near the border with Canada.

"Although the exact size of the spill is not known at this time, it has impacted an unnamed tributary of Smishek Lake," the department said in a statement Tuesday. *UPI.com* [Read more](#)

UK: BLACKSTAFF RIVER, NORTHERN IRELAND - BELFAST INK COMPANY SAYS IT'S RESPONSIBLE FOR RED RIVER SPILL

May 6 -A Belfast packaging firm has said it is responsible for a pollution spill that caused the Blackstaff river to turn red. The spill was reported to the Department of Environment on Wednesday. In a statement to the BBC, director at Delta Packaging, Neal McCone, said it was a case of "human error". *BBC News* [Read more and see video](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

UK: CLEAN-UP OPERATION UNDER WAY AFTER LEAK FROM SHETLAND OIL TERMINAL

May 7 - The leak is not crude oil, which is stored at the terminal before being transported by tankers, but thought to be hydraulic fluid. A boom has been put in the burn to make sure the liquid does not spread to the sea. Production has not been affected. *STV News* [Read more](#)

INCIDENT REPORTS: ROAD TANKER ROLLOVERS, FUEL STATIONS, STATIC TANKS, ETC.

Note from your editor – As a regular reader of Don Johnston's "Newsy Stuff" I am amazed by the very large numbers of oil spills caused by road tanker rollovers and collisions. The ISCO Newsletter does not usually report on incidents of these kinds because there are just far too many and in any case it would be superfluous to duplicate the excellent work being done by Don.

"Newsy Stuff" is circulated free of charge every few days to members of the DG & Hazmat Group and each issue contains around 20 pages of incident reports and other mainly downstream related news.

To find out more about joining DG & Hazmat Group and subscribing to "Newsy Stuff", visit - <http://groups.yahoo.com/neo/groups/DangerousGoods/info>

Other news reports from around the world (countries in alphabetical order)

ANGOLA: SONANGOL'S 'NO-SPILLS' POLICY

May 8 - Sonangol has never suffered a major oil spill accident - Sonangol is proud of never having suffered a major oil spill accident. The company's policy is to integrate QHSE (Quality, Health, Safety, Environment) thinking into every aspect of its operations. For Sonangol, QHSE programs are not seen as burdensome and costly obligations, but instead as opportunities to involve all staff in taking ownership of aspects of their work that protect them and their colleagues and the environment around them. Daniela Matos, Director of Sonangol's QHSE Department, goes even further, adding, "QHSE should translate instinctively into productivity, quality and benefits to the environment". *The World Folio* [Read more](#)

CANADA: TAR SANDS INTERRUPTED - A CANADIAN POLITICAL EXPLOSION

May 7 - The fortunes of Canadian tar sands oil changed overnight this week. After almost 50 years in power, the Progressive Conservative Party in Alberta lost big. As in losing 60 seats. Out of 87 total.

On the other side, the social-democrats of the New Democratic Party gained 49 seats to take the majority. Liberals lost 4 seats and the reform-minded conservative Wildrose party gained 16. It was as hard to imagine as Democrats taking over the Texas Statehouse and the Governors Mansion.

The new Alberta Premier is New Democratic Party's Rachel Notley. She has a different view of tar sands oil and climate change than the previous Progressive Conservative's Premier, and certainly different from Canada's Prime Minister. Premier Notley has vowed to negotiate new climate policies, increase oil and gas royalties, and quit lobbying President Obama about approving the Keystone XL pipeline.

The economic base of Alberta, and its PC Party, was always tar sands oil. But over the years, the PC government slashed corporate taxes, cut government jobs and found itself severely in the red. Its economic future was tied irrevocably with development of tar sands oil and continued high global oil prices. *Forbes* [Read more](#)

FINLAND: THE RISK OF COLLISION-RELATED OIL SPILL ON THE GULF OF FINLAND

May 4 - A single oil spill can release 30,000 tonnes of oil into the ocean if two vessels collide. In grounding the high weight can lead to oil disaster, in the Baltic Sea up to 120 000 tonnes. This estimate does not include the new giant tankers.

The Gulf of Finland in the Baltic Sea is the riskiest of waterways in the world's oceans due to the high frequency of crossing vessels between Helsinki and Tallinn. Oil tanker traffic to Russia in particular has continued to increase despite a bleak financial outlook. The Gulf of Finland is famously difficult for maritime traffic as it is shallow and narrow and requires navigation around the many islands along the Finnish coast. In winter, darkness and ice make navigation even more challenging.

Lehikoinen is a member of the cross-disciplinary research group at the Kotka Maritime Research Centre. The group has studied the likelihood of different frequencies of hypothetical tanker collisions occurring on the Gulf of Finland and how often such collisions would lead to oil spills.

According to the results, the risk of collision-related oil spills could up to quadruple in the near future from the traffic amounts of 2007–2008. This would mean that such accidents would be likely to happen once every 24 years. However, these figures do not include cases where a tanker runs aground on a rock. Striking a rock is a more common type of accident on the Gulf of Finland, although the biggest oil spills usually result from collisions. [Green4Sea](#) [Read more](#)

LEBANON: LEBANON DEMANDS ISRAEL PAY FOR 2006 OIL SLICK



Photo: A beach in Beirut polluted with oil spilled from the Jiyeh power plant in southern Lebanon, as seen on Aug. 9, 2006. (The Daily Star/WikiMedia)

April 20 - Israel must compensate Lebanon for the environmental destruction caused after it bombed a power plant during its 2006 invasion and sent more than 10,000 tons of oil into the sea, Foreign Minister Gebran Bassil said Monday.

Speaking at a joint news conference alongside Environment Minister Mohammad Machnouk and the U.N. resident coordinator for Lebanon Ross Mountain, Bassil urged the world body to invoke Chapter VII of its charter to oblige Israel to pay the \$856.4 million that it owes Lebanon, according to a U.N. General Assembly decision passed in December.

Two of Lebanon's oil storage tanks at the Jiyeh power plant on Lebanon's southern coast were targeted by Israeli war jets during the Jewish state's 2006 summer invasion of Lebanon, which led to a massive oil slick in the Mediterranean Sea in one of the worst environmental catastrophes ever created. [The Daily Star Lebanon](#) [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NIGERIA: SHELL AGREES TO START CLEAN UP OF 2008 NIGER DELTA OIL SPILL



May 3 - Shell has agreed with Nigerian fishing community of Bodo in the Niger Delta to start the clean up of two devastating oil spills in 2008, activists and locals said Saturday.

"Shell officials met with representatives of Bodo community in Port Harcourt yesterday (Friday). The meeting was attended by officials of the Dutch embassy, UNEP (United Nations Environment Programme), Amnesty International and some local activists," Steven Obodekwe of the Centre for Environment, Human Rights and Development lobby group told AFP. "It was agreed that the clean up would commence in July or August," he said.

Local fisherman Christian Kpandei who is among the 15,600 affected by the spills, said a foreign contractor had been hired for the job. "The company involved in the

clean up of the massive spills in the Gulf of Mexico is handling the job. The clean-up will start by August," he said.

[Sweet Crude Reports](#) [Read more](#)

Related reports in [Sky News](#) and [The Maritime Executive](#)

USA: SHELL ALASKA OIL SPILL RESPONSE ANIMATION

May 4 - Shell's plans include drilling exploratory wells in Alaska's Chukchi Sea. Shell's Alaska program has gone to great lengths to make sure a worst-case scenario, such as an oil spill, never takes place. But in the unlikely event that one did, Shell's onsite oil spill response assets would be deployed within one hour. Shell Alaska maintains a highly capable emergency response planning and management program. *Green4Sea* [View the animation](#)

May 8 - Shell Demonstrates Arctic Spill Response Capabilities



Shell's controversial plan to recommence drilling operations in Alaska's Chukchi Sea has been met with protest by people from around the world. However, Shell's Alaska program has gone to great lengths to make sure a worst-case scenario, such as an oil spill, never takes place, and the company has just released an animation demonstrating its spill response capabilities.

Shell is preparing 25 vessels to begin a two-year drilling program in the Chukchi Sea off the coast of Alaska. Although Shell had to pull out of the region in 2012 after an oil rig ran aground, the Arctic oil reserve "remains a massive value opportunity," the company has said.

Shell has submitted new plans to explore the Arctic to the U.S. Interior Department after the Obama administration upheld a 2008 Arctic lease sale last month, clearing an important hurdle for the company. The Bureau of Ocean Energy Management (BOEM) has until May 10 to approve or reject Shell's plans.

The new plan proposes continuing the Chukchi Sea drilling exploration that initially began in July 2012. The program outlines the drilling of up to six wells within the Burger Prospect that would be completed using the drillship Noble Discoverer and the semi-submersible drilling unit Polar Pioneer. The vessels would be removed from the Chukchi at the conclusion of each drilling season.

Describing its spill response plans, Shell says its onsite oil spill response assets would be deployed within an hour. If a well control problem were to occur, Shell would activate its emergency response team. As a first step, trained rig personnel on board the Noble Discoverer or Polar Pioneer would assess the situation and take measures to bring the well back under control. This could involve the deployment of a blowout preventer if required. *The Maritime Executive* [Read the complete article and view the animation](#)

USA: EIA: EAST COAST REFINERIES GOT 52% OF CRUDE BY RAIL IN FEBRUARY

May 5 - US East Coast refineries received more than half of their crude oil feedstocks by rail during February, the US Energy Information Administration reported.

Although early 2015 capacity utilization within the area was below normal, the 52% of the plants' total monthly rail receipts marked the first time in EIA's data set that crude-by-rail deliveries accounted for such a high percentage of East Coast refinery supplies, EIA said.

Rail shipments of crude to East Coast refineries within Petroleum Administration for Defense District 1 (PADD 1) have displaced waterborne imports from countries other than Canada, such as Nigeria, EIA noted. Growth of inland US production of light, sweet crude since 2010 and in Canada created opportunities for both nations' railroads to move crude to refineries on the US East, Gulf, and West coasts as well as plants in Canada, EIA said.

It said much of the crude moved by rail comes from the Bakken shale in North Dakota and eastern Montana. Bakken crude supplied by rail to US East Coast refineries, along with US production supplied by marine vessels from the Gulf Coast, has reduced demand for foreign crude at the East Coast plants.

In January 2014, US crude oil accounted for half of all East Coast refinery crude oil receipts, and crude-by-rail net receipts to the East Coast surpassed non-Canadian crude oil imports, EIA said.

Area refiners have increased rail shipments by expanding loading and unloading capacities for trains carrying crude, EIA noted. "Some facilities handle individual rail cars or a small number of rail cars (known as manifest trains), and others are built for unit trains, which consist of 80 to 120 rail cars carrying crude oil," it said. *Oil & Gas Journal* [Read more](#) [Thanks to Mike Rancilio]

Other news reports from around the world (continued)

USA: BSEE ANNOUNCES KEY EFFORTS TO REDUCE RISK OFFSHORE

May 6 - Bureau of Safety and Environmental Enforcement (BSEE) Director Brian Salerno made two announcements during a press conference aimed at reducing the risks associated with offshore oil and gas operations.

First, Director Salerno announced the launch of the SafeOCS program, an initiative aimed at collecting and analyzing "near miss" data. Second, he released BSEE's first-ever Annual Report, which presents the agency's analysis of offshore activities, trends, indicators, incidents, and other key data points.

BSEE is working to identify all available methods to learn more about the causes of all serious offshore incidents. BSEE's SafeOCS, an Outer Continental Shelf (OCS) near-miss reporting system, was formally launched with the activation of the program's reporting line, 1-844-738-9OCS.

"I strongly encourage participation in the system by the entire offshore community as a way to help improve the overall safety posture of the industry," said Director Salerno. "Shared awareness of safety trends will better equip everyone to focus on the right things and thereby drive down the risk of serious incidents." [Safety4Sea](#) [Read more](#)

USA: STS TRANSFERS AT SEA FOR VESSELS LARGER THAN 150 GROSS TONS

May 6 - USCG Sector Houston-Galveston issued a Marine Safety Information Bulletin reminding stakeholders that the new regulations applicable to ship-to-ship (STS) transfer of oil cargoes involving at least one vessel that is more than 150 gross tons entered into effect on 5 May 2015.

The Coast Guard has added 33 CFR 156 Subpart D titled Prevention of Pollution During Transfers of Oil Cargo Between Oil Tankers at Sea, which applies to STS involving at least one vessel of greater than 150 gross tons. Subpart B Special Requirements for Lightering of Oil and Hazardous Material Cargoes, will now only apply to oil and hazardous material cargo transfers when both oil tankers are less than 150 gross tons in the marine environment beyond the baseline. This Bulletin will discuss reporting requirements for transfers and incidents specifically. All affected owners, operators, and masters of U. S. and foreign flagged ships are reminded to read the notice in its entirety as not all changes are discussed herein. [Safety4Sea](#) [Read more](#)

USA: DRILL TESTS PIPELINE COMPANY SPILL SKILLS



Photo: George St. Onge, right, Minot area field coordinator for Enbridge, explains an exercise involving a simulation of a pipeline leak near the Souris River in Towner, N.D., on Wednesday, May 6, 2015. Amy Dalrymple / Forum News Service

May 6 - Enbridge employees simulated a worst-case scenario Wednesday to practice how they would respond to an oil spill in the Souris River. The simulated exercise that employees learned of at 10 a.m. Tuesday was that an excavator struck one of Enbridge's crude oil pipelines and released 800 barrels—or 33,600 gallons—of oil into the Souris River near Towner. Another 1,000 barrels, or 42,000 gallons, of oil were released onto farm fields adjacent to the river under the practice scenario. [Inforum](#) [Read more](#)

People in the news

OCIMF: NEW DEPUTY DIRECTOR/CHIEF REPRESENTATIVE TO THE IMO

Jeremy Hudson joined OCIMF as Deputy Director and Chief Representative to the IMO in April 2015.

Prior to joining OCIMF, Jeremy started his career at sea with Reardon Smith Line and between 1978 and 1988 Jeremy served in the ranks of Deck Cadet to Master on a variety of ship types, including General Cargo, geared and non-geared Bulk Carriers, Ro-Ro's, PCC's, container ships and heavy lift vessels. Jeremy then joined Shell serving on Crude and product tankers. Since 1992 he has been working ashore in various operational, commercial and project roles, including Fleet Manager for Shell's Argentinean fleet, Fleet manager of Shell's international oil fleet, Regional Marine manager for Latin America & Caribbean and team lead for Crude freight operations, cargo / shipping claims and cargo documentation. Most recently he has acted as business lead for implementing Shell's new maritime standard including the design, development and implementation of a new Global Maritime Assurance System.



CUNARD CELEBRATES 125th ANNIVERSARY

Note from your editor – Last week *The Maritime Executive* published an interesting compilation of photographs of famous people who had crossed the Atlantic aboard the famous Cunard liners. For the interest of our readers I included a link to allow readers to share this but unfortunately it did not work – here is the link again and I hope it works this time – <http://www.maritime-executive.com/article/fame-and-glamor-in-cunnards-past>

Looking at the photos reminded me of the late Duncan Lyon Hon.FISCO, who was a good friend and one of ISCO's founding members. He was Chief Engineer on the Queen Mary and probably met many of the famous people in the photos.

ISCO WELCOMES NEW MEMBERS

This week ISCO welcomes two new Corporate Members –

Scientific and Environmental Associates, Incorporated (SEA Consulting Group) was founded in 1983 by Ann Hayward Walker as a make-it-happen, technical company to support decision makers in all levels of government and industry. Historically, the firm's specialty has been in the area of decision support for pollution-related matters that affect marine and fresh waters, especially those that involve emergency response, e.g., oil spills and hazmat releases, including Superfund-related programs. The company is based at Cape Charles, Virginia, USA.

The Spanopoulos Group of Companies was founded thirty years ago. Family owned and operated, it has over thirty years of experience, obtained through a widespread number of activities in the marine and offshore field. The Oil Pollution Control operation has experienced employees, suitable and adequate equipment (vessels, booms, oil skimmers, dispersants, absorbent materials, etc.), to deal with sea pollution incidents. It maintains round-the-clock readiness to deal with, not only oil spills, but leaks from undersea pipelines, tankers and other sources.

ISCO AT CLEAN PACIFIC CONFERENCE & EXHIBITION, VANCOUVER, BRITISH COLUMBIA.

This event is taking place on 16-18 June 2015 and you are invited to come and meet the ISCO team on booth 106.

David Usher, President of ISCO, is looking at options for holding some kind of “get together” for members attending the event. He has asked me to try to find out how many will be at Clean Pacific. If you are planning to be there, please drop me a line at john.mcmurtrie@spillcontrol.org

PROGRESS IN REBUILDING TECHICAL AND REFERENCE SECTION OF ISCO WEBSITE

Readers may recall that in December last year the website had a major problem and due to a failure of the back-up system an enormous amount of material was irretrievably lost.

Replacing (and updating) is still a work in progress. Initially, the focus has been on the Oil Spill section and this is probably about 50% completed. Work on replacing the HNS section has not yet begun.

The aim is to provide our members with a comprehensive facility for accessing oil spill response tools, manuals, guidelines, case histories and other information from a wide range of sources. You will need to log in to use this resource. If you have forgotten your user name and password, please drop me a line at john.mcmurtrie@spillcontrol.org

The Technical and Reference Section is an important component of the support provided for ISCO members. In particular, it will be especially useful for students/apprentices/trainees seeking to acquire knowledge. It will add to the value of the recent initiative under which young or not-so-young people seeking to make a career in the spill control industry can, on recommendation of their tutors, be awarded a free one year membership of the organization.

INTERESTING ARTICLES AND CASE HISTORIES WANTED.

Your editor is always on the lookout for interesting articles, case histories, etc. suitable for publication in the ISCO Newsletter.

Your editor will be on holiday in mid-June and this will curtail time available for the usual editorial research. Rather than disrupt publication, it could be an option to publish an edition that contains contributed articles. Such an issue can be prepared in advance and set up to be sent out automatically on the usual day and time.

If you can help, please get in touch. john.mcmurtrie@spillcontrol.org

Correspondence

From Ed Levine, NOAA / SSC, New York, USA.

“Just wanted to let you know how informative I have been finding your newsletter. Since the days of the now folded Oil Spill Intelligence Report there has been a big gap in comprehensive reporting on the spill response industry. Thank you for filling that gap!” Editor: Thanks, Ed, for your kind words.

Other readers who find the ISCO Newsletter interesting and useful are invited to join the organization. Individual membership only costs £75 per year - a lot less than the Oil Spill Intelligence Report – this and access to other membership benefits is really good value-for-money. This way you can help ensure its continued publication. We really do need your support. Find out more about ISCO and how you can join at www.spillcontrol.org

Contributed Article

TACKLING THE SKILLS SHORTAGE CHALLENGE IN THE OIL, GAS INDUSTRY

Note from Editor - This article by Valerie Jones of Rigzone has been sent in by Eric Miller, Chief - Preparedness Verification Branch, Oil Spill Preparedness Division, Bureau of Safety and Environmental Enforcement (BSEE) in Virginia, USA. Although aimed at the Petroleum Industry it is very relevant to many companies in the Spill Control Industry facing up to the loss of their most experienced and knowledgeable people as they come up for retirement. ISCO can only provide an extract here but the article is well worth reading. Here is the link for downloading –

http://www.rigzone.com/news/oil_gas/a/138175/Tackling_the_Skills_Shortage_Challenge_in_the_Oil_Gas_Industry/?pgNum=0

Globally, many oil and gas employers have expressed a similar sentiment when it comes to hiring potential candidates: there is a skills shortage. There have been continued efforts on how to combat the skills shortage in the oil and gas industry, but it has not yet been eliminated.



Photo: John Colborn, Director, Skills for America's Future at The Aspen Institute

In a recent panel discussion hosted by University of Houston Energy (UH Energy) and presented by Chevron Corp., industry experts discussed how to prepare for future leaders in the energy workforce. John Colborn, director for Skills for America's Future – an initiative of the Aspen Institute – was a speaker on the panel and identified a disconnect between institutions of higher education and the industry. He revealed that while colleges and universities believe they're preparing people well for the world of work, employers say otherwise. “The industry is telling us they're not finding the skills they need, which are basic skills, workplace skills and technical skills,” Colborn told Rigzone. Colborn said it is possible to overcome the disconnect.

“Higher education institutions in general – from community colleges to four-year universities – need to think about how they can better conceptualize material into real-world applications that students can use in the world of work,” he said. “When you look at the pattern of student success, one of the indicators that research has found makes students successful is when they engage in activities that extend beyond the classroom and beyond just one semester.”

With an aging workforce, the Great Crew Change is happening across all industries. Graduates are also entering a changing workforce, one that is more demanding.

In years past, Colborn worked to prepare young professionals for the world of work, and job training included things such as making sure to show up on time and basic knowledge of the industry. The understanding was that the industry would pick up from there.

That's just not the case anymore.

“What we're seeing is technical skills life cycles have shrunk. Employers are increasingly finding it difficult to invest directly in their workforce to supply these skills,” Colborn told Rigzone. “For even entry-level positions, there is a large expectation to do more.”

Labor markets are tighter and the war for talent is continuing. Millennials will be the generation to take the reins of the industry as their older counterparts retire. Many oil and gas employers recognize the unique characteristics of millennials, which will require different recruiting methods and strategies. Research shows that millennials value meaningful work, company values and authenticity among employers.

“Millennials have a notion of wanting to be engaged in a company that is going to provide opportunities and grow their skill base,” Colborn said. “That is absolutely an emerging dynamic shaping expectations of employers.”

There are several challenges to overcoming the skills shortage in the workforce. The Great Crew Change has seen industry veterans retiring and taking with them skills, expertise and wisdom. It takes an average of eight to 10 years for a worker to develop that kind of expertise, Elaine Cullen, president of Prima Consulting Services, told the audience during UH Energy's panel discussion.

She shared research which revealed the importance of having highly-skilled and properly trained employees.

Rigzone News [Read more](#)

REMARKABLE NEW TECH SEPARATES OIL FROM WATER

May 6 - Everyone knows oil and water don't mix.

Yet separating oil from water is a notoriously difficult task – as various major oil spills have proven.

The trick comes down to removing the oil without taking gallons of water with it, too. You can imagine how difficult this was during the Deepwater Horizon oil spill, when 210 million gallons of oil gushed into the Gulf of Mexico.

Oil spill cleanup crews often use absorbents – like clays, straw, and wool – to sop up oil. But these materials aren't very efficient because they also absorb a lot of water.

Plus, this method requires extra steps and more equipment to remove the oil from the absorbent!

But a brilliant new filtration technology is tackling the problem in a new extraordinary way...

Bring on the Nano-Filter!

At Ohio State University, Bharat Bhushan, Eminent Scholar and Professor of Mechanical Engineering, and Philip Brown, a postdoctoral researcher, have created a unique oil filtration technique.

Using state-of-the-art nanotechnology and existing structures found in nature, they've invented a new way to filter oil from water.

Specifically, the oleophobic-hydrophilic coating repels oil, but allows water to pass through it.

The coating consists of two parts...

1. A fine dusting of silica nanoparticles, which create a bumpy surface.
2. A polymer, which is embedded with molecules of surfactant – the same chemical that gives soap and detergent its cleaning ability.

When the coating is applied to a piece of mesh fabric, the water filters through, but the oil is caught. *Wall Street Daily* [Read more](#)

Technical support

NEW SOFTWARE TOOL FOR MAR-CIS MARINE CHEMICAL INFORMATION

EMSA has released a new software tool with detailed information on chemical substances frequently transported by sea. The tool contains information sheets on chemical substances for pollution response. They include specific data on the substances' maritime transport requirements, as well as chemical and physical properties relevant for emergency response operations on board ships. Some datasheets include information on seawater solubility. Currently, the tool covers 213 substances and is available to EU/EFTA member states. [EMSA Newsletter, May 2015](#)

NOAA ANNOUNCES NEW DEEPWATER HORIZON OIL SPILL SEARCHABLE DATABASE WEB TOOL

A [new online tool](#) developed by NOAA to manage and integrate the massive amounts of data collected by different sources during the five years following the Deepwater Horizon oil spill, called DIVER for Data Integration, Visualization, Exploration, and Reporting, is now available for use by research teams and the public at <https://dwhdiver.orr.noaa.gov>.

The DIVER announcement plays a part in the Department of Commerce's goal of unleashing its vast resources of environmental data and delivering on one of its key priorities – transforming data capabilities and supporting a data-driven economy. NOAA is a constituent agency of the Commerce Department.

“NOAA pledged from the start of the Deepwater event to be as transparent as possible with the data collected,” said Kathryn D. Sullivan, Ph.D., under secretary of commerce for oceans and atmosphere and NOAA administrator. “The DIVER data warehouse approach builds upon that original pledge, and is another significant step in making NOAA's environmental data available for the research community, resource managers and the general public.”

DIVER provides unprecedented flexibility for filtering and downloading validated data collected as part of the ongoing Natural Resources Damage Assessment and response. These data collections now include more than 53,000 samples that have resulted in 3.8 million analytical determinations. Previously, validated data were being posted on www.gulfspillrestoration.noaa.gov as soon as they were available, but in discrete files rather than integrated through a tool like DIVER. The DIVER data warehouse was built using industry standards for open source big-data approaches to integrating and synthesizing various types of data, such as chemistry results, photos, instrument collections, dolphin and oyster information from multiple data sources.

Technical support (continued)

The custom query tool, "DIVER Explorer," allow users to refine questions and explore large datasets online. Query results are presented with maps, charts, tables, metadata and export options. A major focus of the DIVER system is providing access to integrated datasets, the foundation for scientific analysis and decision-making.

DIVER was initially built to support the efforts of the [Deepwater Horizon Natural Resource Damage Assessment Trustees](#) to assess the risk and injury to natural resources, and support restoration and assessment of lost recreational use. The expansion of the tool for public access builds upon the commitment made by NOAA during the oil spill response to provide transparent access to validated NRDA data.

The new DIVER tool also provides information about the actual data sets, and NOAA's approach to creating "common data models," which support data synthesis and analysis. By providing detailed access to the NRDA data schemas and field definitions, NOAA hopes to foster increased collaboration across the scientific community.

The DIVER system currently provides access to nearly four million validated results of analytical chemistry from over 53,000 samples of water, tissue, oil and sediment collected to support the Deepwater Horizon NRDA. DIVER datasets come from federal, state, academic and non-government organizations, and include response and historical data collection efforts.

As additional datasets become publicly available they will be accessible through DIVER, as well as NOAA's [Environmental Response Management Application Gulf Response](#), and the [Gulf Spill Restoration website](#), maintained by NOAA on behalf of the Deepwater Horizon NRDA Trustees.

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources. Join us on [Facebook](#), [Twitter](#), [Instagram](#) and our other [social media channels](#).

New products and services

THURAYA DEBUTS MOST ADVANCED SATELLITE PHONE



May 3 - Thuraya Telecommunications Company today launched the industry's most advanced satellite phone, the Thuraya XT-PRO. Targeted at professional users across a range of market sectors including government, energy, media and NGOs, the Thuraya XT-PRO is the only satellite phone to feature built-in GPS, BeiDou and Glonass for highest accuracy and added security in every region.

The Thuraya XT-PRO has a talk-time of up to 9 hours, which is the longest on any satellite phone. It is jet-water, dust and shock resistant, ensuring it withstands the harshest environments. Its hardened Gorilla® glass display is the largest available on a satellite phone; and the screen is designed for glare resistance, which allows for optimal visibility in bright sunlight. In case of emergency, the Thuraya XT-PRO also has a dedicated SOS button with advanced navigation and tracking features for added safety. *Marine Electronics* [Read more](#)

Publications

IPIECA RELEASES ANNUAL REVIEW 2014 – AN EXTRAORDINARY JOURNEY

The theme of this year's annual review – An extraordinary journey – reflects the work and accomplishments made possible through the collaborative efforts of IPIECA's members, the Secretariat and key stakeholders for the previous four decades. The review highlights some of the key achievements from 2014 across the spectrum of IPIECA's activities on environmental and social issues including all the events and publications involving the association.

In the Chair's statement, Rick Mire underscores the continued relevance of IPIECA in bringing the oil and gas industry together to better solve the magnitude of the environmental and social challenges as they relate to industry. He adds that climate change and water were key areas of focus in 2014 with last year's climate change activities serving as a springboard for the 2015 COP-21 in Paris, France.

In the Executive Director's foreword, Brian Sullivan addresses 2014 marking the halfway point in IPIECA's 2013-16 strategic plan with evidence of progress against IPIECA's aim to take a greater leadership role on environmental and social issues. He acknowledges the current industry uncertainty but remains confident that IPIECA will continue to deliver the strategy - providing both leadership and responsiveness - to meet these challenges.

Further details on IPIECA's work can be found in the Annual Review and on our website. [Download the annual review](#)

Links for recent issues of other publications (in alphabetical order)

[AMSA Aboard](#)

[ASME EED EHS Newsletter](#)

[Bow Wave](#)

News from the Australian Maritime Safety Authority

News and commentary on HSE issues from George Holliday

Sam Ignarski's Ezine on Marine & Transport Matters

May 2015 issue

Most recent issue

Current issue

Links for recent issues of other publications (continued)

Cedre Newsletter	News from Cedre in Brittany, France	April 2015
Celtic Biogenie enGlobe Newsletter	Latest Remediation and related technology news	Spring 2015 issue
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	May 2015 issue
Energy Institute eBulletin	News from the Energy Institute	April 2015 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	April 2015 issue
IMO News Magazine	News from the International Maritime Organization	No 1, 2015
IMO Publishing News	New and forthcoming IMO publications	April 2015
Intertanko Weekly News	International news for the oil tanker community	No 19 2015
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	April 2015 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	16 April 2015 Issue
NOAA update	Oil spill response news from NOAA OR&R	April 2015
OCIMF Newsletter	News from the Oil Companies International Marine Forum	April 2015 issue
Pollution Online Newsletter	News for prevention & control professionals	May 6 issue
Sea Alarm Foundation Newsletter	News from the Sea Alarm Wildlife Protection Organisation	Spring 2015 issue
SAC News	Oil spill related and other news from Alaska	April 2015
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	April 2015 issue
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	March 16-31 2015
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	March 23 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	Winter 2014 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	May 1 2015 issue
		Winter 2015 issue

Events

AZERBAIJAN WORKSHOP: DEVELOPING A CO-ORDINATED OIL SPILL RESPONSE NETWORK IN THE CASPIAN SEA [More info](#)

Environmental challenges for the Caspian Sea – Wildlife and coastline

International cooperation and a joint response to a spill in the Caspian

HSE Requirements Key challenges for operator companies

The use of new technologies and drones in improving HSE in the region

SINGAPORE SHIPPING WEEK: REPORT FROM ITOFF

May 8 - ITOFF was out in force for the Singapore Maritime Week, a week of conferences, exhibitions and social events in celebration of all things maritime, driven by the [Maritime and Port Authority of Singapore \(MPA\)](#).

Richard Johnson was one of the speakers at ICOPCE 2015, an international event organised by the MPA focusing on preparedness and response strategies for oil and chemical spills. He was moderator for two panel discussions, one on "Dialogue on Incident Management in Singapore Waters" and the second on "Getting up to Speed with Claims and Compensation Developments". Additionally, he presented a paper on marine pollution risk at the pre-conference symposium. The conference provided a good opportunity to raise the profile of ITOFF's work in Asia and exchange views with other participants.

ICOPCE ended with a multi-agency spill exercise organised by the MPA to test Singapore's readiness to tackle oil and chemical spills. Code-named JOSE (Joint Oil Spill Exercise) 2015, the exercise involved both a tabletop exercise at the MPA's Port Operations Control Centre (POCC) and a full-scale deployment of oil spill response and fire-fighting equipment in Singapore waters. ITOFF had assisted the MPA in planning the exercise which involved a collision between a Very Large Crude Carrier (VLCC) and a chemical tanker. In the scenario the VLCC suffered damage to two cargo tanks and some 5,000 tonnes of oil was spilled at Sundong Holding Anchorage, 4.5 km south of Jurong Island. Due to the impact of the collision, the chemical tanker sustained damage to the cargo tank cover on deck with a release of styrene vapour. *ITOFF* [Read more](#)

Training

IOPC FUNDS' SHORT COURSE 2015: DEADLINE FOR NOMINATIONS APPROACHING

The deadline for submitting nominations for the 2015 IOPC Funds' Short Course is 15 May 2015. The course will take place Monday 15 to Friday 19 June at the Funds' headquarters in London, and will cover all aspects of the work of the IOPC Funds and the international liability and compensation regime in general and will include practical exercises which allow participants to study a theoretical incident and the subsequent claims submission process. The course is supported by IMO, INTERTANKO, ICS, the International Group of P&I Associations and ITOFF, who will also deliver presentations during the course.

Nominations should be addressed to the Director of the IOPC Funds and sent via email to info@iopcfund.org. Please ensure that electronic submissions are appropriately endorsed by the nominating government. Nominations will be acknowledged upon receipt by the Secretariat and candidates will be informed as soon as possible thereafter whether or not they have been accepted onto the Course. The Director encourages all interested parties to submit official nominations as soon as possible to allow sufficient time for the selected candidates to their make travel and accommodation arrangements. Further details can be found in Circular: [IOPC/2014/Circ.6](#)

Training (continued)

ITOPF SUPPORTS MARINE POLLUTION 2015

April 28 - ITOPF is supporting Lloyd's Maritime Academy's Marine Pollution training course which runs from 25 - 26 June 2015. This course will allow you to assess the legal and technical response to handling a ship-source pollution incident.

Attend and discuss topical legal issues and current concerns, examine the Nairobi Wreck Removal Convention as a new marine pollution instrument and examine recent pollution cases and the development of the HNS Convention.

Hear from industry experts including IOPC Funds, Skuld, Homarus Ltd, Thomas Miller P&I Club and ITOPF who will review the technical process for managing a pollution incident in the Arctic.

For more information or to register please visit: <http://www.lloydsmaritimeacademy.com/FKT2936ITOPF> Quote VIP code FKT2936ITOPF to save 20%

HAZARDOUS AND NOXIOUS SUBSTANCE TRAINING & WATCH AMSA HNS TRAINING VIDEO

May 5 - In a maritime environmental emergency, having access to real-time information is vital to planning an effective response.

Until now if a ship was experiencing a Hazardous and Noxious Substance (HNS) emergency at sea, responders had little choice than to bring the vessel into port to deal with the situation.

To address this AMSA, in partnership with Fire & Rescue NSW (FRNSW), is developing a Hazardous and Noxious Substance reconnaissance capability.

This new capability will allow a team of AMSA and FRNSW HAZMAT personnel to be transferred to a ship at sea that is experiencing a HNS emergency and report back to decision makers onshore.

To support the capability AMSA and the Australian Maritime College have developed a special course to expose HAZMAT personnel to the unique environment of maritime operations. *Safety4Sea* [Read more and watch the video](#)

UK: BRIGGS ENVIRONMENTAL RELEASES TRAINING CALENDAR FOR SECOND HALF OF 2015

For more information regarding training or to make a booking, please email: training@briggsevenvironmental.com

Job vacancies

INDIA: PROGRAMME OFFICER/ SENIOR RESEARCH ASSOCIATE FOR REGULATORS/IMPACT ASSESSMENT TEAM IN CENTRE FOR SCIENCE AND ENVIRONMENT, NEW DELHI [More info](#)

Company news

USA: T&T SALVAGE SUCCESSFULLY COMPLETES OPA 90 RESPONSE



May 4 - T&T Salvage was activated under their Salvage and Marine Firefighting Agreement to respond to a 600 foot laker that went aground on the St Mary's River near DeTour Village, MI. "The vessel was hard aground but stable," said Jim Elliott, T&T's Vice President, "We immediately dispatched a team from our Great Lakes Response Center and mobilized repositioned response equipment in the region."

T&T Salvage's naval architects and salvage master then developed a comprehensive salvage and lightering plan to ensure the safety of the ship, crew and responders, while protecting the environment.

The Maritime Executive [Read more](#)

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