

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.

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International news

POLAR CODE ENVIRONMENTAL PROVISIONS ADOPTED AT IMO MEPC MEETING

Ships trading in the Polar Regions will have to comply with strict safety and environmental provisions specific to the harsh conditions in the Arctic and Antarctic, following the adoption of the environmental part of the International Code for ships operating in polar waters (Polar Code) and associated MARPOL amendments to make the Code mandatory by the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO).

The MEPC was meeting for its 68th session from 11 to 15 May 2015, at IMO Headquarters in London.

The Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in waters surrounding the two poles.



The newly-adopted environmental provisions cover:

- Prevention of pollution by oil: discharge into the sea of oil or oily mixtures from any ship is prohibited. Oil fuel tanks must be separated from outer shell;
- Prevention of pollution by noxious liquid substances: discharge into the sea of noxious liquid substances, or mixtures containing such substances is prohibited;

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International news (continued)

- Prevention of pollution by sewage; discharge of sewage is prohibited unless performed in line with MARPOL Annex IV and requirements in the Polar Code; and
- Prevention of pollution by garbage: discharge of garbage is restricted and only permitted in accordance with MARPOL Annex V and requirements in the Polar Code

The adoption of the environmental provisions follows the adoption, by the Maritime Safety Committee (MSC), in December 2014, of the safety-related requirements of the Polar Code and related amendments to make it mandatory under the International Convention for the Safety of Life at Sea (SOLAS). The complete Polar Code, encompassing the safety-related and environment-related requirements, is expected to enter into force on 1 January 2017.

The Polar Code will apply to new ships constructed on or after 1 January 2017. Ships constructed before that date will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018. *IMO Source document*
Related reports can be found in [gCaptain](#) and [Alaska Dispatch News](#)

IMO INTERNATIONAL OFFERS OF ASSISTANCE (IOA) AND DISPERSANT GUIDELINES APPROVED AT MEPC MEETING

The Committee approved the Guidelines on International Offers of Assistance (IOA) in response to major marine oil pollution incidents and part III of the Guidelines for the use of dispersants for combatting oil pollution at sea.

The Secretariat was requested to carry out final editing and publish the IOA Guidelines and part III of the Dispersant Guidelines, together with parts I and II (approved by MEPC 65), through the IMO Publishing Service.

A Working Group under the Pollution Prevention and Response (PPR) sub-committee of MEPC is currently working on part IV of the Dispersant Guidelines which will address the sub-sea application of oil spill dispersant.

A PPR Working Group is also working on the revision of the IMO Manual on Oil Pollution.

International news (continued)

ELEVENTH MEETING OF THE FOCAL POINTS OF THE REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE MEDITERRANEAN SEA

The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) will host its Eleventh Meeting of Focal Points, from 15 to 17 June 2015 in Malta .

The principal objectives of the Meeting will be to examine the implementation of the programme of work of REMPEC since the 10th Meeting of the Focal Points of REMPEC; and to discuss and approve the Revised Draft Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021) as well as the proposed programme of work of REMPEC for the biennium 2016-2017, prior to their submission to the Meeting of the MAP Focal Points and to the 19th Ordinary Meeting of the Contracting Parties to the Barcelona Convention and its Protocols for adoption. For more info please contact ggonzalez@rempec.org

MEDITERRANEAN OIL INDUSTRY GROUP TIER EXERCISE AT ZARSIS TERMINAL, TUNISIA

As previously announced, a Tier 2 Regional Oil Spill Response Exercise will be conducted jointly between MOIG, MARETAP, ECUMED PETROLEUM, IEMS, OMMP, ONPC, PA RESOURCES and SSTC over 26-28 May 2015.

In an updating announcement MOIG Director, Houcine Mejri has said that more than 80 participants are expected to attend on the opening day and around 130 participants (including the response teams of companies involved in the exercise) during the exercise day.

During the opening day presentations will be made by the participating companies, followed by an update on MOIG's activities and an introduction to the exercise. Team members' experience of response to real incidents will be described in relation to lessons learned and the benefits of participation in exercises. The practical exercise will take place on the second day, followed by a review and discussion on the forenoon of the final day. The detailed programme for the event is now available. To request a copy and for additional information please contact Houcine Merji at houcine.mejri@moig.org.tn

International news (continued)

REGIONAL WORKSHOP ON POLLUTION COMPENSATION - OIL AND HNS, JEDDAH, SAUDI ARABIA

May 14 - At the invitation of the Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA), and in cooperation with ITOPF and the International Group of P&I Associations, the IOPC Funds took part in a three-day regional workshop on compensation for pollution damage caused by oil and HNS. The workshop took place at the PERSGA Headquarters in Jeddah, Saudi Arabia from 27-29 April 2015 and attracted delegates from Djibouti, Egypt, Jordan, Saudi Arabia and Sudan. *IOPC Funds* [Read more](#)

MALAYSIA, SINGAPORE TACKLE CHEMICAL SPILL IN MOCK EXERCISE



May 14 - A total of 24 agencies from Singapore and Malaysia took part in a joint emergency response exercise on Thursday (May 14) on tackling chemical spill incidents.

The exercise took place at the Tuas Second Link, where 110,000 tonnes of hazardous chemicals are transported through every year between Singapore and Malaysia at that link alone

The exercise involved four vehicles: A hazardous chemical tanker carrying ammonium hydroxide, a lorry transporting hydrochloric acid, a mini-bus and a car. Spillage was caused by a simulated collision between the tanker and mini-bus, while, and an accident between the lorry and a car which resulted in drums of hydrochloric acid rolling off the lorry, after which some drums fell into the sea. 12 people were "trapped" in the tour bus.

Channel News Asia [Read more](#)

Incident reports from around the world (in chronological order)

USA: NEW YORK GOVERNOR SAYS NUCLEAR PLANT FIRE PRODUCED HUDSON OIL SLICK



May 10 - Part of a New York nuclear power plant remained offline Sunday after a transformer fire created another problem: thousands of gallons of oil leaking into the Hudson River, officials said. New York Gov. Andrew Cuomo said emergency crews were out on the water near Buchanan trying to contain and clean up transformer fluid that leaked from Indian Point 3. *Sun Sentinel* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

May 10 - Oil leaked into Hudson River after fire at nuclear reactor near NYC *Reuters* [Read more](#)

May 10 - Thousands of Gallons of Oil From Nuclear Plant Spill Into Hudson River *Breaking911.com* [Read more](#)

USA: LAKE ARROWHEAD, CA: FUEL SPILL CONTAMINATES WATER NEAR MARINA DOCK

May 10 - A fuel spill contaminated the surface water near Lake Arrowhead Marina, where workers securely contained and removed the slick, say San Bernardino County Fire Department officials. The spill apparently resulted from a leak in a pipe that delivered fuel from two 10,000 gallon underground storage tanks to a nearby pumping station, said Jared Newcomer, an engineer and spokesman for the San Bernardino County Fire Department. *The Press Enterprise* [Read more](#)

UK: BABY SWAN AND RIVER BIRDS RESCUED FROM OIL SLICK STRETCHING FROM HARLESDEN TO LITTLE VENICE

May 14 - Riverboat residents scrambled to join a dramatic multi-agency operation to rescue swans, river birds and their chicks after a mile-long oil slick polluted waters from Harlesden to Little Venice yesterday afternoon. Officers from the RSPCA found around 30 birds including geese, moorhens, mallards and a family of swans fighting for their lives and "caked" in a cooking oil-like substance after residents alerted the Environment Agency and the River and Canal trust to an oil slick in the Grand Union Canal near Little Venice. *Brent & Lilburn Times* [Read more](#)

BANGLADESH: AFTER OIL SPILL, UNIQUE MANGROVE FOREST FACES MORE THREATS

May 7 - Now another shipping disaster is unfolding, as a capsized cargo vessel, Jabalenoor, leaks 200 tonnes of potash fertilizer into the Sundarbans' Bhola River, southeast of the earlier oil spill.

A UNESCO World Heritage site, the Sundarbans is home to a variety of wildlife, including an important population of the critically threatened Royal Bengal Tiger and rare Irrawaddy and Gangetic dolphins. *National Geographic* [Read more](#)

CANADA: EXXON MOBIL COMPLETES \$2B TAR SANDS EXPANSION IN CANADA

May 11 - Exxon Mobil Corp. announced that the \$2 billion Cold Lake Nabiye expansion has started producing bitumen in Alberta, Canada.

The expansion adds about 20,000 barrels per day to what's already the largest oil sands operation in Canada. That number could double to 40,000 barrels soon, according to Exxon, bringing the total capacity to nearly 200,000 barrels per day. *Dallas Business Journal* [Read More](#) [Thanks to David Usher Hon.FISCO]

CANADA: UP TO 90 PER CENT OF BURRARD INLET OIL SPILL WOULD REACH SHORELINE IN HOURS: REPORT

May 16 - An independent spill trajectory model was created for the cities of Vancouver and Burnaby, and the Tsleil-Waututh Nation, in response to Kinder Morgan's pipeline expansion plans

Metro Vancouver will send a letter to the National Energy Board stating its concerns about the potential effects of the Trans Mountain pipeline expansion on the region's assets, infrastructure and environment. The move coincided with the release of an independent oil spill study that suggests up to 90 per cent of the oil from a major oil tanker spill in the Burrard Inlet would reach the shoreline within 48 hours. *The Vancouver Sun* [Read more](#)

May 16 - City's 2-D model shows devastating potential of oil spills in Metro Vancouver *Vancouver Observer* [Read more](#)

DENMARK SUSPENDS FRACKING OVER 'HAZARDOUS' CHEMICALS

May 10 - Denmark has suspended the first exploratory drilling for shale gas which lasted only one day after it discovered that French gas-giant Total, in charge of the project, had used "unauthorized" chemicals. "They used a product that was not part of those authorized" for the procedure, Ture Falbe-Hansen, a Danish Energy Agency spokesman told AFP Wednesday. *Oil Industry News* [Read more](#)

JAPAN: FUKUSHIMA WATCH: CESIUM-ABSORBING CANOLA PROJECT TRIPLES IN SIZE



May 12 - A bright yellow expanse of canola flowers about 25 kilometers from the Fukushima Daiichi nuclear plant is providing more than just a blaze of color: The flowers are also helping to remove radioactive cesium from the soil.

The flowers were planted as part of a project aimed at decontaminating land and generating power in Minamisoma, a coastal city that straddles the edge of the evacuation zone around the Fukushima plant.

For Kiyoshige Sugiuchi, a 65-year old farmer from Minamisoma, the blooming flowers represent progress in the project run by a group of seven farmers and volunteers. He says the area covered by the flowers has tripled in size since the project started in autumn 2013 with a much smaller plot of 4.7 hectares. *The Wall Street Journal* [Read more](#)

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,"

Other news reports from around the world (continued)

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. *Bangkok Post* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

May 7 - Nigeria's Delta oil spill clean-up will cost Shell billions of dollars over 30 years *QZ.com* [Read more](#)

UK: WATER SUPPLY FEARS AFTER SHOREHAM OIL RAID

May 7 - A second attempt has been made to steal thousands of litres of oil from an ultra-high pressure pipeline running under Kent and Sussex. There are fears groundwater that feeds into the River Darent at Shoreham may have been contaminated as a result and aquifers are to be monitored for three years.

Last month thieves tried unsuccessfully to siphon off unleaded petrol from Esso's pipeline, which runs from Hampshire to Essex via Gatwick. *BBC News* [Read more and watch video](#)

UK: MINISTER OPENS NEW SHARED OFFICE FOR SEPA AND SNH



May 13 - Dr Aileen McLeod, Minister for Environment, Climate Change and Land Reform, opened a new shared office in Stirling for SEPA and Scottish Natural Heritage (SNH) today.

Located in Stirling's Castle Business Park, Strathallan House brings together two public bodies with shared interests and supports Scottish Government's drive for public bodies to deliver environmental and efficiency savings by sharing office space and facilities.

SEPA Chief Executive Terry A'Hearn, SNH Head of Policy and Advice Andrew Bachell and SEPA Chairman David Sigsworth, joined Dr McLeod as the plaque was unveiled. *SEPA Update* [Read more](#)

UK: MOCK OIL SPILL OPERATION CARRIED OUT IN RIVER NEATH, WALES

May 13 - EMERGENCY Services joined together in the River Neath yesterday, to carry out a mock response to an oil spill. The exercise, a Tier Two response called Grey Dawn, saw the Neath Port Authority take charge of crews from the RNLI, Coastguard, Police, Fire Service, Natural Resources Wales (NRW) and the Joint Resilience Unit (JRU), which brings together the local authority responses for Swansea and Neath Port Talbot. *South Wales Evening Post* [Read more](#)

URUGUAY: REQUIREMENTS FOR OSRO CONTRACTS

May 15 - The International Group of P&I Clubs issued circular to inform that the Uruguayan Coast Guard had decided to suspend the entry into force of Disposición Marítima N° 149, pending clarification of certain issues with the OSROs.

On 4 May 2015, the Uruguayan Coast Guard published Disposición Marítima N° 157 (the "Regulation") (which replaces Disposición Marítima N° 149), specifying the types of vessels which will need to have a contract with an OSRO, as well as technical and safety measures required during bunkering operations and a draft OSRO contract. The Regulation will take effect on 15 May 2015. *Green4Sea* [Read more](#)



USA & CANADA: PIPELINE COMPANIES PROBE AERIAL LEAK MONITORING

April 29 - Three of the biggest pipeline companies in North America signed a partnership agreement to find ways to monitor for leaks using aerial technology. Pipeline companies Kinder Morgan, Enbridge and TransCanada each committed \$200,000 to fund laboratory research and field trials to find ways to discover crude oil or other hydrocarbon leaks.

Technologies under consideration include infrared camera and other detection systems that are suitable for mounting on light aircraft or helicopters. *UPI.com* [Read more](#) [Thanks to George Holliday]

Other news reports from around the world (continued)

USA: TOXIC CLEANUP BEGINS AT LE ROY SITE — 45 YEARS LATER

May 5 - Hey, here's progress — a sizable clean-up action has begun at the site of a notorious chemical spill south of Rochester. And it only took 45 years to get off the ground. The spill, which occurred during a train derailment in December 1970, deposited roughly 30,000 gallons of toxic solvents into the soil and groundwater of rural Le Roy, Genesee County.

The history of the government response to the spill — one of the largest trichloroethylene releases on record in New York state — has a torturous one filled with long, long delays and missteps. *Democrat & Chronicle* [Read more](#)

USA: SHELL WINS KEY FEDERAL APPROVAL FOR ITS ARCTIC OIL DRILLING PLANS

May 11 - Shell's plan to take up oil drilling again this summer in remote Arctic waters of the Chukchi Sea cleared a key hurdle on Monday, winning approval from the U.S. Bureau of Ocean Energy Management. "As we move forward, any offshore exploratory activities will continue to be subject to rigorous safety standards," the bureau's director, Abigail Ross Harper, said in a statement. Shell must still win approval from another U.S. Interior Department agency, the Bureau of Safety and Environmental Enforcement. It must also obtain permits under the Marine Mammal Protection Act. *Seattlepi.com* [Read more](#)

May 11 - Shell gets 'conditional' US Arctic drilling approval *BBC News* [Read more](#)

May 11 - Arctic Drilling: Behind the Rhetoric: It's easy to get caught up in the rhetoric that has gone along with the U.S. government's approval of Shell's plan to drill in the Chukchi Sea and easy to forget the statistics and the research on which the U.S. government's decision was made. *Article by Wendy Laursen in The Maritime Executive* [Read the article](#)

USA: INDUSTRY FILES SUIT TO STOP NEW OIL TRAIN RULES

May 12 The oil industry is suing to stop a number of provisions in a suite of oil-train transportation rules issued by the Obama administration.

The American Petroleum Institute (API) said Tuesday that it filed the lawsuit in federal court Monday in an attempt to overturn those requirements it does not believe would improve the safety of crude oil transport by rail.

"Improving on a 99.997 percent safety record requires data-driven efforts to prevent derailments with enhanced inspections and maintenance, upgrade the tank car fleet and educate first responders," API spokesman Brian Straessle said in a statement.

"Our safety goal is zero incidents, so retrofit timelines, braking systems and other actions must all be based on facts and science to maximize the safety impact of this rule," he said. *The Hill* [Read more](#)

USA: ENBRIDGE SETTLES CLEANUP OF MICHIGAN OIL SPILL FOR \$75M

May 13 - State officials are announcing Wednesday a \$75 million settlement with Enbridge Energy to finalize cleanup terms with the Canadian pipeline owner responsible for 2010's massive Kalamazoo River oil spill.

The agreement comes five years after an underground pipeline near Marshall ruptured, releasing more than 800,000 gallons of heavy crude oil into a nearby creek and, eventually, the river. It was the largest inland oil spill in U.S. history, which has some environmental groups questioning if the settlement goes far enough. *The Detroit News* [Read more](#) [Thanks to Mike Rancilio]

USA: SCIENCE-BASED RESPONSE LACKING IN CHEMICAL DISASTERS

May 12 - Three new studies suggest that when communities are hit with disasters that contaminate drinking water the official decision-making and response often lack scientific basis.

The result has been an inability to fully anticipate public health risks and effectively rid plumbing systems of contaminants, sometimes exposing residents to toxic chemicals, said Andrew Whelton, an assistant professor in Purdue University's Division of Environmental and Ecological Engineering and Lyles School of Civil Engineering.

Since 2014 more than 1.5 million people across the nation have received drinking water tainted with crude oil, diesel fuel, algal toxins and coal-washing chemicals.

"Numerous contamination incidents have been caused by chemical spills from storage tank ruptures, pipeline breaks, rail car and truck accidents, as well as algal blooms," Whelton said.

His team has been examining recent disasters in which tainted drinking water was distributed to homes. The goal is to develop techniques and tools to help communities respond more effectively, said Whelton, who will discuss some of the results of three studies on Wednesday (May 13) during the American Water Works Association Central District spring meeting in Danville, Indiana *Imperial Valley News* [Read more](#)

USA: WASHINGTON AND OREGON UPDATE OIL SPILL PLAN

May 13 - In response to the uptick in the amount of crude oil being transported by rail through inland areas of Washington and Oregon, the western states are teaming up to update oil spill response plans for the shared waters.

The most recently updated plan developed by the Washington Department of Ecology and the Oregon Department of Environmental Quality outlines strategies for responding to oil spills near the Lower Columbia River.

Other news reports from around the world (continued)

Published in 2003, the Lower Columbia River plan covers the lower 145 miles of the Columbia River from its mouth at the Pacific Ocean (Astoria, OR/Ilwaco, WA), upstream to the Bonneville Dam. The updated plan is available for public review and comment now through June 8, 2015. *State of Washington Dept. of Ecology* [Read more](#)

USA: FURTHER ASSESSMENT NEEDED OF DISPERSANTS USED IN RESPONSE TO OIL SPILLS



Photo: Samantha Joye, a professor of marine sciences in the Franklin College of Arts and Sciences, studies the oil plumes generated by the 2010 Deepwater Horizon blowout.

May 14 - New commentary in *Nature Reviews Microbiology* by Samantha Joye of the University of Georgia and her colleagues argues for further in-depth assessments of the impacts of dispersants on microorganisms to guide their use in response to future oil spills.

Chemical dispersants are widely used in emergency responses to oil spills in marine environments as a means of stimulating microbial degradation of oil. After the Deepwater Horizon spill in 2010, dispersants were applied to the sea surface and deep waters of the Gulf of Mexico, the latter of which was unprecedented.

Dispersants were used as a first line of defense even though little is known about how they affect microbial communities or the biodegradation activities they are intended to spur. The article, published May 6, summarizes previous research from laboratory and field studies assessing the impacts of dispersants, which have generated inconsistent results. *UGA Today* [Read more](#)

People in the news

JOHN DIPPLE IS NOW ASSOCIATE DIRECTOR WITH REM ASSOCIATES IN AUSTRALIA

Announced on Linked-in – John Dipple, formerly Vice-President, NRC and based in UK, is now an Associate Director with Risk and Emergency Management (REM) Associates Pty Ltd. REM Associates is a diverse Crisis Management & Emergency Response training and consultancy company with operations in Australia, Singapore and the Middle East.

ISCO News

ISCO WELCOMES MORE NEW MEMBERS

This week ISCO welcomes another two new Corporate Members –

Scatman Ltd. is based in Espoo, Finland. The acronym SCAT is short for Shoreline Clean-up and Assessment Technique, a process used to survey polluted shorelines and assist decision-making on clean-up activities. SCATMAN applies normal touch screen smartphones or tablets for easy and reliable survey data collecting. Survey data from in-field teams is updated automatically and even in real-time to SCATMAN web service where the data is summarized and visualized on geographical maps. Necessary actions can be decided quickly based on this information. Data can also be transferred to other existing systems including GIS applications. See video at <https://www.youtube.com/watch?v=h3r9M6AdOOk&feature=youtu.be>

Novet Forte Ltd., based in Port Harcourt, Nigeria has a civil, mechanical and electrical engineering background. The company's Environmental Services Division provides a range of environmental services that includes onshore, offshore and industrial Pollution Response and Remediation, Control and Containment, Hazardous/Non-Hazardous Waste Management, Storage Tank Cleaning & Removal, Oil Spill Detection, and Facilities Management.

YOU CAN JOIN ISCO ONLINE

There are lots of positive advantages in joining this organisation which has a worldwide membership in 46 countries –

Being part of a worldwide community of professionals who share a common interest + Receive rapid advice of emergency spill response supply requirements from governments, responsible parties and others arising from major spills and have the opportunity to offer support services, equipment and materials + Receiving ISCO's weekly newsletter keeping you up-to-date on events, developing technologies, new legislation and other matters of mutual interest + Access to a comprehensive online Technical and Reference facility for oil and HNS - spill response tools, guidelines, manuals and other information + Identifying opportunities for providing new products and services needed in domestic and overseas markets + Practical help in building incident response capacity and competence enhancement + Through ISCO, having a voice in the drafting of new legislation that will affect your area of interest + Opportunities to participate in ISCO work groups developing new ideas and projects + Through the International Offers of Assistance initiative opportunities to have a role in the response to very large oil spill events + Networking with other members, sharing experiences, discussing problems and helping find good solutions + Free listing in ISCO's International Directory of Supplies and Services with your entry hyperlinked to your own website.

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BUBBLE BARRIER FOR CONTAINING POTENTIAL SPILLS AT REFUELLING BERTH

You might be interested in the two attached pictures showing a bubble barrier which Braemar Howells recently deployed around a refuelling berth at Bangor Marina, Northern Ireland. Pictures show yacht on the berth and then leaving the berth and crossing the barrier after refuelling. [Thanks to John A. Dawes of Braemar Howells Ltd.]



Technical support

“WELCOME TO AMERICA” – ENVIRONMENTAL REGULATIONS FOR SHIPS VISITING USA

The article below is part of an edited version of William H. Moore’s presentation during the **2015 GREEN4SEA Forum**. You may view his presentation video by [clicking here](#). Click to read “**Welcome to the USA!**” guide (updated in March 2015)

United States has very strict guidelines requirements and also enforcement capabilities and they do so with vigour as we all know.

It is true that ships are considered as easy point source pollution targets for authorities. In the US, criminal prosecutions and civil fines are severe. It is a constant threat to our industry. It is important to consider how this expanded into our industry. We can always argue where it actually started; with Exxon Valdez and with the Oil Pollution Act of 1990. At that point of time, there was a lot of focus on oil pollution from ships. Since that time, we have seen that expansion in all types of areas:

- oil pollution from bunkers & bilges
- garbage, sewage, noxious substances
- invasive species from ballast water
- air pollution— NOx, SOx and CO2
- “holistic” set of pollutant sources

We are in the process of evaluating and trying to keep Members of the American P&I Club informed about how stringent requirements will be enforced. It is very important for us to make sure that we are keeping shipowners aware of what is actually required in the US. USCG takes into serious consideration the environmental matters by doing Port State Control inspections and monitoring quite frequently the deficiencies.

It is worth to mention briefly the history of oily water separator violation as we have seen a great number of cases. First OWS case in USA leading to fines was in 1994. (Holland America Lines). Violations have continued through the years with significant fines and jail eg Columbia Shipmanagement (2013), Pacific International Lines (2013), Marine Managers (2014). We have seen a number of them particularly from P&I perspective looking at certain elements of these cases for reimbursement the members on a case by case basis. It does continue to happen in our industry despite the risks to owners, managers and seafarers.

Shipowners who trade in US are asking for an overview of the environmental regulation for compliance in the US. Therefore, we have produced a guide entitled as “Welcome to the USA” which is focused on the following important issues:

- MARPOL 73/78, Annex I-VI.
- Vessel General Permit (VGP).
- California Air Resource Board (CARB).
- North America Emissions Control Area (ECA).
- Non-Tank Vessel Response Plan.
- Tanker Vessel Response Plan.
- Ballast Water Management

Also, it is worth to mention how crucial role the human element plays for the environmental compliance. Therefore, shipowners; focus should be on management oversight and culture, crew competence, crew selection and constant training. From our perspective, we are spending a lot of time and energy focusing on the concept of training as a relation to environmental compliance and we foresee the following trends and risks: MLC 2006 compliance – seafarers with greater leverage + ECA requirements stiffening– challenge of meeting demand for low sulphur fuel is concern + OWS system violations will continue– “It will never happen to us” is a dangerous position for any owner to take! + Qualified seafarers– competency is, and will continue to be, a challenge + Unilateral environmental & liability in the USA – this trend will continue unabated. [Read complete article in Green4Sea](#)

PLACES OF REFUGE

Historical experience reveals a worrying number of incidents where vessels in distress have not been promptly afforded a safe place of refuge, thereby seriously imperilling life, property and environment, in some cases with disastrous but avoidable consequences.

The issue of ships in distress seeking assistance, and in need of a place of refuge, remains one of fundamental importance for shipowners and for their insurers. For many years, the Group has participated constructively in discussions on this issue at the International Maritime Organisation, within the European Union and with individual State maritime administrations.

The vital role of the coastal States

When a shipowner approaches a coastal State or States with a request to afford a place of refuge for a vessel in distress, this will generally be with the objectives of saving or protecting life, protecting the marine environment and preserving property. Indeed, these objectives are consistent with a shipowner's obligations in relation to safety of life at sea under SOLAS and, where applicable, in relation to protection of the environment under MARPOL 73/78.

In such situations shipowners will seek a coastal State's approval to enter a port or safe haven in the territory of the State concerned. If approval is granted, the safety of crew members is assured, damage to the ship can be assessed and stabilised, and fuel and cargo can be transferred to another ship or discharged on land in a controlled and safe manner. Such actions mitigate the risks not only to the parties involved in the maritime adventure, but also to third-party interests in the coastal State or States in question who, as experience has shown, can be very significantly impacted by the consequences of not affording a safe haven to a vessel in distress. But the decision on whether to grant a place of refuge rests not with the shipowner, but with the relevant coastal State which has the sole authority to make the necessary decision.

Prompt and decisive intervention

Prompt and decisive intervention is a key factor in preventing a manageable casualty from becoming a maritime disaster. Recognising this objective, a number of States have very sensibly implemented streamlined casualty evaluation and decision-making processes for handling major casualties, the UK SOSREP and Australian MERCOM systems being two examples which have proven to be very effective in ensuring prompt response to casualty situations.

But the recent history of ships seeking refuge in ports and coastal shelters reveals that, regrettably, there are considerable delays in the decision-making processes and in some instances vessels are refused access to a port or place of refuge. A number of well-publicised incidents over recent years, including the PRESTIGE in the Bay of Biscay (2002), the STOLT VALOR in the Persian Gulf (2011), the FLAMINIA in the English Channel (2012) and most recently the MARITIME MAISIE in the Sea of Japan (2014), demonstrate the problems which arise where coastal States, for whatever reason, fail to respond positively and promptly to a shipowner's request for a place of refuge.

The IMO regime

Whilst there is no specific legal requirement, or international rules, that impose a duty on coastal States to grant or designate a place of refuge, there are IMO Guidelines on Places of Refuge for Ships in Need of Assistance which were adopted in 2003. These address not only the actions required from masters and/or salvors in appraising and responding to the need for a place of refuge, but also the actions expected of coastal States in such situations, both in advance planning and response as and when incidents arise. There have been suggestions that the IMO should develop a stand-alone Places of Refuge Convention but, following consideration within the IMO Legal Committee, it was not considered that there was any need for such an instrument. States were, however, encouraged to adhere to, and apply, the guidelines and to ratify the IMO conventions, which through their no-fault compensation provisions provide financial security and comfort for States when considering whether or not to grant a place of refuge to a vessel in distress.

The EU review

EU Directive 2009/17 (the "Vessel Monitoring Directive" or VTM Directive) requires Member States to designate a competent authority or authorities to take independent decisions concerning the accommodation of ships in need of assistance. This includes drawing up response plans on the basis of IMO Resolution A.949 and making decisions in relation to the accommodation of ships if they consider that this is necessary for the purposes of protection of human life or the environment. It does not however mandate accommodation, which is left to the decision of the competent authorities. A repeated concern expressed by States relates to the availability of compensation for damages and expenses which may arise as a result of a vessel being granted a port or place of refuge. The Group has repeatedly pointed out that the solution to this concern lies in States ratifying and implementing the IMO maritime conventions. This provides a comprehensive compensation system which will respond to all the main liabilities arising out of a vessel being provided with a port or place of refuge, and which is backed by the financial security provided by the Group Clubs

In 2013, the European Commission launched a review on the issue of places of refuge, with a view to developing its own guidelines for member States on handling these situations. This review has involved some consultation and engagement with shipping, salvage and insurance industry, and the Group has been, and remains, involved in this process. It has provided input on the drafting of the guidelines and participated in joint meetings with Member State and industry representatives. This project remains work in progress, but may result in European guidelines being finalised in the latter part of 2015. Hopefully these guidelines will provide encouragement to States to respond more promptly and positively to shipowners' requests for a port or place of refuge.

Contributed Article

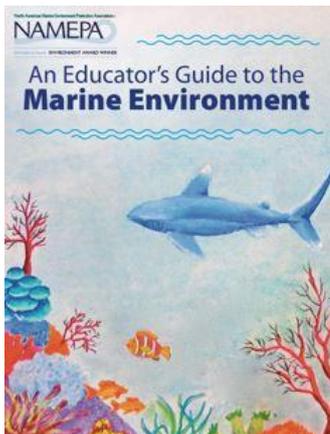
Joint industry initiative

Shipowners, Clubs, salvors and marine property underwriters have a mutual interest in improving States' pre-planning for, and response to, port or place of refuge situations. They should continue to work together, through initiatives such as the current EU review, to promote a more focused and proactive response by States in considering requests to grant a port or place of refuge to a vessel in distress. The Group is committed to pursuing, and will continue to support, such joint initiatives along with other relevant industry associations

The above short article was contributed with thanks to the International Group of P&I Clubs and reprinted here with their kind permission.

Publications

NAMEPA ISSUES "AN EDUCATOR'S GUIDE TO THE MARINE ENVIRONMENT"



NAMEPA recently released "An Educator's Guide to the Marine Environment," a learning guide designed to provide maximum flexibility for educators in both formal and informal settings when working with students to understand the marine environment.

The Guide contains STEM and NGSS objectives and has lessons for students K-12 on ocean acidification, ocean exploration, the marine industry and ecosystem health.

The Guide contains twelve lessons in total, and is the second learning guide released by NAMEPA, the first being "An Educator's Guide to Marine Debris." The Guide includes a scavenger hunt, a lesson on vessel sound signals, a food web lesson, and more. The Guide was created to provide educators with a tool to help students become more informed on the marine environment and encourage environmental stewardship. NAMEPA, an organization comprised of marine industry professionals – who help carry 90% of the world's goods and energy – is committed to working with the public to help "Save Our Seas." The Guide can be downloaded for free online at www.namepa.net/education. Source: NAMEPA

AN INTRODUCTION TO DATA DRIVEN DECISIONS FOR EMERGENCY RESPONSE ORGANIZATIONS

Not everyone needs to become a quant, data scientist or an expert in data management. However, it is worth brushing up on the basics of quantitative analysis, so as to understand and improve the use of data in your organization. We've created a brief overview of data management to get you started.

Not a week goes by here in the [D4H] Lighthouse HQ that we're not thinking about the value of data for emergency response. Big data, small data, internal, external, experimental, observational, everywhere we look, information is being captured and we want to make sure this is quantified and used well.

"YOU CAN'T MANAGE WHAT YOU DON'T MEASURE" - here's much wisdom in that saying, which has been attributed to both W. Edwards Deming and Peter Drucker, and it explains why the recent explosion of digital data is so important. Simply put, because of big data, managers involved in emergency response can measure, and hence know, radically more about their organization, and directly translate that knowledge into improved decision making and performance.

For many years spreadsheets have been used as an aid for compiling emergency response activities. However, the evolution of technology has allowed public and private sector organizations to capture, store, and analyze their data in a structured way, adding real value to compiled information.

However, given growing budget constraints and needs for accountability, there is a growing importance on understanding the data organizations collect. There is a need for systematic data for budget appraisals, mitigation activities and prevention planning is an increasing concern for many organizations. We've outlined 5 key areas where having a structured reporting solution, has improved the operations of organizations we've worked with and added real value. [Read more](#)

OIL SPILL MANAGEMENT MARKET - GLOBAL INDUSTRY ANALYSIS, SIZE, SHARE, GROWTH, TRENDS, AND FORECAST 2014 - 2020

This research study is designed to estimate and analyze the market for oil spill management globally, in terms of cumulative revenue (USD Million). The market has been analyzed on two separate fronts: pre-oil spill management and post-oil spill management. The pre-oil spill management market comprises equipment used in oil and gas operations to prevent or minimize the volume of leaks. The post-oil spill management market however deals with clean-up and restoration services after an oil spill has actually occurred. The pre-oil spill management market has been estimated and forecast till 2020, while only historical data has been given for the post-oil spill management market. The pre-oil spill management market has been segmented further on the basis of technology, type, and region. The regional segments provided in this market study are North America, Asia Pacific,

Publications (continued)

Europe, and Rest of the World (RoW).

Market forecasts have been provided for both technology and type under each separate regional segment. The year 2013 has been taken as the base year while all forecasts have been provided for the 2014 to 2020 period. For the post-oil spill management market, historical data has been provided. *Research & Markets* [Read more](#)

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

AMSA Aboard	News from the Australian Maritime Safety Authority	May 2015 issue
ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
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	May 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 20 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 13 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	March 16-31 2015
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	March 23 issue
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	May 1 2015 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	Winter 2015 issue

Events

USA: CRUDE MARKETS & STORAGE SUMMIT – HOUSTON, JUNE 29 – JULY 1, 2015

Hear Industry Leaders Discussing The Future Demand For Marine Transportation With Potential Exports And Understand how the Marine Industry Can Support Crude Transportation + California received 940,500 barrels of the North Dakota crude oil from barges loaded at terminals in the Pacific Northwest, the highest rate ever + Approval for Pemex to allow swapping of 100,000 barrels of heavy crude for a similar amount of lighter U.S. oil is expected to be imminent + 6 oil train derailments have taken place this year further emphasising the need for other transportation modes [More info](#)

UAE DUBAI: OFFSHORE ARABIA 2016 – CALL FOR ABSTRACTS

[More info](#)

Training

USA: PHMSA SEMINARS & WORKSHOPS

PHMSA offers one-day workshops and two-day seminars throughout the year. These free training opportunities are for anyone who offers or transports hazardous materials in commerce, or has a desire to learn more about DOT's Hazardous Materials Regulations (HMR).

Hazardous Materials Transportation Training One-Day Workshops:

PHMSA's Hazardous Materials Safety Assistance Team conducts workshops specialized to meet the needs of industry or the public safety community. These free one-day events are scheduled across the nation to help meet the needs of local communities.

Transportation workshops provide a basic overview of the regulatory requirements - what they are, how they apply, and how to comply with them - for shipping and transporting Hazardous Materials. The workshops address the same information as the Hazmat Basics track given at the Multimodal Seminars and include overviews of the Training and Security Requirements.

Public safety workshops are specifically designed to help emergency responders understand the Hazardous Materials Regulations as set forth in CFR 49. The seminars cover the use of the Emergency Response Guidebook, locating emergency response information, and information that every emergency responder should know in order to safeguard themselves and the public.

[One-Day Workshop Calendar and Details:](#)

Training (continued)

Hazardous Materials Transportation Training Two-Day Multimodal Seminars:

Multimodal Training Seminars offer something for most hazmat employers and employees. Whether you are new to hazmat transportation or a seasoned professional, breakout sessions are presented to increase your knowledge of the safe and secure transportation of hazardous materials.

Each seminar begins with a General Session that provides a brief introduction and an overview of the Department of Transportation's Hazardous Materials Safety Program. The remainder of the two-day seminar consists of concurrent breakout sessions.

Sessions are organized and scheduled into three tracks: Hazmat Basics, Safety and Compliance, and Hazmat Essentials. You can follow a specific track or attend only those sessions that best meet your needs. Most sessions are offered twice to help you maximize your seminar experience.

Representatives from the Federal Aviation Administration, Federal Motor Carrier Safety Administration, Federal Railroad Administration, U.S. Coast Guard, Transportation Security Administration, and State Hazmat Enforcement will join PHMSA to provide you with answers to your hazmat transportation questions. [Two-Day Seminar Calendar and Details:](#)

Company news

WOOD GROUP KENNY WIN WORK ON OIL SPILL CONTAINMENT PROJECT

May 9 - Wood Group Kenny (WGK) has secured a five year contract with Oil Spill Response (Capping) Ltd (OSRCL) to provide the maintenance support for a key part of a containment toolkit that would be used to control hydrocarbon release in the event of a subsea well control incident. *Oil Industry News* [Read more](#)

DESMI SINGLE VESSEL RO-VANE SPEED-SWEEP 1500 WITH INTEGRATED RO-SKIM WEIR SKIMMER TOWED AT A SPEED OF 3 KNOTS

Click here to watch the close-up video... <https://www.youtube.com/watch?v=0AA2QtWBDzc>

ELASTEC CELEBRATES 25TH ANNIVERSARY WITH NEW LOGO

Twenty-five years ago, around the time of the Exxon-Valdez oil spill incident, two enterprising young men from Crossville, Illinois, Donnie Wilson and Jeff Cantrell, were working together cleaning oil pits in the Illinois Basin. Frustrated by the weir oil skimmer they were using (it was picking up more water than oil), they decided to scoop up the oil with a bucket.



As the bucket was being tossed from Wilson to Cantrell (or from Cantrell to Wilson - they cannot seem to remember who made the bad throw), the bucket landed in the middle of the oil, spinning. Oil stuck to the bucket, and water did not. This was the inspiration for the first ELASTEC Drum Skimmer. Elastec was officially incorporated on May 1, 1990. The company grew from very humble beginnings to the largest manufacturer of oil spill recovery equipment in North America, possibly the world.

During Elastec's 25-year growth, portable incinerators for the disposal of medical waste and confiscated drugs were added to the company's portfolio of products along with floating barriers for the control of silt and sediment in water; containment booms to control aquatic weeds, debris and invasive marine life; rapid response workboats and a variety of other innovative environmental protection products.

In 2012, American Marine, a prominent floating barrier manufacturer (established in 1967 in Cocoa, Florida), merged with Elastec, forming Elastec/American Marine. Although American Marine had brand recognition in the niche markets it served, Elastec's global awareness began to emerge as the dominant brand.

To celebrate the company's 25th anniversary and to position for growth in the next quarter of a century, Elastec/American Marine will be united under one name, Elastec, an old name with a new look. The dual company logo has been re-designed into a singular name, Elastec, with an environmental mission to develop innovative technologies to clean up pollution disasters such as the Deepwater Horizon incident in the Gulf of Mexico and oil train derailments. Elastec's mission also includes environmental protection such as preventing the spread of the Ebola virus by incinerating medical waste with ELASTEC MediBurns. In June, an Elastec turbidity curtain will be installed near the Golden Gate Bridge in San Francisco, California to protect the water from silt and sediment from a construction site. The environmental opportunities are endless.

The new logo icon illustrates a blue wave flowing through a red circle with a resemblance to a small "e," a subtle, lower case letter for Elastec and Environment. The wave is a symbol of our most precious natural resource, water. The circle is the symmetry of Elastec's drum and disc skimmers, the roundness of containment booms, the cyclonic action of incinerators and the environmental concern for our Earth. The clean lines of the new logo also represent the simple design of Elastec's products and their purpose – to Keep Our World Clean. Website: <http://www.elastec.com/>

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. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website www.spillcontrol.org