

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).

The Register of ISCO Members is maintained by **Ms Mary Ann Dagleish** (Membership Director). She is also responsible for collecting membership dues.

The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Namig Gandilov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psarafitis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

For more info on Executive Committee and Council Members go to www.spillcontrol.org

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MULTI-STAKEHOLDER 'JOINT INDUSTRY PROJECT' EXPLORES GLOBAL OILED WILDLIFE PREPAREDNESS AND RESPONSE



November 25 - A week-long meeting held in Brussels in September 2015 marked the beginning of a multi-stakeholder oiled wildlife response project to address the gap between oil spill response preparedness and wildlife response preparedness on a global scale.

In contrast to overall oil spill response – where industry backed global organisations have agreements in place regarding how, where and when they will be mobilised – oiled wildlife response falls largely into the realm of small to medium sized NGOs with limited resources. And, while many countries and nearly every

company within the industry have oil spill response plans that spell out how clean-up and containment resources will be mobilised, oiled wildlife is just beginning to be considered within those response plans as an international standard.

Given the importance of early intervention in increasing survival rates of oiled wildlife, having processes and procedures in place for wildlife response globally is a next step in improving such responses. This is especially important for Tier 3 spills (incidents requiring international resources) where large numbers of animals might be impacted and the resources of the nearest NGO are likely to be taxed beyond capacity.

The wildlife response organisations involved in this project all have an established track record in international wildlife response efforts and have worked together on various spills. This two-year project – funded as part of Phase II of the International Association of Oil & Gas Producers' (IOGP) [Oil Spill Response Joint Industry Project \(OSR-JIP\)](#) -brings these organisations together in a collaborative effort to develop the foundations for a Tier 3 (global) system for oiled wildlife response.

To reach that point, a variety of work streams have been initiated as part of the project, including -

- Development of commonly agreed animal care principles for oiled wildlife response
- Development of a standard operating procedure (SOP) for mobilisation of international oiled wildlife response resources
- Development of recommendations for improving oil industry preparedness for wildlife response
- Exploration of how a collaborative open-ended multi-stakeholder system would be organised and operate.

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International news (continued)

The Brussels meeting was hosted by Sea Alarm (the project's coordinator) and attended by representatives of the 10 project partner organisations (listed below) and the Chair of the OSR-JIP industry advisory group for this project. The team will meet again in February 2016 to review project progress.

Project Partners:

- [Aiuká](#) (Brazil)
- [Focus Wildlife International](#) (USA/Canada)
- [International Bird Rescue](#) (USA)
- [Oiled Wildlife Care Network](#) (OWCN), Wildlife Health Center, University of California, Davis (USA)
- [PRO Bird](#) (Germany)
- [Royal Society for the Prevention of Cruelty to Animals](#) (RSPCA), (UK)
- [SANCCOB](#) (South Africa)
- [Sea Alarm Foundation \(Belgium\)](#)
- [Tri-State Bird Rescue & Research](#), Inc. (USA)
- [Wildbase, Massey University](#) (New Zealand)
- [Wildlife Rescue Centre Ostend](#) (Belgium)

The Sea Alarm Foundation is an Industry Partner of ISCO

CROSS-SECTOR COOPERATION KEY TO ELIMINATING MICROPLASTICS IN THE MARINE ENVIRONMENT

Small fragments of plastic are so prevalent in the North East Atlantic that it is now critical that sectors come together to tackle the problem at source if further damage to the marine environment is to be limited.

Microplastics are now found in all the world's major oceans as well as in the guts of most marine species, including the seafood we eat. Due to the nature of microplastics, removal of the particles from the sea is not feasible. However, hope lies in the identification and elimination of some of the major inputs of plastic waste long before it reaches the oceans. This challenge was the subject of a policy conference, organised by the OSPAR Commission¹ and supported by the Ministry of Infrastructure and the Environment of the Netherlands, that took place last week.

Industry representatives met with key policy makers, NGOs and experts to discuss potential measures to reduce microplastic emissions from sources as

diverse as paints, abrasive cleaning agents, clothing and tyres. The conference identified and prioritised concrete measures to stem the flow of microplastics from land-based sources that end up in the marine environment.

Results from the conference will help to develop common policies that can be implemented by the 15 governments which are signatories to the OSPAR Convention together with the EU.^{1&2} This will further OSPAR's ultimate objective to 'substantially reduce marine litter in the North East Atlantic to levels where properties and quantities of marine litter do not cause harm to the coastal and marine environment'³. *OSPAR Commission* [Read more](#)

Incident reports from around the world (in chronological order)

USA: MICHIGAN - OIL SPILL LEAVES DEAD ANIMALS, POSSIBLE \$250,000 CLEANUP BILL

December 9 - Officials say it may cost as much as \$250,000 to clean up a Shiawassee County oil spill that left multiple dead geese and nearly 100 tons of polluted earth in its wake. A Michigan Department of Environmental Quality analyst said Wednesday, Dec. 9, as much as 1,000 gallons of used motor oil might have spilled into a county drain just west of the Shiawassee River. Original estimates placed the scope of the spill at roughly 300 gallons. *Mlive.com* [Read more](#)

USA: FLORIDA - COAST GUARD INVESTIGATING LOSS OF CONTAINERS FROM BARGE

December 9 - The U.S. Coast Guard say it is continuing to respond to the loss of containers from the towed barge Columbia Elizabeth, which reported losing multiple containers between Cape Canaveral and Palm Beach, Florida, Sunday.

As of Tuesday afternoon, Coast Guard crews had removed 243 containers from the barge at the Port of Palm Beach, and crews will continue to remove containers surrounding the affected cargo bay to better access and assess how many containers were lost. The Coast Guard estimates that as many as 25 containers may have fallen overboard at sea. Nine containers are confirmed to have fallen overboard so far. *gCaptain* [Read more](#)

Editor: ISCO regrets to advise that due to technical problems reports from readers and other sources may not have been received

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

AUSTRIA: EMERGENCY PREPAREDNESS AND RESPONSE MEETING

December 3 – Report from IMO - IMO has taken part in a committee of emergency preparedness and response (EPR) experts in Vienna, Austria (30 November – 2 December). The committee is tasked with making recommendations on the International Atomic Energy Agency (IAEA) programme for the development and review of EPR standards. Colleen O'Hagan outlined IMO's related activities, focussing on the International Convention on Oil Pollution Preparedness, Response and Co-operation and its Hazardous and Noxious Substances Protocol. The meeting was the first of the Emergency Preparedness and Response Standards Committee. www.imo.org

GREECE: SEMINAR ATTENDED BY P&I CLUB REPRESENTATIVES

December 10 – Report from ITOFF - Last week we visited Piraeus, a major international maritime and shipping hub, and delivered a half day Seminar to P&I Club representatives along with maritime lawyers and surveyors. The event was hosted by the West of England P&I Club and attended by 80 participants from a variety of backgrounds and experiences. *ITOPF* [Read more](#)

INDONESIA: PROTECTING INDONESIA'S SENSITIVE SEA AREA

December 8 – Report from IMO - Indonesia is working towards establishing its first particularly sensitive sea area (PSSA), with assistance from the IMO-Norwegian Development Cooperation Agency (Norad) marine environment project on PSSAs in South East Asia. PSSAs are marine areas that need special protection due to ecological or socio-economic or scientific reasons and which may be vulnerable to damage by international maritime activities. A PSSA may be designated by IMO following a submission from a country (or countries) and can be protected by ships routing measures, such as an area to be avoided. A national PSSA workshop is being held in Lombok, Republic of Indonesia (7-8 December), jointly organized by IMO and the Indonesian Directorate General of Sea Transportation with financial assistance from the IMO-Norad project. More than twenty-five participants (including organizers) are attending the workshop, including from the DGST, environment, fisheries and port interests as well as participants from the newly- formed Coordinating Ministry for Maritime Affairs.

The IMO-Norad PSSA project is supporting Indonesia, Malaysia, Philippines and Viet Nam in the identification and establishment of PSSAs in the South East Asia Region. www.imo.org

JAPAN: PAJ SYMPOSIUM 2016, TOKYO, 28-29 JANUARY 2016

December – News from ITOFF - Richard Johnson will be making a presentation at the Petroleum Association of Japan's annual symposium. The theme of this year's event is "Maintaining future effective preparedness against oil spills" and it will feature presentations from international specialists on how best to find the optimum level of spill response preparedness and still comply with the OPRC Convention which came into force 20 years ago. www.itopf.com

NIGERIA: NOSDRA TO AMNESTY INTERNATIONAL: YOU LIED ABOUT OIL SPILLS RESPONSE IN N/DELTA

December 9 - The Nigeria Oil Spill Detection and Response Agency (NOSDRA), has refuted the claims by the Amnesty International, that the agency did not have the technical capacity, expertise and funding to effectively monitor oil spills in the Niger Delta.

The Amnesty International had on Wednesday, November 3, presented a report tagged: "Clean It Up: Shell's False Claims about Oil Spills Response in the Niger Delta," at a press conference in Abuja. The report had accused NOSDRA of sending unqualified staff for oil spill investigation or remediation due to shortage of senior or experienced staff who understand the oil industry. It asserted that NOSDRA lacks the capacity and expertise to properly monitor the hundreds of oil spills every year across the Niger Delta and that it has very little reactive capacity and therefore cannot send a staff to a spill location due to lack of vehicle and lack of access to boats and helicopters. The report also accused the agency of lacking funding, saying it has no proactive capacity for oil spill detection and therefore depends on reports from oil companies.

NOSDRA, in a statement signed by its deputy director, public affairs unit, Henshaw Ogubike, who refuted the claims explained that "the little funding level that the agency has is judiciously managed to meet up with its mandate." *Leadership* [Read more](#)

NORWAY IDENTIFIES ARCTIC SPILL KNOWLEDGE GAPS

December 6 - The Petroleum Safety Authority Norway, on behalf of the Norwegian Ministry of Foreign Affairs, has prepared a report that highlights the need for further research into safe Arctic oil and gas operations. The report considered events such as leaks, blowouts and collisions and identified a number of uncertainties in current knowledge including:

Information on metocean and ice conditions is vital for safe design and operations in the offshore Arctic environment, and further research is needed, states the report. Over the years, the metocean and ice conditions for an area may change and the ice cap may be reduced. However, years with severe ice conditions cannot be neglected in the future and the importance of taking these conditions into account in the design and choice of technology and equipment is highlighted. The importance of systems for detecting ice in areas where this is no longer common or expected is also highlighted.

The report, prepared by Proactima, is an Arctic Council initiative, the Task Force On Pollution Prevention (TFOPP). The report is available [here](#). *The Maritime Executive* [Read more](#)

USA: HOW CHEAP CRUDE STALLED AMERICA'S BOOMING OIL TRAINS

December 2 - It has been several months since an oil train accident grabbed big headlines — but not because there haven't been any. A single weekend in November saw two trains derail in Wisconsin. The first spilled about 20,000 gallons of ethanol into the Mississippi River, followed a day later by a spill of about 1,000 gallons of North Dakota Bakken crude.

This year already has been the costliest, by far, for crude train explosions. Derailments in 2015 have caused \$29.7 million in damage, according to data from the U.S. Department of Transportation, a huge increase from \$7.5 million in 2014. Most of this year's price tag can be attributed to two crashes within a three-week span. The Feb. 16 derailment of a CSX train in West Virginia triggered a massive explosion near a cluster of homes along the Kanawha River and led to more than \$23 million in damage. A BNSF train that derailed and exploded in Illinois on March 5 caused \$5.5 million in damage. Both trains were carrying highly explosive crude from North Dakota. The lesser-noticed recent accidents haven't come with explosions or towering fireballs. At least some of the ruptured tank cars were the newer-model CPC-1232, which are supposed to be less likely to split open. The United States and Canada earlier this year announced stricter tank car standards, mandating further improvements in the future. Those rules will cost companies — mostly those that ship crude — an estimated \$2.5 billion from 2015 to 2034; government estimates suggest the benefits will range from \$912 million to \$2.9 billion, presumably from fewer accidents. But even without changing safety standards, there's reason to suspect that costly train accidents will decline. While 2015 will go down as the worst year for crude train disasters, it also is shaping up to be the year crude-by-rail hit the brakes. The crash in prices has slowed activity in the oil patch and reduced the amount of petroleum riding the rails. The number of train carloads carrying petroleum has fallen 30% through Nov. 20 since peaking in December 2014, according to the American Association of Railroads. The monthly data on crude-by-rail shipments kept by the U.S. government lags a few months, but as of September, those shipments had dropped 21% from their peak in January 2015. *Transport Topics* [Read more](#)

USA: SOUTH DAKOTA APPROVES DAKOTA ACCESS BAKKEN PIPELINE



December 2 - On Monday South Dakota regulators approved a construction permit for the Dakota Access Pipeline, reports The Associated Press.

The proposed 1,130-mile pipeline, owned by Texas-based Energy Transfer Partners, would transport roughly 450,000 barrels of crude oil per day from the Bakken oil field in North Dakota to South Dakota and through Iowa to an existing pipeline in Patoka, Illinois. From there, shippers will be able to access both Midwest and Gulf Coast markets.

The permit was approved by the South Dakota Public Utilities Commission with a 2-1 vote. Construction on the 270-mile South Dakota

section of pipeline could begin by early 2016. The \$3.8 billion pipeline project requires approval from each of the four states, with South Dakota becoming the first. *Bakken.com* [Read more](#)

USA: PIPELINE BILL WOULD GIVE GREAT LAKES GREATER PROTECTION

December 9 - A pipeline safety bill passed by a U.S. Senate committee on Wednesday would make pipelines in the Great Lakes subject to greater scrutiny and encourage oil companies to plan for spills under ice cover such as that seen at near-record levels in the Great Lakes the last two years.

The legislation, which goes to the full Senate for consideration, comes as concerns continue to be raised about Enbridge's Line 5, twin pipelines, which run beneath the Straits of Mackinac in northern Michigan. Environmentalists and others worry that a spill there could be difficult to respond to and cause vast damage to the Great Lakes. *Detroit Free Press* [Read more](#) Another related report in [The Detroit News](#)

USA: UNIQUE HAZARDS OF TAR SANDS OIL SPILLS CONFIRMED BY NATIONAL ACADEMIES OF SCIENCES

December 9 - A sobering critique of America's pipeline spill response efforts was delivered in a new study released Tuesday, concluding they aren't adequate when it comes to spills involving sludgy crude oil pumped from the Canadian tar sands.

The [144-page report](#)'s main message is that the thick type of oil called **diluted bitumen**, or "dilbit," initially behaves like conventional oil in the first few days following a spill but then quickly degrades, or weathers, into a substance so chemically and physically different that it defies standard spill responses.

The report recommends tailoring spill response plans by oil type, a stark contrast to the reassurances often uttered by energy companies that dilbit doesn't need special regulations. In recent years, the volume of dilbit coursing through American pipelines has increased steadily, from 250 million barrels in 2013 to 300 million barrels in 2014.

Other news reports from around the world (continued)

Conducted by the National Academies of Sciences, Engineering and Medicine, the investigation released Tuesday offers the most comprehensive analysis to date of dilbit spill properties, environmental and health impacts and effectiveness of response methods. *Inside Climate News* [Read more](#)



Photo: Michel Boufadel, director of NJIT's Center for Natural Resources Development and Protection, is a member of the National Academy of Sciences (NAS) committee that issued recommendations on strengthening regulations and planning for pipeline spills of the heavy Canadian crude oil known as oil sand.

December 9 - Tightening Oil Spill Protections: The U.S. Department of Transportation (DOT) should strengthen both regulations and planning to better prepare for accidental spills of diluted bitumen, a type of heavy Canadian crude oil, from pipelines, according to a report released today from the National Academies of Sciences, Engineering, and Medicine. Michel Boufadel, director of NJIT's Center for Natural Resources Development and Protection, is a member of the committee that came up with the recommendations and an author of the report.

"Existing regulations for transporting oil in pipelines do not adequately address contingency planning for

spills of diluted bitumen. For example, pipeline operators are not currently required to name the specific oils being transported, which hinders response," Boufadel said, adding, "The committee recommends that a series of modifications be made to the regulations to address the gaps in planning."

Bitumen, a heavy and dense crude oil extracted from tar sands in Canada and mixed with lighter oils before it is transported through pipelines, has been piped through the U.S. for more than four decades. The amount has increased recently, however, as a result of improved extraction technologies and production and exportation by Canada. Both new and existing pipelines, including the Keystone XL pipeline, have been proposed and developed in some cases to accommodate the increased production. *New Jersey Institute of Technology* [Read more](#)

December 10 - U.S. Not Prepared for Tar Sands Oil Spills, National Study Finds: Spills of heavy crude oil from western Canada's tar sands are more difficult to clean up than other types of conventional oil, particularly if the spill occurs in water, a new study by a high-level committee of experts found. Moreover, current regulations governing emergency response plans for oil spills in the United States are inadequate to address spills of tar sands oil.

The study by the U.S. National Academies of Sciences, Engineering, and Medicine confirmed what scientists, emergency responders, and conservationists knew anecdotally from a major oil spill that contaminated Michigan's Kalamazoo River in 2010 and another spill in Mayflower, Arkansas in 2013. Tar sands crude, called diluted bitumen, becomes denser and stickier than other types of oil after it spills from a pipeline, sinking to the bottom of rivers, lakes, and estuaries and coating vegetation instead of floating on top of the water. *Circle of Blue* [Read more](#)

USA: FEDS SEEK TO PLUG HARMFUL OIL AND GAS LEAKS ON WILDLIFE REFUGES WITH NEW RULES

Photo: Egrets fly over an oil well at Hagerman National Wildlife Refuge in Texas. (Photo courtesy of William H Powell, Friends of Hagerman National Wildlife Refuge)

December 10 - About 5,000 oil and gas wells sit on national wildlife refuges — some of the prettiest land that American taxpayers own — and more than a thousand of them are spewing oil and brine because regulations written a half-century ago don't force owners to plug leaks that are harmful to animals.

On Thursday, the Obama administration moved to rectify that by reworking the old rules to strengthen regulation. If approved early next year, the proposal would require oil and gas companies seeking to drill in refuges to obtain a U.S. Fish and Wildlife Service permit before altering their operation in any way. Future projects would have to comply with stricter government rules that would force companies to remove rusting equipment, plug leaks and generally proceed in ways that do not disturb any number of creatures in marshy habitats, including waterfowl, otters and beavers. *The Washington Post* [Read more](#)



ISCO IS UPGRADING ITS EMAIL OPERATING SYSTEM

The recent problems which resulted in the downing of the website and disruption of email communications was, I am told, caused by a “domain issue” which has now been resolved. However, we are taking the opportunity to upgrade our email operating system in order to achieve better efficiency and reliability.

During a period of several days starting from 1st December the ISCO website was down and email traffic was also affected. If you tried to send us emails during this period they may not have been delivered. If you think that email you sent may not have reached us, please re-send. Accessing the ISCO Newsletter depends on the ISCO website working. If you were unable to download and read issue 511 of 30th November, you can do so now – the 5 most recent issues are accessible – just click on the one you want.

NEWSLETTER POLICY ON HANDLING OF PRESS RELEASES

1. The Editor reserves the right to edit press releases
2. Information in press releases must be factual and free from sales hype and exaggerated claims
3. Members of ISCO are given priority over non-members in allocation of editorial space.
4. Subject matter of press releases must be relevant to the interests of the spill response community
5. Space availability for printing press releases is limited and they should be kept short
6. If a press release is too long only part of it will be printed but a link can be included for downloading its entirety
7. Links for downloading additional information or viewing video material can be included
8. Depending on space availability press releases may be included in the next issue or held over for a future issue
9. The placing of press releases is usually allocated within sections as follows –

PEOPLE IN THE NEWS – Announcements of new appointments, retirements, honours, awards, etc. relating to senior people in a company or organisation. Photo/s usually included.

SCIENCE & TECHNOLOGY – Reserved for technical content relating to new developments that represent a significant technological advance – photos, diagrams, etc. should be included.

CASE HISTORIES – Welcomed for publication subject to educational content criteria. In publishing case histories the objective is to pass on experience and lessons learned that will be of interest to other professionals in our community. There is a benefit for contributors because publication of case histories raises the profile of the company concerned.

NEW PRODUCTS & SERVICES – Announcement of the launch of a completely new product or service. Photo/s usually provided.

COMPANY NEWS - Change of address, phone numbers, etc.; Award of a major new contract, Other news of significance concerning the company or organisation.

EQUIPMENT FOR SALE - For corporate members only – to assist in disposal of equipment that is surplus to requirements.

MEMBER PROFILES IN THE ISCO NEWSLETTER – For corporate members only – For a contribution of £185 to ISCO funds publication of a one page company profile. Restricted to one profile a year only per member. Only one profile will be printed in any issue of the newsletter.

People in the news

ISCO COMMITTEE MEMBER, DENNIS VAN DER VEEN IS LEAVING ASCC



Your editor has received this news from our Executive Committee Member, Dennis Van der Veen – “With this message I would like to inform you that from January 1, 2016 I will leave ASCC Group after a period of 2½ years. In these years ASCC has gone through a period of development. I am proud to be able to say that our web based software tool METIS is launched at the same time that the industry recognises the need for a Common Operating Picture. However, ASCC now needs a manager to put METIS on the market and, at the same time, develop the new plans in preparedness and response to spills with HNS and oil.

These activities will demand 100% effort and can no longer be combined with my work at Rijkswaterstaat. I am glad to have found someone who can: Mrs. Simone Lujendijk. Simone has already been involved in ASCC in the last year and with the stand of the Spill Response Group Holland at Interspill in Amsterdam”.

JOHN VAN BREUGEL JOINS MAMMOET SALVAGE’S COMMERCIAL TEAM

Mammoet Salvage’s commercial team has been strengthened by the appointment of John van Breugel as Commercial Manager, based in the Rotterdam headquarters. John, aged 46, married and busy handling 2 youngster boys, comes with 20+ years of experience from the container business, where he has held multiple positions in operations, procurement, process excellence and commercial disciplines, most recently as regional head of project cargo for the EMEA region. We look forward introducing John to the ever-exciting and challenging world of salvage and emergency response.



LARS MOSSBERG OF INTERTANKO



Photo: Lars Mossberg hands over the reins of the European Panel to current incumbent Stephan Polomsky: "we will certainly miss his highly professional input and his sense of humour," said the latter.

From ISCO Industry Partner, INTERTANKO - It is with great sadness that we received the news this week of the death of Lars Mossberg. Lars was an active champion of the Association and made a huge contribution to it and its Members worldwide. He was an active member of our Council and Executive Committee, was a former Chairman of the Vetting Committee and as recently as April this year held his final meeting as Chairman of the European Panel, where he handed the reins over to Stephan Polomsky. He was a man who always unfailingly supported high-quality shipping.

Knowledgeable, respected and determined, Lars was an industry stalwart, a traditionalist and a true gentleman, but one who was not afraid of questioning why we do things the way we do and asking whether we should try another way. Firm but fair, creative and responsive, he was objective in his thinking and his actions, and keenly loyal to everything and everyone he believed in. **INTERTANKO** [Read more](#)

Science and technology

ORANGE PEELS + SULPHUR = MERCURY REMEDIATION?

Photo: Flinders University student Max Worthington and lecturer Dr. Justin Chalker with their mercury remediation material, sulphur-limonene polysulfide. | Image Credit: Ashton Claridge/Flinders University

November 10 - Researchers from Australia's Flinders University say they have found a "dirt cheap" solution to mercury contamination. Dr. Justin Chalker and his students have developed a dark red polymer from industrial waste products — sulphur and limonene — that turns bright yellow when it absorbs mercury. The color change allows the material to be a mercury detector on top of its remediation capabilities.



The polymer is called sulphur-limonene polysulfide and preliminary studies indicate it is non-toxic and safely stores the toxic metals it absorbs. Sulphur is a common waste product of the petroleum industry and limonene is found in the oil of orange peels and other citrus fruits. Since both are waste products, the new material is cheap enough to be produced for use in large-scale projects, such as environmental clean-ups or to coat wastewater pipes. **Chemistry and Materials** [Read more](#)

'REVOLUTIONARY' SPONGE SOAKS UP OIL SPILLS

November 28 - Cleaning up oil spills just got a lot easier with a breakthrough material which soaks up oil like a sponge.

Scientists from Deakin University in Australia have come up with the revolutionary solution which they say could save the earth from future disasters like the Gulf Coast BP spill in 2010.

Details of the boron nitrate nanosheet were published in the journal Nature Communications today, after two years of refinement at the university's Institute for Frontier Materials. The nanosheet is made up of flakes which are several nonometers (one billionth of a metre) thick with tiny holes that can increase its surface area per gram to the size of five-and-a-half tennis courts.

The research team, which included scientists from Philadelphia's Drexel University and Missouri University of Science and Technology, started with boron nitride, which is also known as white graphite. They broke it into atomically thin sheets and used them to make a sponge.

Another author on the paper, Dr Weiwei Lei, says the pores in the nanosheets can absorb oils and organic solvents up to 33 times its own weight. The researchers say the sponge is ready to be trialled by industry. **3News NZ** [Read more](#)

Editor: The heading "Sponge soaks up oil spills" is familiar – over the last couple of years researchers seem to have come up with several new oil recovery developments based on nanomaterials but none of them ever seem to come onto the market. Why?

RESEARCH TARGETS ROLE OF DISPERSANTS IN CLEANING UP AFTER OIL SPILLS

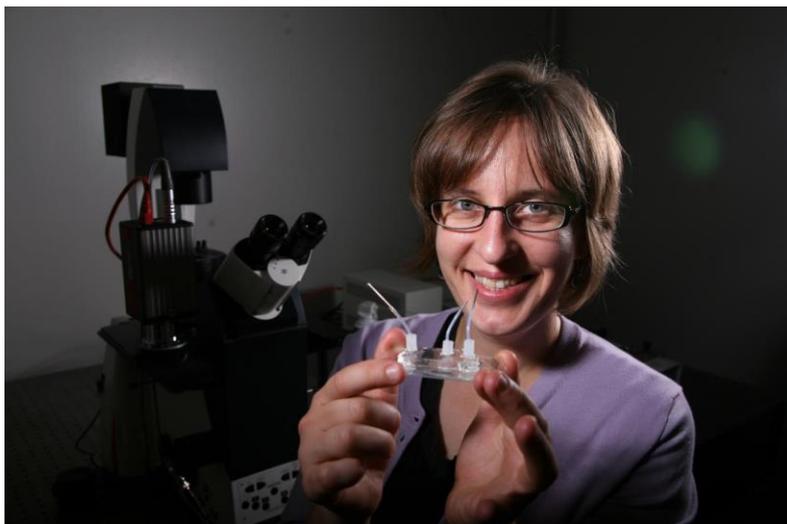


IMAGE: University of Houston researcher Jacinta Conrad will lead research into the role of chemical dispersants in cleaning oil spills.

December 1 - A University of Houston researcher has earned a \$1.8 million grant from the Gulf of Mexico Research Initiative to determine how the use of dispersants to break up an oil spill affects the natural cleaning role played by bacteria.

Jacinta Conrad, assistant professor of chemical and biomolecular engineering, said the work will answer fundamental questions important to understanding how bacteria -- microscale organisms that naturally occur in marine environments -- can help in cleaning up spills during offshore drilling and production.

The Gulf of Mexico Research Initiative was formed in 2010 after BP's Deepwater Horizon drilling rig exploded about 50 miles off the coast of Louisiana, killing 11 men and spilling several million barrels of oil in the five

months before the well was sealed. BP pledged \$500 million over 10 years for an independent research program to study how the spill and efforts to clean it up have affected the Gulf and coastal states.

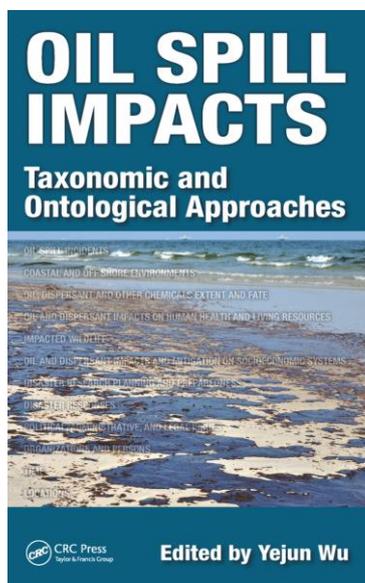
The initiative is seeking answers in several areas, including the environmental impact of the oil and dispersants, the public health impacts and developing new technology to use in future spills.

Conrad's project builds on her previous work in colloid and interfacial science -- the study of how complex fluids move, including the movement of bacteria across surfaces. For this project, she will lead a team of three investigators: Roseanne Ford from the University of Virginia; Arezoo Ardekani from Purdue University, and Douglas Bartlett from the University of California-San Diego's Scripps Institution of Oceanography. EurekaAlert.org [Read more](#)

Note from Editor – Readers who are interested in this work may wish to read about related studies carried out by researchers at other universities (see ISCO Newsletters 508 509 and 510) One recently published paper from the University of Georgia questioned the ability of dispersants to enhance biodegradation of oil. This paper drew conclusions that were challenged by Alun Lewis, a respected authority on oil spill dispersants, in an article in ISCO Newsletter 511. You can access and read the relevant issues of the ISCO Newsletter on the ISCO website at www.spillcontrol.org

Publications

OIL SPILL IMPACTS: TAXONOMIC AND ONTOLOGICAL APPROACHES



December 9 - Starting with the 2010 Gulf of Mexico Deepwater Horizon oil spill incident, *Oil Spill Impacts: Taxonomic and Ontological Approaches* chronicles a timeline of events that focus on the impact of oil spills and provides an understanding of these incidents using a number of approaches. The book includes an interdisciplinary oil spill taxonomy, an oil spill topic map, and highlights information-organization tools, such as indexes, taxonomies, and topic maps that can be used to connect information resources with concepts of interest.

The topic map combines the function of ontology with the function of organized information resources, and contains thousands of concepts and their relationships extracted from approximately 300 documents stemming from various academic conference presentations, journal articles, news reports, and web pages. Divided into four parts, the book begins with a brief introduction of the Gulf of Mexico Deepwater Horizon oil spill events followed by a breakdown of the taxonomy concepts distributed into categories and their subcategories. The book then describes the oil spill topic map separated by concepts, relationships, and references.

This interdisciplinary reference provides to its readers:

- The perspective of multiple disciplines instead of just one discipline
- An indication of the most important topics in the oil spill domain
- Developed research in the oil spill and oil drilling areas
- A broad and detailed view of oil spill issues

The book serves students, teachers, and researchers interested in oil spill issues, oil spill incidents, and addresses their impacts that involve coastal and marine environmental sciences, biological sciences, chemistry, disaster management, geology, sociology, and government policy.

Florence Kizza, Editor, *Engineering & Environmental Sciences*, advises that this book will be published in February 2016. A review will be printed in the ISCO Newsletter in the New Year. www.crcpress.com

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

AMSA Aboard	News from the Australian Maritime Safety Authority	November 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	November 2015
Celtic Biogenie enGlobe Newsletter	Latest Remediation and related technology news	Autumn 2015 issue
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	November 2015 issue
Energy Institute eBulletin	News from the Energy Institute	April 2015 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	November 2015 issue
IMO News Magazine	News from the International Maritime Organization	No 4, 2015
IMO Publishing News	New and forthcoming IMO publications	November 2015
Intertanko Weekly News	International news for the oil tanker community	No 50 2015
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 2015 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	Most recent Issue
NOAA update	Oil spill response news from NOAA OR&R	April 2015
OCIMF Newsletter	News from the Oil Companies International Marine Forum	October 2015 issue
Pollution Online Newsletter	News for prevention & control professionals	December 9 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
SAC News	Oil spill related and other news from Alaska	Dec.11 issue 2015
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	October 1-15, 2015
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	October 19 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	Nov 1, 2015 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	Summer 2015 issue
WMU Newsletter	News from the World Maritime University	October 2015 issue

Your editor depends on regular receipt of updated links for listed publications. If these are not received, relevant entries may be discontinued.

Events

UPCOMING EVENTS SUMMARY

COUNTRY	2015	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UK, N. IRELAND	Dec. 15	ISAA Meeting and Christmas Luncheon	Hillsborough
2016			
USA	Jan. 4-6	No Spills Annual Conference	Acme, Michigan
JAPAN	Jan 28-29	PAJ Symposium 2016	Tokyo
UK	Feb 9	UK Spill Members' Meeting and Dinner	London
UK	Feb 15-19	IMO Pollution Prevention & Response S/C'ttee.	London
UK	Feb 17-18	Society of Maritime Industries Conference	Hull
SAUDI ARABIA	Feb 22-24	PetroEnvironment 2016	Dammam
CANADA	Mar 23-24	8th Arctic Shipping Summit	Montreal
NIGERIA	Mar 29-31	Clean Niger Delta Conference	Abuja
UK	April 18-22	IMO Marine Environment Protection Committee	London
AUSTRALIA	May 2-6	Spillcon 2016	Perth, WA
CROATIA	May 10-12	ADRIASPILLCON 2016	Opatija
UAE	May 17-18	Offshore Arabia Conference & Exhibition	Dubai
USA	June 21-23	Clean Pacific Conference & Exhibition	Seattle, WA
CANADA	July 7-9	AMOP Technical Seminar	Halifax
INDIA	TBA August	Oil Spill India	Mumbai
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Training

CONGO: IMO LEVEL 3 OIL SPILL RESPONSE COURSE

Swire Emergency Response is pleased to announce it will be running an IMO Level 3 Oil Spill Response Course in Pointe Noire, Congo between the 11th January 2016 and 13th January 2016.

For more information on the course, please email training@swire-ers.com or telephone +971 43046161

Training (continued)

IOPC FUNDS' SHORT COURSE: 2016 DATES ANNOUNCED

December 4 - The Director is pleased to announce that the 2016 IOPC Funds' Short Course will take place from Monday 27 June to Friday 1 July at the Funds' headquarters in London. The course programme 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 ITOPF.

The Short Course is open to a maximum of ten self-funded participants from 1992 Fund Member States and the selection process is now open. 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. The deadline for receiving applications is 15 April 2016. Further details can be found in Circular: IOPC/2015/Circ.5 [IOPC Funds | Home](#)

Contracts and tenders

UK: ENGLAND - ENVIRONMENTAL AGENCY

Communication received from EA on 9th December 2015 – “The Environment Agency is intending to issue a tender for the provision of a range of pollution control and pollution clean-up equipment and materials to the Environment Agency, the Fire and Rescue Service and other similar incident response authorities throughout England, Wales and Northern Ireland. The contract will also be open for use by similar response authorities in Scotland, the Isle of Man and the Channel Islands should they wish to use it.

As part of the pre-tender engagement we would like to give you the opportunity to attend a supplier open day we are holding on Wednesday 13th January 2016 in the Birmingham area.

The aim of this open day is for potential suppliers to engage with us to fully understand our requirements. There will be the opportunity for suppliers to demonstrate their products to the project team. The day will also provide the project team a better understanding of the products currently available on the market and supplier capabilities.

The products that we are looking to source are –

- oil and chemical containment booms (land and water)
- oil and chemical sorbents=
- self-erecting pools and roll over tanks
- leak seal products for drums and tanks=
- drain seal bags and mats
- flexible storage tanks and tank liners
- over pack drums and liners
- water driven peristaltic pumps or similar pumps suitable for use in combustible atmospheres
- pump maintenance services
- drain tracing dyes and other sundry spill management items.

Through the open day and pre-tender engagement, we will develop our approach to the market and decide the best format for the contract. This is not a call for competition and it is expected that a formal (OJEU) tender process will result from this exercise in early 2016.

If you are interested in attending the open day on the 13th January 2016 please contact Carol Caddick initially by email at carol.caddick@environment-agency.gov.uk or if required by telephone on (020302) 50451 to register your interest by the 21st December 2015”.

New products and services

ROBIX DEMONSTRATES C160 OIL SPILL RECOVERY PRODUCT IN MEXICO



November 26 - Robix Alternative Fuels, Inc. announced today that it has demonstrated its patented C160 vessel in open water testing in Mexico. The C160 is capable of recovering up to 160 m³/hr of spilled oil off the surface of water. The C160 exceeded expectations in terms of its oil recovery performance and operation in open water. The next step is to complete independent 3rd party testing by local authorities to qualify the C Series for commercial sales in Mexico. Pictured here is the C160 deployed in open water.

Internal testing of the C160 was, to quote our operating engineers, "beyond our expectations," commented Nathan Hansen, President and CEO of Robix. "Now, I am looking forward to testing this product with qualified 3rd party officials in Mexico. Upon successful completion of that test we will have a green light to actively pursue commercial sales in Mexico.

New products and services (continued)

The C Series vessels are scalable by design. The small end, the C10, can recover up to 10 m³/hr while the C20, C40 and C80 increase proportionally to the medium sized C160. Larger sizes are available on request.

The C Series is capable of efficiently and effectively recovering oil in rough and debris laden sea conditions due to its rugged design and stable platform. Where other conventional mechanical oil recovery systems quite often fail in anything more than calm waters, the C Series can operate in waves up to 8 feet, depending on the size of the vessel. The recovery rate of the Robix C Series is in the 90-97% range which is significantly higher than traditional recovery rates recorded by industry over the past two decades. [More info](#)

APTOMAR MAKES ENVIRONMENTAL MONITORING AND OIL SPILL DETECTION EASIER AND MORE COST EFFECTIVE

December 11 - International oil spill player Aptomar has developed a new method for environmental monitoring, making it simpler, more reliable and cost efficient for the oil companies to have round the clock monitoring, detection and reporting on unintended oil spills.

The newly developed environmental monitoring service, Blue Deal, is tailor made for monitoring fields in both exploration and production phase. The service, which is based on a new technical concept for surveillance and monitoring, is a result of the industry requesting and needing a simple, cost effective and robust solution to meet and document clean operation in accordance with the given license requirements.

Through the BlueDeal service, Aptomarin, the Aptomar 24/7 maritime control center, will on behalf of the customer monitor the sea surrounding the installation or vessel, and operationally and technically take responsibility for documenting and reporting that the oil company is operating within the given requirements, and to detect unintended oil spills within 1, 2 or 3 hours.

Lars Solberg, Aptomar AS: +47 41 43 45 42, or email lars.solberg@aptomar.com

D4H TECHNOLOGIES PROVIDING SUPPORT FOR EMERGENCY OPERATIONS CENTRES

Latest Trends: Emergency Operations Centres Are Changing! An emergency operations centre (EOC) is responsible for the strategic overview, or big picture, of an incident. A variety of external forces are acting to make the creation and subsistence of a traditional EOC challenging and those pressures are increasing, particularly in the rapidly evolving world of data. [More info](#)

Company news

UK: IPIECA IS MOVING TO A NEW OFFICE

The current lease on the IPIECA office will soon expire. The association will move to its new location in London at: **City Tower, 40 Basinghall Street, London EC2V 5DE**

IPIECA will continue to share the office space with the International Association of Oil & Gas Producers (IOGP). The move will take place on Friday 11 December 2015 and the new office will open for business on Monday 14 December 2015.

[Download location map](#)

THE NETHERLANDS: MAMMOET SALVAGE TO FEATURE ON DISCOVERY TV CHANNEL



December 9 - Fact TV recently visited the Mammoet Salvage headoffice in Rotterdam. Fokko Ringersma and two of our Naval Architects were interviewed for an episode of The Salvage Masters (2nd season) which will be broadcasted on Discovery soon. Fokko was asked about the particular dangers and challenges in the salvage world, using the example of the Safmarine Agulhas wreck removal, which was successfully completed by Mammoet Salvage. *The Maritime Executive* [Read more](#)

The article in The Maritime Executive also contains a video on oil removal from USAT Gen Zalinski in Canada and information about some of the company's other recently completed projects.

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