



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 543 18 July 2016

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<http://www.spillcontrol.org>



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), **Lord Peter 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 Dalglish** (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 Osman Tarzumanov** (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 Psaraftis** (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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International news

For more information on the events featured below, click on the banner



Oil Spill India 2016

4th International Conference & Exhibition

11th & 12th August 2016,
JW Marriott, Sahar, Mumbai, India

CONTAMINATION
EXPO SERIES 2016

12 & 13 OCT 2016
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IMO GUIDELINES ON INTERNATIONAL OFFERS OF ASSISTANCE IN RESPONSE TO A MARINE OIL POLLUTION INCIDENT

New Publication now available from IMO Publications

Countries facing a major pollution emergency may require external resources to augment national response capacity for large, complex or significant oil spill incidents.

In such cases, the Requesting Country may wish to issue a request for international assistance. This can be done bilaterally, multilaterally, or possibly through a regional mechanism, where these exist.

Correspondingly, major oil spills may trigger spontaneous offers of assistance from governments and international organizations, usually in the form of equipment, technical specialists, vessels and other resources.

Regional and international organizations may also assist in facilitating and coordinating assistance in support of national level efforts. The Deepwater Horizon (DWH) Mobile Offshore Drilling Unit (MODU) spill incident in the Gulf of Mexico in April 2010 highlighted the importance of international stakeholder planning and coordination to ensure maximum resource availability and utilization during a catastrophic oil spill or hazardous substance event.

Several nations stepped forward to assist the United States during the DWH incident. These offers included equipment, technical expertise and general assistance. The extensive support from the international partners of the United States cannot be overstated; however, the event highlighted the need for guidelines for procedures for requesting and receiving emergency assistance in events of this scale including a common lexicon of equipment terminology and an international equipment inventory.

This publication provides guidelines on international offers of assistance (IOA) in response to a marine oil pollution incident and is designed for use by any country, particularly parties to the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC 1990), as a tool to assist in managing requests for spill response

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The Convention aims to compensate claimants for damages arising from the international or domestic carriage of HNS by sea through compulsory insurance for carriers and contributions to the Hazardous and Noxious Substances Fund ("HNS Fund") made by the cargo interests. It is estimated that over 6,500 substances are regulated under the Convention. The Convention furthermore establishes certain reporting obligations for bulk hazardous and noxious substances received by individual receivers above certain thresholds in any given calendar year.

Hellenic Shipping News [Read more](#)

International news (continued)

resources and offers of assistance from other countries and organizations when confronted with large, complex or significant oil spill incidents. These guidelines could be used during large, complex or significant oil spills within inland areas as well as marine or coastal environments. While these guidelines can play an important role in the implementation of the OPRC 1990 Convention, they are not prescriptive or legally binding, and are meant as a tool to assist as needed. This publication complements IMO's existing series of titles (manuals, guidelines) relating to oil pollution. The appendices in the publication present various sample forms, an extensive equipment and personnel lexicon glossary with acronym listing. *IMO Publications* [More info](#)

NEW REPORTING REQUIREMENTS UNDER THE MARITIME LIABILITY ACT FOR SHIPPERS AND CARRIERS OF CHEMICALLY HAZARDOUS MATERIALS

July 11 - On June 11, 2016, Transport Canada commenced a round of consultations on the proposed Marine Liability and Information Return Regulations ("Regulations"). These Regulations are intended to replace the existing Marine Liability Regulations¹ and are expected to enter into force as of January 1, 2017. It is essential for the Canadian shipping industry to understand the new reporting obligations contained in the proposed Regulations and to properly prepare for their implementation.

The 2010 International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea ("Convention") establishes a system of compensation in the event of accidents at sea involving certain Hazardous and Noxious Substances ("HNS"), such as oil, liquefied gases, and other substances that pose chemical hazards. The Convention covers risks of loss of life or personal injury as well as loss of or damage to property.

SHARING COAST GUARD EXPERIENCES FOR A SAFER MEDITERRANEAN

From 30 June to 2 July, 65 delegates from four continents, 23 countries and 16 international, European and regional organisations met in Naples for the annual conference of the Mediterranean Coast Guard Functions Forum, on the theme of "Mediterranean: sharing experiences among coast guard functions" hosted by the Italian Coast Guard.

EMSA contributed to the sessions on enhancing data sharing, maritime safety and environmental protection, and training and cooperation (SAFEMED III). The meeting was held in a very positive and constructive atmosphere, with the handover of the MCGFF chair from the Italian to the Turkish Coast Guard, and the establishment of the MCGFF Secretariat, consisting of the past, present and future chair, which will meet on a regular basis with the support of EMSA. The establishment of a working group on "maritime safety, marine pollution and cooperation on pollution response" was promoted, together with the development of a directory of Mediterranean Coast Guard authorities and the mapping of existing training centres of the Coast Guards of the Mediterranean countries. *EMSA News July 2016* [Read more](#)

IOPC FUNDS IS MOVING TO A NEW HOME

From 25 July 2016 the Secretariat of the IOPC Funds will be relocating to the IMO Building at 4, Albert Embankment, London SE1 7SR. Email and phone contacts are unchanged. Tel. +44 (0) 20 7592 7100 info@iopcfunds.org

International news (continued)

DR DOUGLAS CORMACK LAUNCHES NEW WEBSITE

Douglas Cormack BSc. PhD. Hon.FISCO, formerly Director, Warren Spring Laboratory, UK Dept. of Trade and Industry, has launched his new website at <http://knowledgeonly-marinepolicy.weebly.com/>

In his new website Dr Cormack demonstrates how policies dictated by “pseudo-science” inhibit effective response to oil spills. Using factual data from high profile oil spill responses he demonstrates how ignorance and ill-conceived regulation aggravate the consequences of oil spills, causing avoidable environmental and economic damage.

In the website he explains why failure to base policies on proven research outcomes continues to frustrate best efforts of response contractors to deal with oil spills quickly and in the most cost-effective way.

The site is a useful and instructive source of knowledge on the development and testing of spill response techniques and equipment, with commentary that helps understanding of strengths, weaknesses and historical perspective.

It is also forward-looking with recommendations based on his findings and strong belief in need for policies to be based on scientific knowledge. The site is a “work-in-progress” and will be added to in coming weeks and months.

BOLTS CONNECTING UNDERWATER OIL WELLS ARE FAILING

July 9 - Massive bolts that secure subsea oil equipment are failing, causing expensive shutdowns and giving rise to issues on safety about the subsea wells located in the Gulf of Mexico.

In 2013, the Department of the Interior (DOI) started conducting an investigation after a General Electric Co. oil-exploration equipment business declared a worldwide recall for defective bolts that have corroded and snapped, incidences that bring about possibilities of major oil leaks, which could have devastating consequences.

Based on the results of the investigation and following two other bolt failures, industry officials and safety regulators think that the problem is beyond GE and its blowout preventers, which are mechanical devices that are used to seal, monitor and control oil and gas wells to prevent the unwanted release of crude oil or natural gas. Flaws were also discovered in bolts for blowout preventers that were manufactured by competitors of GE. *TechTimes* [Read more](#)

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

MYANMAR ACCEDES TO CLC PROTOCOL



July 12 - Myanmar has deposited its instrument of accession to the 1992 Protocol to the International Convention on Civil Liability for Oil Pollution Damage (CLC). The efforts to bring the legislation into national law followed the participation of Myanmar at a five-day workshop hosted by IMO in November 2015, during which Government officials from Myanmar gained insight into IMO treaties on liability and compensation and the benefits, rights and obligations of Parties to these conventions.

Mr. Kyaw Htin Lin, Counsellor, of the Embassy of the Republic of the Union of Myanmar in the United Kingdom accompanied by Ms. Wai Wai Lin, 1st Secretary and Ms. Zin May Hnin, 2nd Secretary deposited the instrument with Mr. Frederick Kenney, Director, Legal Affairs and External Relations Division, acting on behalf of the IMO Secretary-General. [IMO What's New](#)

NIGERIA: STALLING Ogoni CLEAN-UP SPREADS SCOPE OF OIL POLLUTION IN NIGER DELTA

July 12 - *Nnimmo Bassey, a renowned environmental justice advocate is the Director of the Health of Mother Earth Foundation, an ecological think tank and advocacy organisation. He also chaired Friends of the Earth International from 2008 to 2012. He spoke to Chineme Okafor on the challenges of oil pollution in the Niger Delta, its remediation, and the renewed insurgency in the region. Excerpts:*

News reports from around the world (continued)

Thank you for accepting to share your time with us. The government just launched its plans to clean up the polluted Ogoni environment in the Niger Delta, would you consider this time appropriate for the request that had been on the table for a long time now?

The clean-up of the polluted Ogoniland and the entire Niger Delta has been long in coming. The exercise should have started decades ago, and every delay has meant an increase in the scope of the problem including the accumulation of new toxic dumps, oil spills and gas flares.

There is at least one oil spill that occurred in the early 1970s and is yet to be remediated. That spill is at Ebubu Ejama and anyone can visit and see it. The site is fenced off and guarded, but it is right there as a sore thumb crying for attention.

So, what is the appropriate time to detoxify a contaminated environment? Pollution should not be tolerated for one day. However, as they say, it is better late than never. The impact of pollution from petroleum exploration and extraction in the Niger Delta is so extensive that the region has earned the ugly reputation of being one of the top most polluted places on earth today.

In fact, we can say that what has been done to the environment amounts to ecocide and requires to be treated as such. We always talk about oil spills and gas flares but beneath the radar is the dumping of hundreds of thousands of barrels of produced water daily into the Niger Delta environment. So, my point is that today is a better day to commence the clean-up process than tomorrow. *Nigeria Today* [Continue reading](#)

USA: ENBRIDGE TO PAY \$3.6M TO ASSESS LINE 5 SPILL RISK

July 12 - The state has selected two contractors to assess the spill risk of the Enbridge Line 5 pipelines under the environmentally sensitive Straits of Mackinac and examine alternatives for moving the oil the pipelines carry, officials announced Tuesday.

Enbridge Energy, the owner of the pipelines, will pay the full cost of the studies, regardless of the findings, the Michigan Agency for Energy and Attorney General Bill Schuette said in news releases.

Schuette said Enbridge has agreed put close to \$3.6 million into an escrow fund to pay for the studies, overseen by the state. *Detroit Free Press* [Read more](#) [Thanks to Marc K. Shaye, Hon.FISCO]

USA: FEDS PROPOSE RAILROADS HAVE PLANS TO DEAL WITH OIL SPILLS

July 13 - Railroads hauling crude oil would be required to develop comprehensive plans for dealing with a significant oil spill, including providing detailed information to state and tribal authorities, under a rule proposed Wednesday by the Department of Transportation.

The proposal also includes a new testing method for shippers to determine the volatility of oil shipments.

Oil is often transported in trains with as many as 100 tank cars at a time. At least 27 oil trains have derailed in the U.S. and Canada in the last decade, often leading to fiery explosions and extensive environmental damage. Local authorities have complained in the past that they've been unable to obtain information or there have been delays in obtaining information from railroads. *ABC News* [Read more](#)

USA: MILLION DOLLAR FINE FOR OILY WATER DISCHARGES IN GREAT LAKES



July 13 - The U.S. Department of Justice has ordered the owners of the general cargo ship Cornelia to pay \$1 million for failing to maintain accurate records of waste disposal.

MST Mineralien Schifffahrt Spedition Und Transport, a German company and operator of the Cornelia, pleaded guilty last week.

According to the company's guilty plea and documents filed in court, from February 2015 through October 2015, the Cornelia experienced significant leakages of oily waste-water and was accumulating a substantial volume of machinery space bilge water.

The Maritime Executive [Read more](#)

UK AND USA: BP RAISES DEEPWATER HORIZON SPILL LIABILITY TO \$61.6 BILLION



July 15 - BP Plc has raised the total liability from the Deepwater Horizon oil disaster, which triggered the worst offshore oil spill in U.S. history, by \$5.2 billion to \$61.6 billion before tax.

The London-based company expects to take a \$2.5 billion after-tax charge in its second-quarter earnings following “significant progress” in resolving outstanding claims, it said in a statement Thursday. Any further payments related to the 2010 incident that killed 11 workers and spewed millions of barrels of crude into the Gulf of Mexico won’t have a material impact on financial performance, it said.

“Over the past few months we’ve made significant progress resolving outstanding Deepwater Horizon claims,” Chief Financial Officer Brian Gilvary said in the statement. “Importantly, we have a clear plan for

managing these costs and it provides our investors with certainty going forward.”

The Gulf of Mexico oil spill transformed BP, prompting the resignation of former Chief Executive Officer Tony Hayward and forcing the company to sell assets and downsize its operations to cover the billions of dollars of fines, penalties and compensation. The company pumped 3.14 million barrels equivalent a day of oil and gas last year, compared with almost 4 million in 2009. It’s current market capitalization of \$114 billion is more than a third lower than prior to the disaster. *gCaptain* [Read more](#)

ISCO News

SPILL RESPONSE NEWS IN SHORT SUPPLY THIS WEEK

Comment from your Editor – Thankfully this doesn’t happen too often. Perhaps there have been so many other things going on that spill events and related news have been eclipsed.

This said, I’m extremely grateful to members, readers, organisations and government agencies that take the trouble to send me reports, newsletters, articles and other information that I can share with our community. The time I can spend on “surfing the net” in search of news is very limited and, without this support, the weekly production of the newsletter would be impossible.

When a member or reader sends in a news item the sender is normally acknowledged by the editor – [Thanks to name of sender]

One regret is that I am able to access news from only a small fraction of the 65+ countries to which the newsletter circulates. Part of the problem is the language barrier – but it would make a big difference if more readers in non-English-speaking countries were inspired to send more. Unfortunately I’m not multi-lingual – because of this I need to have items in English language,

NEWSLETTER PRINT SIZE EXPERIMENT

This week I have made a small increase in type size – from Aerial 9 pt. to Aerial 10 pt. The thought was that this might make reading the newsletter a little easier for readers using laptops, tablets, etc. with quite small screens.

I would very much appreciate feedback on this. If there is no benefit I shall simply revert to the usual 9 pt. font but if you do like the slightly larger print I can make the change permanent. Please let me know.

I am always on the look-out for possible improvements to the Newsletter, so do please get in touch if you have any suggestions or recommendations.

SHORELINE CLEAN-UP – PART 26

A series of articles contributed by Mark Francis of Oil Spill Solutions



Mark Francis has been involved with the oil industry since 1975. He attended his first oil spill in 1976, the Tanker Elaine V incident. He became head of response for inland spills within the UK for British Petroleum E & P in 1980 for 10 years responding to well, storage tank and pipeline spills throughout the UK. Over the next 25 years he continued to build his international operations experience and has also specialised in spill response training, delivering IMO and other courses in more than 20 countries.

Shoreline Clean-up (Continued)

Burning in-situ



In some countries burning of debris on beaches before the oil arrived has dramatically reduced the amount of contaminated waste that would have had to be removed.

Such operations should be monitored in order to minimize the destruction of roots and reduce penetration of the oil deeper into the sediment.

Cutting only the superficial portions of plants impregnated with oil and preserving the rest of their structure will usually minimise longer term impacts on the plants.

The burning of oil and oily residues at the site itself should only be done if it is allowed by the relevant environmental authority.

Several factors influence the decision-making process for burning, such as the time of year, the type of

vegetation, the plentifulness of the species and the level of water in the area.

In the event that burning is necessary, it should be carried out in a controlled location where there is no possibilities of creating an explosion.

Oils and residues with more than 30% of water are very difficult to burn. Heavier oils will sustain the burn but lighter oil will be needed to help with ignition. At the end of the process, there will be a small amount of residue that may require disposal

The heat produced by the burning has an impact on underlying sediment due to the increase in temperature, reducing its biological productivity.

In humid areas, the effect of the radiated heat is minimised. Another impact that should be considered is the black smoke caused by the lack of sufficient oxygen in relation to the size of the fire.

Burning is sometimes an effective method of removing oil and contaminated vegetation of marshes allowing avoidance of damage from trampling.

Spartina marshes can resist an occasional burn. During the winter the aerial part of the plant dries out, but provided that the root system is not damaged the plants will recover and sprout again in the spring.

During the non-growing period the burn may be made without adversely affecting the sub-surface portion of the plant and can stimulate its re-sprouting. However, burning is not recommended during any other season.

[Note from Editor: ISCO members can find more detailed information about in-situ burning in an article by Dr Merv Fingas in the members' area of the ISCO website at www.spillcontrol.org . After logging in, look under "Technical & Reference" and select "Technical Articles"]

Special feature (continued)

Example of an in-situ burn



Photos above - Empire Terminal after Katrina. Left during the burn approx. 90% of the oil burned and right 5 months after the burn

The marsh area was in its winter stage. Obviously there is a short term problem with air quality but the amount of damage that would have been caused by manual cleanup in the area would have caused much more damage to the marsh.

Careful consideration of Net Environmental Benefit is always made in these cases before any decisions are made.

[Note from Editor: A relevant and very interesting case history is available from NOAA. Click on the link below - <https://usresponserestoration.wordpress.com/2015/08/25/10-years-after-being-hit-by-hurricane-katrina-seeing-an-oiled-marsh-at-the-center-of-an-experiment-in-oil-cleanup/>]

To be continued in next week's newsletter

Science and technology

HUNGRY FOR HAZARDOUS WASTE: NEW FUNDING WILL HELP COMMERCIALIZE POLLUTION-EATING MICROBES



Photo: New funding from Genome Canada will help Professor Elizabeth Edwards (ChemE) and her team commercialize a microbial culture that can digest chemical pollutants without the need for oxygen. (Photo: Sarah Collaton)

July 11 - Professor Elizabeth Edwards (ChemE) and her team have developed a secret weapon in the war against pollution: a mix of micro-organisms that eat toxic chemicals for breakfast. New funding announced today by Genome Canada will help Edwards and her industrial partners bring the unique microbial culture to market.

Everywhere that tanks of oil or gasoline are stored underground, hazardous chemicals such as benzene, toluene, ethylbenzene and xylenes — collectively known as BTEX — leak into soil and groundwater. “The owner of every gasoline station on the planet probably has some contamination issues,” said Edwards, who holds the Canada Research Chair in Anaerobic Biotechnology.

To clean up the site, crews have to dig, wash or aerate the soil to encourage the growth of oxygen-loving micro-organisms that break down pollutants — a labour intensive, time consuming and expensive remediation process. Edwards and her team have discovered another set of organisms that live without oxygen and could do the job without having to churn up and process all the soil.

Today's microbial cultures have evolved from soil samples taken at contaminated oil refinery and gas station sites more than 15 years ago. Since then, Edwards and her team have been enriching the cultures by feeding the organisms with benzene and related chemicals that are difficult to degrade and selecting the samples that are most effective at breaking them down.

"What we have is a culture that can basically chow down on BTEX chemicals when there's no oxygen around," said Edwards. Adding this culture to a contaminated site, a process known as bio-augmentation, may speed up the degradation of pollutants with minimal disruption to the environment.

In addition to demonstrating its effectiveness in the lab, the team has done extensive genomic sequencing to understand which individual species in the culture are responsible for each step in the chemical breakdown. "We think it's ready to be tested in the field, but to do that we have to scale it up," said Edwards

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Edwards is partnering with SiREM, an environmental remediation laboratory in Guelph, Ont. that specializes in bioaugmentation. SiREM has already commercialized another one of Edwards' microbial cultures, KB-1[®], which is optimized to clean up chlorinated solvents such as those used in dry cleaning and other industrial applications. Adding BTEX to the list of treatable chemicals could help increase their share of the global market for bioremediation, which is estimated in the billions of dollars.

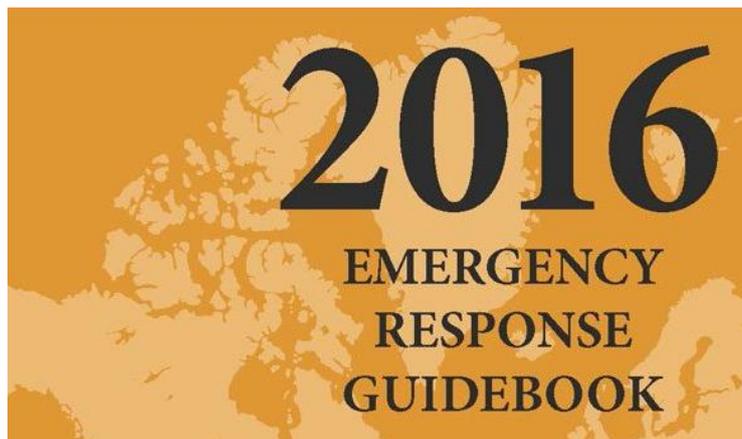
SiREM will grow hundreds of litres of the new microbial culture using specialized bioreactors, test the product at contaminated sites owned by a third partner, Federated Co-operatives Limited. Other partners include [Mitacs](#), who is funding a post-doctoral researcher on the project, as well as the Ontario Ministry of Research and Innovation, who will provide matching financial support. In total, the project's budget will reach nearly \$1 million, including in-kind support, over three years.

"This project is a great example of the way our researchers work across disciplines to address challenges in sustainability," said Professor **David Sinton** (MIE), interim vice dean, research for U of T Engineering. "Together with industrial partners, engineering researchers are bringing leading-edge solutions from the lab to the global marketplace."

If the pilot project is successful, the bioaugmentation culture could be used at contaminated sites around the world. "It's a brand new tool to help remediation practitioners deal with difficult situations," said Edwards. "It's the culmination of a lifetime of research, so it will be very exciting to see if we know enough to put this culture to work."

[To learn more, visit the project website.](#)

WHAT'S NEW WITH THE 2016 EMERGENCY RESPONSE GUIDEBOOK



The release of the newly revised 2016 Emergency Response Guidebook (ERG), the country's most widely used hazardous materials reference, has been anticipated for months by thousands of fire departments across the U.S. and Canada. As noted in a bold black box on the revised front and back covers, the ERG is a guidebook intended for use by first responders during the initial phase of a transportation incident involving dangerous goods/hazardous materials. The new ERG2016 is posted online at:

<http://phmsa.dot.gov/hazmat/outreach-training/erg>.

Updated every four years as a collaborative effort of the U.S. Department of Transportation (USDOT), Transport Canada, and Mexico's Secretariat of Transport and Communications, about 14.5 million copies of previous ERGs have been distributed. This year, more than 1.5 million free copies of the guidebook will be distributed to **firefighters**, emergency medical technicians, and law enforcement officers across the nation by designated state emergency management coordinators' offices.

The revised ERG2016 includes general updates to the **ERG2012**, expanded sections and hundreds of technical changes, but no major revisions. The guidebook retains its strongest asset--the use of vital, nontechnical, easy-to-follow information in a brief, practical form.

Note from Editor

This article is too long to reprint here in its entirety but if you are involved in Hazchem Response and would like to know more about the quite extensive revisions and improvements in the new edition you will want to read on. Here is the link - <http://www.fireengineering.com/articles/2016/07/2016-emergency-response-guidebook.html> [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

The author of this article, STEPHEN L. HERMANN CEM retired as the hazardous materials coordinator for the Arizona Department of Public Safety and as Arizona's senior state on-scene coordinator for hazardous materials emergency response. He is also a retired U.S. Army Reserve Chemical Corps colonel. He has supervised more than 200 serious hazardous materials highway and rail incidents over the past 25 years.

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

AMSA Aboard	News from the Australian Maritime Safety Authority	June 2016
AMSA On Scene	Australia: National Plan for Marine Environmental Emergencies	March 2016
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	May 2016
Celtic and Biogenie enGlobe Newsletter	Technical Information on Polluted Site Remediation	Spring 2016
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	July 2016 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	July 2016 issue
IMO News Magazine	News from the International Maritime Organization	No 2, 2016
IMO Publishing News	New and forthcoming IMO publications	July 2016
Intertanko Weekly News	International news for the oil tanker community	July 15, 2016
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	July 2016 issue
MOIG Newsletter	News from the Mediterranean Oil Industry Group	Quarter 1, 2016 issue
NOWPAP Quarterly	News from the North West Pacific Action Plan	Quarter 1, 2016 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	June 2016 issue
Pollution Online Newsletter	News for prevention & control professionals	July 13, 2016 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
Technology Innovation News Survey	News from US EPA – Contaminated site decontamination	May 16 - 30, 2016
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	Feb 29, 2016 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	July 1, 2016
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2016 issue
WMU Newsletter	News from the World Maritime University	July 2016 issue

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

Events

NORWAY: NOSCA SEMINAR 2016 ON OIL SPILL TECHNOLOGY IN BODØ, NORWAY

A message from NOSCA - How to make oil spill response more cost efficient and how to utilise the existing resources more efficiently.

We take great pleasure in announcing the 22th International NOSCA Oil Spill Technology Seminar. We would like to invite you to join this event, which will take place in Bodø in Northern Norway from 12th to 16th September 2016.

This year's seminar will focus on following topics:

How to utilise existing resources in a more cost efficient manner □ New response strategies that allow for more cost effective oil spill response □ Early warning for reducing escalation of a spill □ Towards a standardisation of oil spill response strategies?

The seminar fee is NOK 13.900 and covers all hotel accommodations, meals, local transport and stay on board the observation vessel during exercise.

We look forward to your participation as well as active contributions as per below.

[Download the preliminary programme for the 2016 Seminar](#)

UPCOMING EVENTS SUMMARY

COUNTRY	2016	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
LIBERIA	August 1-4	W'shop on Conting'y Planning & Sensitivity Mapping	Monrovia
NIGERIA	August 2-3	National Workshop on Oil Spill Modelling	Abuja
INDIA	August 11-12	Oil Spill India	Mumbai
SINGAPORE	August 30-31	International Safety at Sea Conference	Singapore
UK	September 7-8	7th Maritime Salvage & Casualty Response	London
INDIA	Sept. 12-14	International Rivers Symposium	New Delhi
SINGAPORE	Sept 12-14	Salvage and Wreck Asia	Singapore
NORWAY	Sept 12-16	International NOSCA Oil Spill Technology Seminar	Bodo
SINGAPORE	Sept. 13-15	Salvage & Wreck Asia Conference	Singapore
INDIA	Sept. 22-24	India Clean Seas Conference 2016	Goa
FRANCE	October 10-14	Sea Tech Event 2016	Brest
UK	October 12-13	The Contamination Expo Series 2016	London
UAE	October TBA	EI Middle East HSE Technical Forum	Abu Dhabi
FRANCE	October 13	Info Day - Remote detection and maritime pollution	Brest
UK	October 18	UK Spill – Spill Science Seminar	Southampton
USA	November 1-3	Clean Gulf 2016	Tampa FL
USA	November 1-4	Emergency Preparedness, Hazmat Response Conf.	Pittsburgh
MALTA	November 2-3	JOIFF Fire & Explosion Hazard Mgmt. Conference	St. Julians
UAE	November 7-10	Abu Dhabi Int'l Petroleum Exhibition & Conference	Abu Dhabi
	2017		
USA	May 15-18	International Oil Spill Conference	Long Beach CA
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Training

USA: ENVIRONMENTAL, HEALTH AND SAFETY - UPDATED INFORMATION ON TRAINING COURSES PROVIDED BY THE TEXAS A&M ENGINEERING EXTENSION SERVICE

https://teex.org/Pages/Program.aspx?catID=273&courseTitle=Environmental,%20Health,%20&%20Safety%20%28EHS%29&utm_source=Newsletter&utm_medium=Email&utm_content=Browse+Program+Course+Catalog&utm_campaign=ITSI+-+EHS+July+16

ARDENT AND ARDENTIA JOIN STRENGTHS



Photo: CANARY ISLANDS, Spain – In August 2015, Ardent and Ardentia performed a deep sea oil removal by means of deploying subsea recovery domes and oil receiving tanks operated by remote operated vehicles (ROV) from a diving support vessel. (Courtesy Photo)

Global maritime services firm, Ardent and Ardentia Marine Group, a Spanish salvage, engineering and commercial diving company, have formally partnered for future operations.

The two companies signed a cooperation agreement in June 2016.

Ardentia Marine Group maintains a strong presence in Spain and Portugal.

“Through this Ardentia’s strong capabilities, we are able to provide prompt actions to any Emergency Response and Wreck Removal operations in the area with the dedicated personnel and equipment,” said Oliver Timofei, Ardent’s Director of Emergency Response.

“We have not failed a single job since our company’s formation in 2009,” said Jose Prat, Technical Director and Naval Architect from Ardentia Marine.

Ardentia has been the emergency response and underwater services provider for the Spanish Coast Guard since 2009, and has intervened in nearly 100 operations with marine casualty control, fuel and bunker removal, refloating and wreck removal.

“With this cooperation, Ardent is able to provide a two-tier response network of providing a joint approach between the two companies. We can also provide tailor-made preparedness services for governments and ship-owners,” Timofei added.

Prior to the cooperation, both companies had jointly worked on the “Oleg Naydenov” to remove oil from the submerged fishing trawler at 2.7 km underwater with remote operated vehicles in 2015.

Ardentia has also completed the fuel and bunker removal of the “M/T Woodford” at 85m underwater in 2012, and the wreck removal of the trawler, “Santa Ana” in Cabo Peñas, Spain.

In May, 2015, Svitzer Salvage, a part of the Maersk Group, and Titan Salvage, under the Crowley Group, merged to form Ardent. Ardent sustains one of the most robust maritime preparedness programs in the industry for all vessels.

CANARY ISLANDS, Spain – In August 2015, Ardent and Ardentia performed a deep sea oil removal by means of deploying subsea recovery domes and oil receiving tanks operated by remote operated vehicles (ROV) from a diving support vessel. (Courtesy Photo) More info: <http://www.ardentglobal.com/> <http://ardentiamarine.com/contact.html>

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