



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and is dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisations.

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Oil Spill India 2014
International Conference & Exhibition
18-20 September 2014, Holiday Inn Resort, Goa



International news

International Forum on Group V (Non-buoyant) Heavy Oils 9-10 September, 2014 Detroit, Michigan, USA

In celebration of its 30th anniversary, ISCO attracted over 120 delegates from Europe and The Americas to participate in its International Forum on Group V (Non-buoyant) oils, held on 9-10 September 2014 the Detroit/Wayne County Port Authority in Detroit, Michigan, USA.

It is intended to publish the proceedings at a later date. In the meantime you can find a summary received from ISCO Member Helena Rowland on Page 8-9. Due to time constraint a more complete report with photographs has been held over and will appear in next week's issue of the ISCO Newsletter.

REGULAR AERIAL SURVEILLANCE REDUCES ILLEGAL DISCHARGES IN THE BALTIC SEA

September 10 - HELCOM's international aerial surveillance operation over the Northern Baltic Sea ended today at 17:00 (CET +2hrs), completed despite thick fog at night time, 27 hours after the start. This year's Coordinated Extended Pollution Control Operation (CEPCO North) was organized by the Estonian Police and Border Guard and no oil spills or other discharges from ships were detected.

"The operation involved four specially equipped aircraft from four countries - Estonia, Finland, Latvia and Sweden. More support was provided by three participating vessels as well as through satellite surveillance from the European Maritime Safety Agency (EMSA). The weather conditions had a major effect to the operation due to unpredictable fog, but nevertheless the overall cooperation went smoothly", says Priit Pajusaar, CEPCO North 2014 coordinator and Police Captain from Estonian Police and Border Guard Board.

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International news (continued)



Such high-intensity operations supplement the regular aerial control operations in the region which aim at creating a realistic picture of the level of compliance to the anti-pollution regulations in the Baltic area. The purpose is also to gather evidence of infringements and, if possible, to catch polluters red handed.

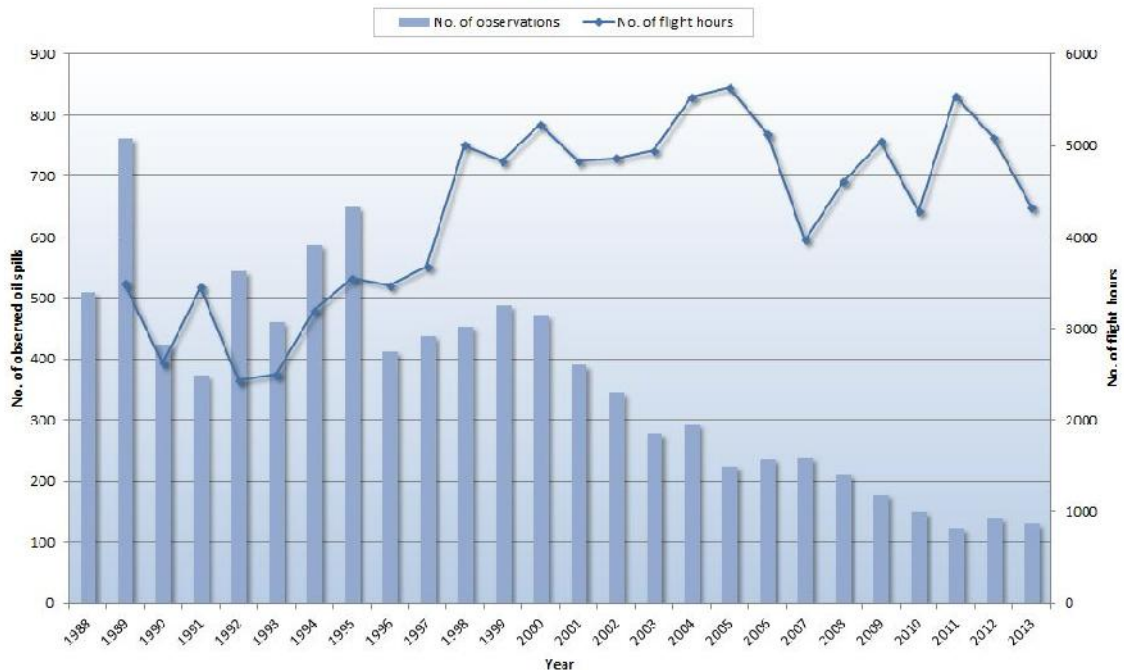
"Pollution surveillance has a substantial preventive effect on the illegal oil discharges. All HELCOM states should ensure sufficient support and funds for surveillance, in order to respect the HELCOM precautionary principle as well as the commitments of the Helsinki Convention through regular pollution control. Moreover, the persistent efforts of the HELCOM Response Group deserve credit for the decreasing trend not only in the number of oil discharges in the Baltic, but also in their volume," says Harry Liiv, Chair of HELCOM.

Since the timing of the HELCOM CEPCOs is randomly selected, the operation is intense and strictly confidential until the entire operation is over, it reflects the realistic situation of discharges in the Baltic Sea.

CEPCO operations have several objectives, such as to survey continuously high density traffic areas with a high risk of illegal discharges; identify and catch the polluters; practise communication between aircraft, patrol vessels and the Command Centres involved; improve cooperation between countries; and exchange experiences between crews.

International news (continued)

Total number of flight hours and confirmed oil spills in the Baltic Sea during aerial surveillance, 1988-2013



International news (continued)

HELCOM member states carry out several cross-border surveillance operations annually. CEPCO flights (Mini CEPCO at least 12 hours; CEPCO at least 24 hours; Super CEPCO several days) contribute to the Baltic Sea marine protection according to HELCOM's principles. The operation supports national aerial surveillance by detecting polluters who might not be otherwise identified. The intensity of CEPCOs enable a realistic estimation of the total number of oil spills over the Baltic Sea during a randomly selected time. In addition, helicopters, patrol vessels as well as the EMSA CleanSeaNet oil spill detection service enhance the coverage.

In 2013, a total of 130 mineral oil spills were detected in the Baltic Sea during aerial surveillance, which is around the same as in the two previous years. The total estimated volume of detected discharges was lower than ever, with 11 m3. Alarmingly, the total hours of aerial surveillance in 2013 in the HELCOM area sank by 15 % from 2012. To reach the Baltic Sea Action Plan objective of no illegal spills in the Baltic Sea by 2021, there is a need for adequate surveillance also in the future by all HELCOM countries and especially as the number of observations of other harmful discharges than oil has increased.

The Informal working group on aerial surveillance ([IWGAS](#)), as part of the HELCOM RESPONSE cooperation is responsible for joint aerial surveillance as well as for co-ordination of the satellite based oil spill surveillance and evaluation of its results and operational effectiveness.

This report was received from The Baltic Marine Environment Protection Commission, usually referred to as the Helsinki Commission (HELCOM), an intergovernmental organisation of the nine Baltic Sea coastal countries and the European Union working to protect the marine environment of the Baltic Sea from all sources of pollution and to ensure safety of navigation in the region. [Source Document, including contacts for more info](#)

Download here: [Annual 2013 HELCOM report on illegal discharges observed during aerial surveillance](#)

Incident reports from around the world

GREECE: PHOTOS SHOW BULKER GROUNDING



September 8 - New photos from the Hellenic Coast Guard show the MV Ince Inebolu bulk carrier hard aground in Greece.

The Turkish-flagged vessel ran aground on September 5 on the eastern shore of the island of Astypaleas in the South Aegean Sea while sailing from the port of Yemen to Russia. The 52,372 DWT vessel was unladen at the time of grounding.

The Master reported that the vessel's forepeak extends inland by 4.5 meters. The vessel is carrying 1,388 metric tons fuel oil, 70 metric tons of diesel and 24,610 liters of lube oil, according to the Coast Guard and translated from Greek.

So far there have been no reports of pollution. *gCaptain*
[Read more](#) Update: [Bulk Carrier Ince Inebolu Refloated](#)

USA: CREWS CAP OIL SPILL IN TYLER CO., CLEAN-UP EFFORT CONTINUES

September 8 - Crews in Tyler County have managed to cap an oil spill that occurred on Sept. 1.

Tyler County emergency management coordinator Dale Freeman said that on Friday workers capped an oil well near County Road 3725 that blew out and started spilling a mixture of oil, gas, water, and mud. Freeman said crews are still continuing with their clean-up efforts. *9KTRE* [Read more](#)

USA: CREWS CONTINUE OIL SPILL CLEANUP NEAR YATESVILLE LAKE, KENTUCKY

September 8 - The cleanup continues of an oil spill that happened over the weekend in Lawrence County, Ky.

The spill happened at a road construction site on Kentucky 32 near Yatesville Cemetery on Saturday

Lawrence County Emergency Management says the spill happened from a used oil tank at the site. *WSAZ News* [Read more](#)

Incident reports from around the world

USA: BP CLEAN UP UNDERWAY FOR FUEL LEAK AT PORT NEWARK



September 9 - Crews at BP's Port Newark facility have been cleaning up a spill of diesel fuel —some of which may have found its way into Newark Bay—since July, according to officials from the company and the state Department of Environmental Protection.

The U.S. Coast Guard investigated several reports of a fuel sheen spotted in Port Newark Channel, and determined that a storm drain located on property owned by the Port Authority and leased by BP was the likely source, according to Charles Rowe, a public affairs officer for the New York sector.

Investigators found fuel leaching into the drain from saturated soil, and traced the leak to one of six 10-inch pipelines the company uses to transfer diesel fuel at the facility, said Scott Dean, a BP spokesman.

Larry Hajna, a DEP spokesman, said that roughly 7,500 gallons of fuel have been recovered from the facility, where a clean up has been underway for several weeks. It's unclear how much fuel made its way into the water. *NJ.com* [Read more](#)

Other news reports from around the world

NEWS REPORTS FROM USA

September 8 - DEP plans to tailor chemical tank inspections

Randy Huffman (right), secretary of the Department of Environmental Protection, explains his agency's work to implement the chemical storage tank bill at an interim meeting of the Legislative Joint Committee on the Judiciary. Senate Judiciary Committee Chairman Corey Palumbo (left), D-Kanawha, was among legislators on hand.



Department of Environmental Protection officials plan to announce as early as Tuesday a proposed rule outlining a focused plan for mandated inspections of thousands of chemical storage tanks across West Virginia and — Tomblin administration officials hope — ease concerns about implementation of the state's new tank safety law. DEP Secretary Randy Huffman briefed lawmakers on the plan at the start of a series of legislative interim meetings in Charleston on Monday.

Critics of the new law had hoped Gov. Earl Ray Tomblin would use the scheduled interims for a special session to move back a key compliance deadline mandated by SB 373, which passed in the wake of the January chemical leak at Freedom Industries and the ensuing Kanawha Valley water crisis. Huffman said the DEP's proposed "interpretive rule" will set up three levels of tanks, based on tank location, size and the material contained, and allow different scopes of inspection by tank owners for purposes of meeting a Jan. 1, 2015, deadline for inspections and safety certifications. *Gazette Mail* [Read more](#)

September 12 - Crude-by-rail: One federal inspector oversees all California's railroad bridges, no state oversight

As concerns grow over aging rail infrastructure, earthquake readiness and a dramatic increase in crude oil shipments by train, state railroad regulators are scrambling to hire their first-ever railroad bridge inspectors -- two of them.

Once they are hired, the California Public Utilities Commission plans to create a state railroad bridge inventory to determine which are most at risk. That's right -- neither the state nor federal government has a list of railroad bridges for California or the rest of the country. Until that happens, the safety of California's thousands of railroad bridges -- key conduits that carry people and hazardous materials over environmentally sensitive ecosystems and near urban areas -- is left up to rail line owners and a single federal inspector who splits his time among 11 states.

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NEWS REPORTS FROM CANADA

September 5 - Ottawa seeks to map ocean floor off B.C. coast as oil-spill precaution



Photo: Fisheries and Oceans Canada wants to map the ocean floor off the B.C. coast, including Haida Gwaii (pictured), as a precaution against potential oil spills. Photograph by: Frank Wolf, PROVINCE

Fisheries and Oceans Canada is looking for someone to map the ocean floor near the British Columbia coast, an area it says could be affected by spills with the expected increase in tanker traffic.

The department issued a request for proposals Friday for initial steps toward mapping the inlets, islands, reefs and intertidal areas of the Haida Gwaii archipelago, and the Queen Charlotte and Johnstone straits.

DFO also wants an update to the existing map of the Strait of Georgia, between the mainland and Vancouver Island. *The Province*

[Read more](#)

September 10 - Oil spill clean-up could take five years: study

As crews head out on the water today to simulate an oil spill on Burrard Inlet, we're learning more about what would happen if there was ever a pipeline rupture into the Fraser River.

A new study from Kinder Morgan, the company behind the \$5.4-billion Trans Mountain pipeline project, suggests the environmental damage would be great. It predicts if there were to be a spill; the clean-up would take up to five years. *News1130* [Read more](#)

September 12 - Enbridge's Line 9 pipeline reversal plan not OK'd by Montreal

Photo: Denis Coderre, speaking as the head of the Montreal Metropolitan Community, says that Enbridge has failed to inform the region about how it plans to protect waterways and what its emergency plan is in case of spills or cracks. (CBC)

Denis Coderre, Montreal's mayor and head of the Montreal Metropolitan Community, says Enbridge has not met all 30 conditions set out to earn his approval on the controversial Line 9 pipeline project.

Enbridge wants to reverse the flow of Line 9, a 639-kilometre stretch of pipeline between Sarnia, Ont. and Montreal.

Right now, Line 9 runs from Montreal to Sarnia, but Enbridge wants to reverse the flow to bring Albertan crude oil to Montreal refineries. *CBC News* [Read more](#)



NEWS REPORTS FROM UK

September 12 - ECDIS Assisted Grounding Investigated



The UK Marine Accident Investigation Branch has released its report on the grounding of the chemical tanker, Ovit, on the Varne Bank in the Dover Strait on 18 September 2013.

In the early morning of 18 September 2013, the Malta registered chemical tanker, Ovit, carrying a cargo of vegetable oil, ran aground on the Varne Bank in the Dover Strait. The vessel remained aground for just under three hours; there were no injuries and damage to the vessel was superficial. There was no pollution.

Ovit's primary means of navigation was an electronic chart display and information system (ECDIS) and analysis of this system, its installation, training and operation form the backbone of this report.

The full report can be read [here](#). *The Maritime Executive* [Read more](#)

NEWS REPORTS FROM INDIA

September 7 - Within six months, Mumbai harbour to have facilities to combat oil spills of up to 700 tonnes



Within six months, the Mumbai harbour will have facilities to combat oil spills of up to 700 tonnes as the contract to provide the facility was awarded to M/s Sadhav Shipping Ltd by Mumbai Port Trust (MbPT) recently.

Under the tier-1 facility, the agency will set up a round-the-clock oil spill response (OSR) centre for five years at Jawahar Dweep, an island to the south of Elephanta Island.

Mumbai will be the first port to have an operational tier-1 OSR facility in the country, said MbPT officials. According to the National Oil Spill Disaster Contingency Plan (NOSDCP), all ports are required to maintain tier-I OSR facilities. *The Indian Express* [Read more](#)

NEWS REPORTS FROM CHINA

September 11 - First GI China technical seminar takes place in Yantai



The first International Oil Spill Response Technical Seminar was held in Yantai, China from 2-3 September 2014. This was the first event to be hosted under the framework of the Global Initiative (GI) China programme following its formal establishment in May 2014. The event, which IPIECA co-sponsored, attracted over 100 individuals from industry, government and academia as well as other subject matter experts, to share experiences and discuss oil spill preparedness and response in the context of China and abroad.

The seminar was followed by an IMO OPRC Level 3 training course on 4-5 September. Attended by over 50 individuals from government and industry, the training followed the format of the IMO OPRC model course for level 3 commanders of oil spill response, and covered a wide range of aspects related to oil spill planning, response and management. The training was delivered by IMO, ITOFF, China MSA & CNOOC.

Based on the rich dialogue and good attendance at both the seminar and training course over the course of the week, further activities will be planned for 2015 under the framework of the GI China. *This report received from IPIECA* <http://www.ipieca.org/>

Obituary

PAUL PISANI, MANAGING DIRECTOR, ALPHA BRIGGS (MEDITERRANEAN LTD., DIRECTOR, OSRA INTERNATIONAL LTD., MEMBER OF THE ISCO EXECUTIVE COMMITTEE.



ISCO Secretary, John McMurtrie, writes "It was with shock and great sadness that, while at the ISCO Forum in the USA, I learned via email from friends of the sudden and untimely death of Paul Pisani. At this time I have little information but understand he was taken ill while in London, was taken into hospital and did not survive an emergency operation. I got to know Paul well during a contingency planning project I undertook in Malta over 2009-2010 and have continued to keep in touch with him. I shall greatly miss his friendship and cheerful camaraderie".

Paul has been involved in the oil spill response industry since the mid '90s, running the AOST Group based in Malta and as MD of Alpha Briggs (Mediterranean) Ltd., a JV with the Briggs Group in Scotland. He was also Commercial Director of OSRA International Ltd., a joint venture company with operations in Malta, Tunisia, Libya, Egypt, Italy, Gibraltar, Turkey and Greece. OSRA is an international consortium of oil spill response companies providing a unified oil spill response service mainly in the Mediterranean.

Paul was elected a Member of the Energy Institute (then the Institute of Petroleum) in 1995 and elected a Fellow of the same Institute in 1998. In 2009 he was elected as a Member of the ISCO Executive Committee. He was also an active supporter of the Mediterranean Oil Spill Group (MOIG).

People in the news

KAREN LUCAS APPOINTED AS NEW GENERAL MANAGER AND DIRECTOR OF VIKOMA INTERNATIONAL; PETER TYLER JOINS TIDELAND SIGNAL AS MANAGING DIRECTOR AND SENIOR VICE-PRESIDENT.



Oil Pollution and environmental technology company, Vikoma International Limited, has appointed a highly successful industry figure as its new General Manager and Director. Karen Lucas has taken on the role and will lead Vikoma's day-to-day operations alongside the Vikoma Board.

Karen joins Vikoma with over 20 years industry and management experience and a proven track record in business growth. A member of the chartered institute of certified accountants, she played a key role in the successful UK and international expansion of the Strainstall Group, a group specialising in the design and manufacture of load and stress monitoring systems for the Oil & Gas, Marine and Industrial fields within the UK and internationally.

Former Vikoma Managing Director, Peter Tyler, has been appointed as MD and SVP at Tideland Signal. Tideland Signal Corporation (Tideland) delivers innovative aids to marine navigation products and services, and supports its customers with comprehensive technical assistance and after sales care.

In his new position Peter will still be working with Shipping, Ports, Harbours, and the Oil & Gas Industry.

He hopes to keep in contact with many of his friends in the spill industry and has no doubt he will cross paths with them in the future.



ISCO News

ISCO'S INTERNATIONAL FORUM ON GROUP V (NON-BUOYANT) OILS

Comment from ISCO Secretary, John McMurtrie –

The Forum was very successful due to the very high quality of the speakers and the ensuing discussions between speakers and delegates. Many of the speakers and attendees commented very favourably on the event, testifying on its usefulness in clarifying the problems, determining priorities and beginning to identify potential answers.

It should be on the record that this event would never have happened without the perception by ISCO President Dave Usher that something needed to be done to focus attention on the problems of response to sinking oils and need to develop answers.

It is planned to publish the proceedings at a later date. ISCO members and readers of the ISCO Newsletter will be kept informed.

SUMMARY OF THE ISCO FORUM HELD IN DETROIT ON 9-10 SEPTEMBER 2014

Received on Sunday 14 September, with thanks to ISCO member Helena Rowland.

In celebration of its 30th anniversary, ISCO attracted over 120 delegates from Europe and The Americas to participate in its International Forum on Group V (Non-buoyant) oils, held on 9-10 September 2014 at the Detroit/Wayne County Port Authority in Detroit, Michigan, USA.

After opening remarks by David Usher, President of ISCO, Carl Levin, United States Senator and a member of the Great Lakes Task Force, addressed the group via video. In the context of national and global security, Levin applauded ISCO's proactive stance in facing the challenges of keeping our environment safe while meeting our energy needs.

Next, Rear Admiral Fred M. Midgette, 9th District US Coast Guard (USCG) Commander, set the stage for the underlying conference themes of coordination, communication, and collaboration with all stakeholders.

He noted the US is undergoing an "energy renaissance", which entails trade-offs and inherent risks in exploration, production, and transportation, storage and utilization of heavy oils, including oil sand products (OSPs).

Admiral Midgette urged us accept his call to action, getting people together to mitigate risk. "Prevention is the key, but OK is not good enough", he exhorted. "We need to get it right".

"Getting it right" entails collaboration by the scientific, technological, industrial, and regulatory communities. Best practices for dealing with heavy oils must account for their unique characteristics and properties, which vary significantly, both in freshwater and seawater.

The USCG enjoys positive relationships with all stakeholders, and plays a critical role to facilitate such coordination, with a laser focus on safety and environmental stewardship.

Following the opening plenary session, David Westerholm, NOAA Director, Office of Response and Restoration, moderated six sessions over two days. Over twenty experts presented papers on scientific findings, regulatory issues, production and transport, spill preparedness, spill management, and spill response.

Complete presentations will be available at a later date. A summary of the presentations is provided below.

The Science and Research

The Spill Response Industry is faced with augmenting "traditional" Spill Preparedness, Detection/Surveillance, Response Tactics, Recovery Methods and Techniques to meet the characteristics of sinking oils in the environment.

Fundamental to any such augmentation is a good scientific understanding of the characteristics of the material one is dealing with: fate and behavior, whether it will float or sink, and under what conditions, in calm or turbulent fresh and seawater.

The potential range of behavior, fate and treatment options for spills of OSP is less well understood than those for conventional heavy oils.

Unlike conventional oils, OSPs comprise two different components. The raw bitumen is too viscous to transport through pipelines. So, the bitumen is diluted with either condensate or synthetic crude oil to form "dilbit" or "synbit" engineered for pipeline transportation and use by refineries.

The physical properties and chemical composition of dilbit and synbit vary with where and how they are produced, refined, and the nature of the diluent. While some of this information is straightforward and available from industry sources, the behavior, fate, impacts and remediation options for these products when spilled is the subject of continuing research.

The products' density and viscosity vary with the diluent. Generally speaking, dilbit for export from Canada has a density about 0.93, so it floats when released into water, and may be flammable for a short time. Subsequently, at a rate dependent on temperature, exposure, and the nature of the diluent, the lighter component evaporates, and the heavier components sink.

Synbit, on the other hand, generally behaves more like conventional oil, and, except under extreme conditions, does not sink.

Depending upon the scenario, OSPs may float, remain suspended, or sink. Studies are underway to generate a database on a variety of oils considering such variables as effect of temperature, salinity, and water velocity.

Multiple entities including universities, CEDRE, private institutions, and governmental agencies are undertaking studies ranging in scale from bench and flume studies to the OHMSETT tank to observe and predict behaviors for droplets suspended in the water column and for stranded oil. Effects of mixing the oil with sand or sediment are also considered.

Little data exists on sunken oil movement along the bottom. However, parameters such as adhesion, erosion, the percent of lengthening and the bottom substrate effect are currently being studied with advanced techniques, including a GOPRO camera.

Case Studies and Lessons Learned: Response and Recovery

Against this backdrop, conference participants heard a series of presentations elaborating case studies and “Lessons Learned” both from historic spill responses and the ongoing Kalamazoo incident.

Removal of spilled heavy oil can be challenging under certain circumstances. For OSPs the sunken heavy oil component may require response actions or equipment different from those for conventional spills. There may also be different ecological impacts.

In addition, OSPs presents new challenges, particularly with respect to public health and responder safety, e.g., toxicity from benzene measured in the air. So, there is a need for increased air monitoring, and PPE. For divers, the PPE is especially situation-specific

From an historical perspective of 16 known cases of high density oils, in light of availability, accessibility, and cost issues, low tech visual identification and traditional response methods such as SCAT teams, skimmers, sorbents, and application of heat to viscous oils predominate.

Standard response can be very labor intensive, however. More complex solutions such as ROVs and sonar have been tested and used, but even higher tech options, may produce less than optimum results if there is significant time lag or they are sensitive to sea state.

There do not currently exist robust and effective ways to remotely detect sunken oils. Recovery methods are complex and expensive. And there is a critical need for reliable and rapidly acquired and processed data in presentable format to support tactical strategies (Common Operating Picture).

Some of these applications include movement from side-scan to multi-beam sonar and aerial drone technologies to enhance situational awareness.

Every response is time critical. Ideally, the oil or substance can be kept inside and contained. Super-absorbent polymer products are being introduced to immobilize and localize spills while further measures are being assessed.

Additional Speaker Recommendations included –

- Additional R&D OSRO investment into heavy or submerged oil recovery would be beneficial;
- Develop new job aids as appropriate;
- Continue programs under PREP that ensure readiness;
- Conduct annual tabletop and full scale exercises that address OSP scenarios.
- Update contingency plans;
- Conduct formalized training activities specific to OSPs – indicators; response considerations; response equipment;
- Revise regulations to include vessels carrying group V cargoes;
- Support the API workgroup;
- Remediate Underwater Legacy Threats;
- Perform outreach to community stakeholders, OSP transporters, and regulators;
- Further develop the gap methods of dealing with submerged oil in open-water scenarios.
- Regulatory Response

At the present time, no new USCG regulations are being proposed. However, contingency plans for Group V oils continue to be developed.

However, in light of increased product movement by rail, the US Pipeline and Hazardous Materials Safety Administration issued on 1 August 2014, Notice of Proposed Rulemaking. NO79FR45079, “Hazardous Materials: Oil Spill Response Plans for High-Hazard Flammable Trains” regarding enhanced tank rail car standards and operational controls, including rail integrity emergency response <https://www.federalregister.gov/articles/2014/08/01/2014-17762/hazardous-materials-oil-spill-response-plans-for-high-hazard-flammable-trains>. Comments are requested by 30 September 2014.

Multiple levels of environmental regulations exist. Fines for spills are increasing and natural resource damage assessment are becoming more enhanced

Next Steps

ISCO greatly appreciates the forum speakers’ and participants’ sharing insights. A number of knowledge gaps were identified, and we look forward to continuing the constructive dialogue with all members to facilitate an even better understanding and develop best practices to address a continually changing landscape.

Additional comment and photographs will be published in next week’s ISCO Newsletter

SCATMAN TOOLS TESTED WITH MAJOR OIL & GAS COMPANY AND OCEANEERING IN THE UK.

SCATMAN Tools were tested in oil spill exercise organized by a major oil and gas company in Southampton, UK, July 7-10. SCATMAN team collaborated with [Oceaneering International, Inc.](#) and integrated SCAT data collected with SCATMAN Mobile Applications into a COP (Common Operating Picture) viewer showing the overall status of the incident for response management team.

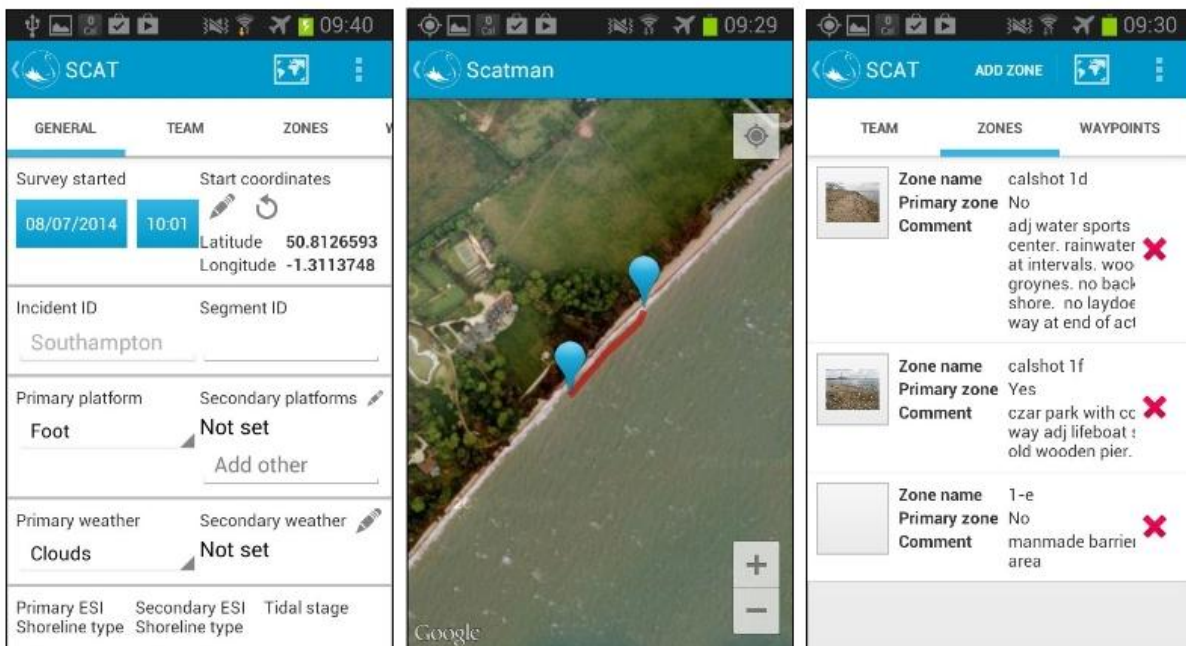
Southampton, UK
July 7-10, 2014



Co-operation with Oceaneering International, Inc.

Part of the exercise required demonstrating the capabilities of the SCATMAN Tools to publish a real-time SCAT (Shoreline Cleanup Assessment Technique) into the Common Operating Picture (COP) platform based on the ESRI ArcGIS architecture.

"The SCAT surveys were accomplished with a mobile device that supported location reporting, SCAT form updates, and photos. This capability allowed for rapid dissemination of the survey data and allowed the Incident Commander to view the current status of the spill cleanup in near real-time," says [Mark Stevens, Director of Communications-OCS, Oceaneering International, Inc.](#) "We are continuing cooperation with SCATMAN to deliver SCAT solutions for our customers."



SCATMAN Mobile Application screen shots from the exercise.

Summary and Findings from the Exercise

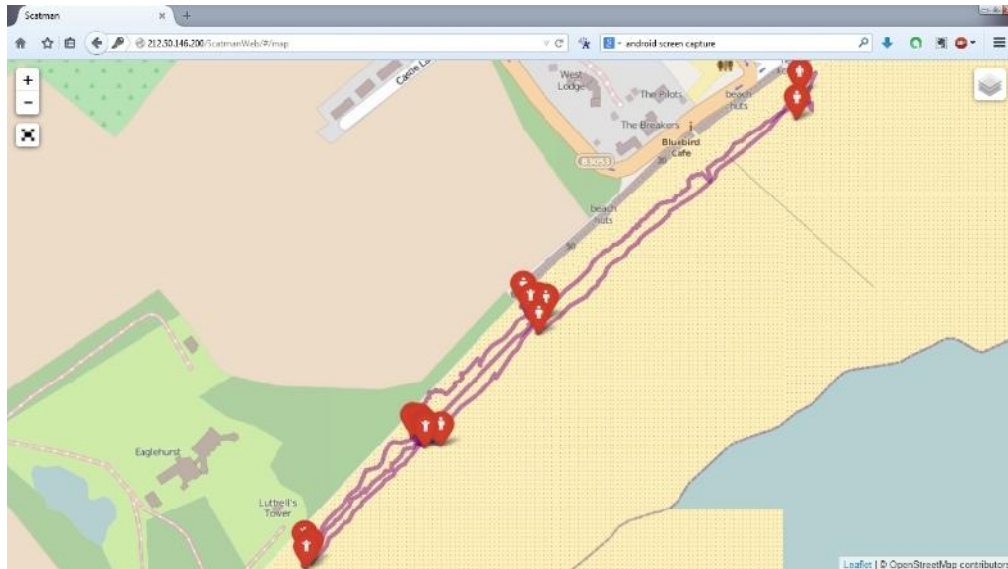
We had lately a possibility to trial our tools on a real oil spill in Raahé Finland, and the Southampton testing gave another good chance to see how things really go in the field use. We have learned some valuable lessons to improve our tools further what it comes to the some usability and technical issues and the overall process support for SCAT method and user organizations. Below we have listed some selected remarks from the field tests.

SCATMAN integration to external system: Although the integration of SCATMAN and COP was done in a very tight schedule, we were able to implement a working system that clearly proved that SCATMAN Tools have a flexible interface to communicate with and output data to other external systems, tools and services.

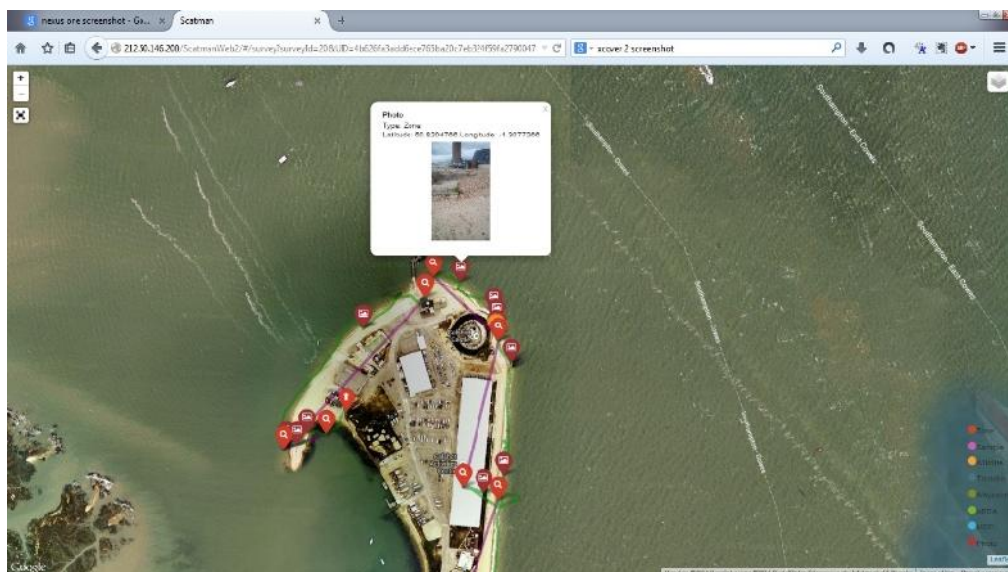
SCAT forms and fields: In Southampton we used our standard SCAT data forms and input fields in our mobile app for surveys. As there are many variations for SCAT forms and needs, it is clearly recommendable that for more extensive use SCAT forms should be customized to support exact needs of a user organization.

SCATMAN Mobile App: Only the latest Android version of our mobile app was used in the exercise with smartphones and a rugged industrial tablet. Screen brightness of the devices was enough even in the bright sunlight with phones and the tablet with a special display. Battery life of the devices was not problem either as the surveys took only some hours in maximum. For longer working periods the battery life problems can be avoided with spare and external (USB) battery packs.

SCATMAN Web Service: We were able to test some of the latest features of our web service in the exercise. For instance, it is now possible to choose the map platform from several different maps for map presentation (see Figures below), and zoom automatically to the survey location on a map.



SCATMAN Web Service on Open Street Maps.



SCATMAN Web Service on Google Satellite maps.

Contributed article (continued)

Further Information

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Publications

USA: NTSB RELEASES SAFER SEAS 2013 - LESSONS LEARNED FROM MARINE ACCIDENT INVESTIGATIONS

The National Transportation Safety Board released "Safer Seas 2013: Lessons Learned From Marine Accident Investigations," a compilation of accident investigations that were published in 2013, organized by vessel type with links to the more detailed accident reports.

The 39-page report contains a summary and the probable cause of 21 marine accidents. It brings the lessons learned from these accidents to the maritime community in an easy-to-use summary document. [Download the report](#) *The Maritime Executive*
[Read more](#)

EUROPE: NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS AND EQUIPMENT (HANDBOOK 2014)

In May 2004, with the entering into force of Regulation 724/2004/EC, EMSA was given the task of providing support to Member States in their efforts to respond to ship-sourced pollution in EU waters. In order to define the framework for the associated support activities, the Agency developed the Action Plan for Oil Pollution Preparedness and Response (2004). The plan is updated regularly as part of the Agency's annual Work Programme. *This news received from EMSA* <http://www.emsa.europa.eu/>
[Source document with link for downloading the handbook](#)

Links for recent issues of other publications

[ASME EED EHS Newsletter](#)

[Bow Wave](#)

[Cedre Newsletter](#)

[The Essential Hazmat News](#)

[USA EPA Tech Direct](#)

[USA EPA Tech News & Trends](#)

[Technology Innovation News Survey](#)

[Intertanko Weekly News](#)

[CROIERG Enews](#)

[IMO Publishing News](#)

[IMO News Magazine](#)

[Pollution Online Newsletter](#)

[EMSA Newsletter](#)

[JOIFF "The Catalyst"](#)

[Environmental Technology Online](#)

[OCIMF Newsletter](#)

[IPIECA eNews](#)

[WMU Newsletter](#)

[AMSA Aboard](#)

[Sea Alarm Foundation Newsletter](#)

[Regenesis Remediation News](#)

News and commentary on HSE issues from George Holliday

Sam Ignarski's Ezine on Marine & Transport Matters

News from Cedre in Brittany, France

Alliance of Hazardous Materials Professionals

Remediation of contaminated soil and groundwater

Contaminated site clean-up information

From US EPA - Contaminated site decontamination

International news for the oil tanker community

Canberra & Regions Oil Industry Emergency Response Group

New and forthcoming IMO publications

News from the International Maritime Organization

News for prevention & control professionals

News from the European Maritime Safety Agency

Int'l Organisation for Industrial Hazard Management

Environmental Monitoring, Testing & Analysis

News from the Oil Companies International Marine Forum

Int'l Petroleum Industry Environmental Conservation Assoc'n

From the World Maritime University in Malmo, Sweden

News from the Australian Maritime Safety Authority

News from the Sea Alarm Wildlife Protection Organisation

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Events

UK: SCOTTISH ENVIRONMENTAL TECHNOLOGY NETWORK – NIGHT OF NETWORKING

The following received from ISCO Industry Partner, SETN – A Night of Networking from 4.30pm on 25th September 2014 at Room 606, Knowledge Exchange Hub, James Weir Building, University of Strathclyde, Montrose Street, Glasgow....and a little nostalgia. SETN may be closing its doors on 30th September but it's our intention to squeeze every last bit of help we can into our final weeks. We will be hosting a final networking event to assist companies in making some useful connections and potential collaborations before we bid you farewell. We invite you to come and celebrate the successes of the Scottish ECT sector with us as we wish you all the best in your future endeavours.

The event is open to members and non-members so please feel free to pass on details to colleagues with an interest in environmental and clean technology, whether as a potential customer, investor or collaborator.

To register, e-mail: janine.capaldi@strath.ac.uk

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