



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 361, 19 November 2012

info@spillcontrol.org <http://www.spillcontrol.org>

QUICK FINDER

Click on these links

[CONSULTANTS](#)

[EQUIPMENT & MATERIALS](#)

[RESPONSE ORGANISATIONS](#)

[TRAINING PROVIDERS](#)

Clicking on a company name or banner advertisement will display the advertiser's website.

GET THE ISCO NEWSLETTER

[Join the ISCO Newsletter Mailing List](#)

BECOME A MEMBER OF ISCO

ISCO aims to raise worldwide preparedness and co-operation in response to oil and chemical spills, to promote technical development and professional competency, and to provide a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisations.

There are many benefits for you in becoming a member and joining ISCO is not expensive.

[Application Form](#)

PROFESSIONAL MEMBERSHIP

Advance your career by gaining Professional Recognition

Professional recognition is a visible mark of quality, competence and commitment, and can give you a significant advantage in today's competitive environment.

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO. The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

You can apply for Student Membership, Associate Membership (AMISCO), Membership (MISCO) or Fellowship (FISCO).

[All about Professional Membership](#)

[Application Form](#)



The 2nd Oil Spill Response Workshop (OSRW 2012)
12 December 2012 Beijing China

International news

DEEPWATER HORIZON OIL SPILL SETTLEMENT



BP gets record US criminal fine over Deepwater disaster

November 15 - BP has received the biggest criminal fine in US history as part of a \$4.5bn (£2.8bn) settlement related to the fatal 2010 Deepwater Horizon disaster.

Two BP workers have been indicted on manslaughter charges and an ex-manager charged with misleading Congress.

The Department of Justice (DoJ) said BP must hand over \$4bn. The sum includes a \$1.26bn fine as well as payments to wildlife and science organisations. [BBC News](#) [Read more](#)

Historic Gulf oil spill settlement to bolster US research

November 15 - Research and recovery efforts linked to the 2010 Deepwater Horizon oil spill received a welcome boost on 15 November as part of a landmark settlement by BP, an oil-and-gas giant based in London, UK.

The [National Academy of Sciences](#) received a US\$350-million endowment, to be paid over five years, as part of the company's resolution of criminal charges with the US government. The academy has yet to settle on specific projects, but the new funds will support a [30-year programme](#) to study human health and the environment — including issues related oil spills — in the Gulf Coast region. [Nature.com](#) [Read more](#)

PRESTIGE OIL SPILL TRIAL UPDATE

Prestige skipper blames Spain at oil disaster trial



The Prestige oil spill was an oil spill off the coast of Galicia caused by the sinking of an oil tanker in 2002. The spill polluted thousands of kilometers of coastline and more than one thousand beaches on the Spanish, French and Portuguese coast, as well as causing great harm to the local fishing industry. The spill is the largest environmental disaster of both Spain's history and Portugal's history.

November 14 - Ten years after one of Europe's worst oil disasters, the captain of the Prestige tanker blamed Spain for sending his vessel away from the coast and into the stormy Atlantic.

Facing trial a decade to the day after his tanker sent an SOS that heralded the biggest oil spill in Spanish history, the 77-year-old Greek skipper criticised the decisions taken by the Spanish authorities. "The ship was cracked

and they sent it out to the ocean," said the captain, Apostolos Mangouras. "It was the worst alternative. They sent us in a floating coffin ... to drown." *Gulf Times* [Read more](#)

Others charged

November 16 - Others charged in this case include the ship's chief engineer and first mate, and the head of the Spanish merchant navy at the time, who ordered the ship out to sea when it was losing fuel. The trial is scheduled to last until May and hear testimony from 133 witnesses and 100 experts. *The Maritime Executive* [Read more](#)

Incidents

NIGERIA: LATEST NEWS

Exxon Mobil Cleaning Up Oil Spill on Nigerian Coast

November 12 - Exxon Mobil Corp. (CVX)'s Nigerian unit said it began cleaning up part of the nation's southeast coast after a pipeline from an offshore facility spilled at least 200 barrels of crude at the end of last week.

Exxon Mobil shut the pipeline on Nov. 10 and is investigating the cause of the spill in the state of Akwa Ibom, the company said late yesterday in a statement from Lagos, the commercial capital. Dispersants and booms are now being deployed in work involving more than 100 personnel.

The nation's authorities don't yet have an estimate for the amount of crude released. An aerial inspection will be carried out before an estimate on volumes is made, Peter Idabor, director-general of National Oil Spill Detection and Response Agency, said today by phone from Abuja, the Nigerian capital. *Bloomberg News* [Read more](#)

Shell shuts 25,000 bpd oil pipeline in Nigeria due to theft damage

November 11 - Shell shut its Imo River oil pipeline in Nigeria on October 31 due to damage caused by thieves and deferred 25,000 barrels per day (bpd) of production, the company's local unit said on Sunday. *Chicago Tribune* [Read more](#)

INDIA: GROUNDED OIL TANKER FINALLY SALVAGED

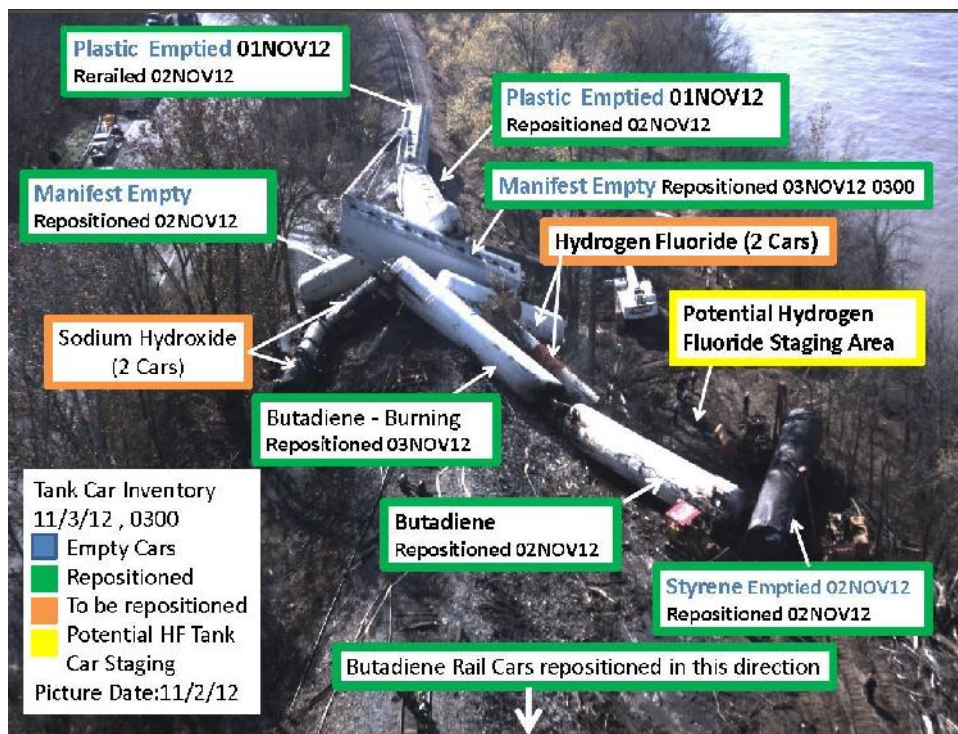
November 12 - Oil tanker, Pratibha Cauvery, was finally pulled out to sea on Sunday after being stranded off Marina Beach for eleven days after running aground when Cyclone Nilam hit the Tamil Nadu coast on October 31st.

The union shipping minister, who had been monitoring the recovery operation, stated that the vessel was towed out early that evening. After several unsuccessful attempts to tow the ship out to sea, tug Malayiya succeeded in turning the ship 90 degrees from its right side.

The marine salvage operation was one of the largest in the waters off Chennai. The weight of the ship and strong currents made the salvage challenging. *The Maritime Executive* [Read more](#)

Incidents (continued)

USA: WORK TO RESUME TUESDAY TO DRAIN CHEMICALS AT DERAILMENT SITE



November 12 - Crews working at the site of a [train derailment in southwestern Jefferson County](#) plan to drain hazardous chemicals from the tankers on Tuesday.

Beginning at 6 a.m., Dixie Highway from Highway 44 to the bridge at Salt River will be closed, and there will be a half-mile evacuation put into effect, and all residents of Katherine Station Road and Abbots Beach Road will also be evacuated. Air traffic won't be allowed within half a mile of the site, and river traffic will be stopped.

During the day, the crews will offload two chemicals: hydrogen fluoride and butadiene. [Hydrogen fluoride](#) is an extremely dangerous corrosive gas, which can cause severe burns if it comes into contact with human skin. [Butadiene](#) is flammable—an entire car spilled during the accident, and the remaining chemical exploded and caused a fire the week of the accident.

In the two weeks since the derailment, much of the danger at the site has come from work to stabilize the cars. Now that they're stabilized, the offloading of the hydrogen fluoride and butadiene is expected to be routine, but MetroSafe is still taking safeguards. [WFPL News](#) [Read more](#)

LIBYA: MILITARY ENGINEERS FACE TOXIC CHEMICAL CLOUDS AS THEY CLEAR UP ARMAMENTS FROM GADDAFI REGIME

Dangerous work: Specialist technicians make safe an exploded surface to air missile located on a rocket launcher hit by NATO strikes one year earlier

November 12 - Weapons experts battle through a vivid orange toxic gas haze as they take on the hazardous task of clearing a Libyan arms dump.

More than a year after Muammar Gaddafi was ousted, technicians are still attempting to clear the country of the dictator's deadly arsenal.

These pictures show a crew of specialists trying to make safe the dangerous contents from surface-to-air missiles.

The lethal missiles were destroyed in a NATO strike on the launch site on the outskirts of Tripoli last year, but they still contained an extremely toxic fuel mixture which appears a bright crimson when released into the air.



The clean-up operation is made all the more difficult by the fear that some sites may contain as yet undiscovered chemical weapons. [Mail Online](#) [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

Incidents (continued)

USA: OIL RIG FIRE LEAVES TWO MISSING OFF US COAST

November 16 - Two people are missing and four more are in hospital with burns after an explosion and fire ripped through an oil platform in the Gulf of Mexico.

A small amount of oil spilled from the rig when workers using a torch cut into a pipeline on the platform.

US Coast Guard Captain Ed Cubanski said the well was not producing at the time of the explosion and no oil was leaking.

The fire had since been extinguished, said Coast Guard spokesman Drake Foret. He said Coast Guard aircraft and boats were searching for two missing people. Nobody was believed to have been killed in the fire.

The platform is for oil production from an established well, unlike the Deepwater Horizon rig, which was drilling an exploratory well for oil giant BP in deep water when it blew up and triggered a massive oil spill in 2010. *Sky News* [Read more](#)

USA: NEW OIL SHEEN PROMPTS ANOTHER INVESTIGATION OF BP DEEPWATER HORIZON DISASTER SCENE

November 14 - An overflight inspection of the [BP Deepwater Horizon](#) disaster site 40 miles south of Grand Isle this past weekend found a new, mile-long oil sheen, which has prompted the U.S. Coast Guard to again require BP to inspect the wellhead and debris area on the floor of the Gulf of Mexico with a remotely operated vehicle for the source of the oil. The flight was piloted by Bonny Schumaker, founder of the California-based non-profit [On Wings of Care](#), which has conducted surveillance flights in the Gulf in the two years since the spill. *The Times Picayune* [Read more](#)

Other news

USA: NOAA, UNIVERSITY OF NEW HAMPSHIRE FUND PROJECTS TO INVESTIGATE EFFECTS OF CHEMICAL DISPERSANTS IN OIL SPILLS

November 15 - NOAA and the Coastal Response Research Center (CRRC) at the University of New Hampshire announced research funding for three projects aimed at better understanding the impact of dispersed oil and chemical dispersants used during oil spills.

NOAA is awarding these grants using supplemental research funding provided by Congress as a result of the Deepwater Horizon oil spill. The grants, collectively totaling nearly \$500,000, were awarded on a competitive basis through a peer-review process that attracted 36 proposals from U.S. and international research teams. *The Maritime Executive* [Read more](#)

USA: EXXON OFFERS TRAINING, EQUIPMENT AFTER MONTANA SPILL

November 15 - Exxon Mobil Corp. is proposing to pay for emergency response training and equipment for future oil spills as part of its settlement over a major crude release into the Yellowstone River.

The Montana Department of Environmental Quality is hosting a public meeting in Billings Thursday to take comments on the company's proposal.

Exxon faced a \$1.6 million penalty for water pollution violations stemming from a pipeline break near Laurel last July that dumped more than 1,500 barrels of oil into the river. The company paid \$300,000 in cash and is paying off the remainder through providing several environmental projects. *Associated Press* [Read more](#)

USA: PIPELINES EXPLAINED: HOW SAFE ARE AMERICA'S 2.5 MILLION MILES OF PIPELINES?

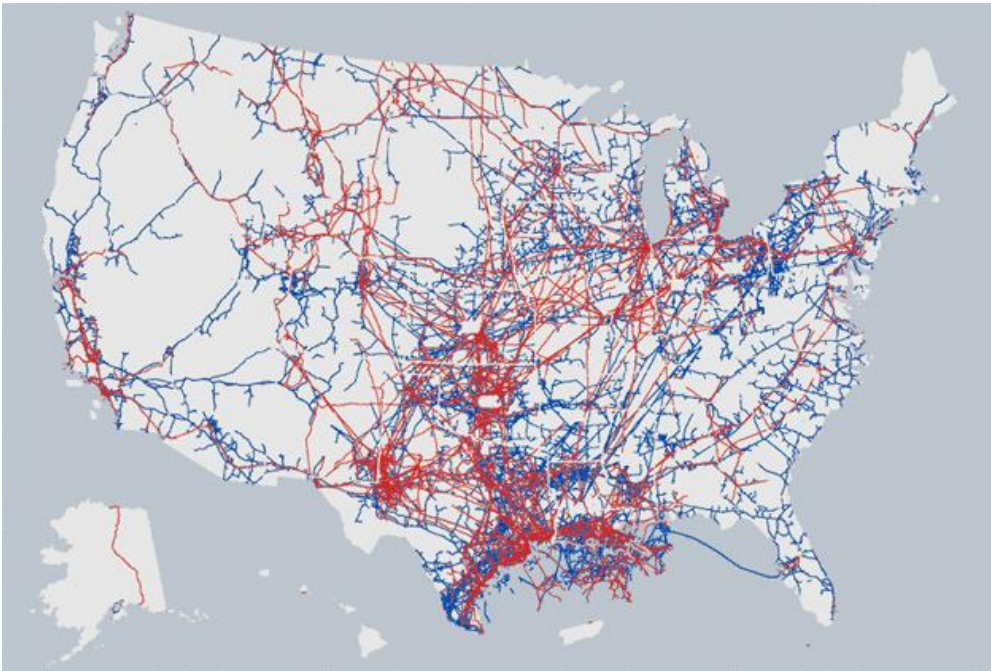
Excerpts from an interesting article published by *Pro Publica*

November 15 - At 6:11 p.m. on September 6, 2010, San Bruno, Calif. 911 received an urgent call. A gas station had just exploded and a fire with flames reaching 300 feet was raging through the neighborhood.

The explosion was so large that residents suspected an airplane crash. But the real culprit was found underground: a ruptured pipeline spewing natural gas caused a blast that left behind a 72 foot long crater, killed eight people, and injured more than fifty.

Other news (continued)

Over 2,000 miles away in Michigan, workers were still cleaning up another pipeline accident, which spilled 840,000 gallons of crude oil into the Kalamazoo River in 2010. Estimated to cost \$800 million, the accident is the most expensive pipeline spill in U.S. history.



Map of major natural gas and oil pipelines in the United States. Hazardous liquid lines in red, gas transmission lines in blue. Source: Pipeline and Hazardous Materials Safety Administration.

Over the last few years a series of incidents have brought pipeline safety to national – and presidential – attention. As Obama begins his second term he will likely make a key decision on the controversial [Keystone XL pipeline](#) [1], a proposed pipeline extension to transport crude from Canada to the Gulf of Mexico.

Critics of the Keystone proposal point to the hundreds of pipeline accidents that occur every year. They charge that system wide, antiquated pipes, minimal oversight and inadequate

precautions put the public and the environment at increasing risk. Pipeline operators point to billions of dollars spent on new technologies and a gradual improvement over the last two decades as proof of their commitment to safety.

One of the biggest problems contributing to leaks and ruptures is pretty simple: pipelines are getting older. More than half of the nation's pipelines are at least [50 years old](#).

Critics maintain that while they're relatively safe, pipelines should be safer. In many cases, critics argue, pipeline accidents could have been prevented with proper regulation from the government and increased safety measures by the industry. The 2.5 million miles of America's pipelines suffer hundreds of leaks and ruptures every year, costing lives and money. As existing lines grow older, critics warn that the risk of accidents on those lines will only increase.

While a slew of federal and state agencies oversee some aspect of America's pipelines, the bulk of government monitoring and enforcement falls to a small agency within the Department of Transportation called the [Pipeline and Hazardous Materials Safety Administration](#) – [19] pronounced "FIM-sa" by insiders. The agency only requires that seven percent of natural gas lines and 44 percent of all hazardous liquid lines be subject to their rigorous inspection criteria and inspected regularly. The rest of the regulated pipelines are still inspected, according to a PHMSA official, but less often. *Pro Publica* [Read the complete article](#)

TRANSFORMING MARINE PLASTIC POLLUTION

The Gyres Society aims to raise money to fund technical and economic research into recovery of plastic waste from the oceans.

"We're raising money to build and launch a *Floating Eco Research-Upcycling Facility* with the specific technology to harvest marine plastic pollution and transform it into high value products and resources; including fuel, 3D printer feedstock and textiles.

The project will require a substantial amount of capital.

Ultimately, we are going to operate a fleet of vessels and remote controlled plastic collectors to clean up plastics of all sizes including micro plastics from the ocean surfaces and floors of each of the oceans circular currents.

In the meantime here are some vital interim steps:

Launch pilot projects in Vancouver and Haida Gwaii Canada, Lagos Nigeria, Vadodara India, and Norwich UK to prove and showcase that it is possible to produce fuel from marine plastic waste.

This opportunity will generate interest from philanthropists to help us adapt and implement our plastic harvesting and conversion technology, methods and equipment on a deep-sea vessel". *Weeve* [Read more](#)

ISCO AT CLEAN GULF 2012

A short report from ISCO President, David Usher.



In the picture: On left, Bob Umbenstock of ISCO Corporate Member, Resolve Marine and, on right, David Usher, President of ISCO

Mary Ann Dalgleish, ISCO's Membership Director, and I attended the Clean Gulf Conference and Exhibition in New Orleans last week. ISCO had a booth in the exhibition area and this worked well as a focal point for meeting with a large number of you who were at Clean Gulf.

We were warmly welcomed by attendees and the number of people who stopped to say "hello" and ask questions about ISCO's current activities was very high. We were kept very busy !

It was good to meet with so many old friends and speak to so many I had not met before. Many of those stopping by expressed how much they liked the Newsletter and how they enjoyed reading it weekly.

There was a great deal of interest in what ISCO is doing for the spill response community, including the new professional membership initiative and ISCO's active involvement, through our membership of the IMO OPRC-HNS Technical Group, in the International Offers of Assistance (IOA) and Response Resource Inventory (RRI) initiatives.

In the picture: On left, Matt Goldsmith of Marine Well Containment Company with, on right, ISCO President. The traditional draw for a bottle of fine malt whisky was won by Warren Christopherson of Chukar Waterjet Inc. but, as Warren had to leave early to travel back to Minnesota, he nominated Matt to receive the prize on his behalf.



During the event I was able to attend the Spill Control Association of America (SCAA) afterglow event and speak with many in our colleagues. Several SCAA members are also Corporate Members of ISCO.

I also attended a meeting of the IOA Core Group (of which ISCO is a member) convened by Heather Parker of the US Coast Guard. The work being done in the development of the IOA and RRI is of high value to our members, because the private sector (response contractors, manufacturers, consultants and training providers) are recognised as having an important role in planning for improved international co-operation in response to future major spill events. Separate reports on this meeting will be published in a forthcoming issue of the Newsletter and circulated to members of the ISCO RRI Correspondence Group.

All-in-all I think that ISCO's participation in the Clean Gulf event was very successful and will undoubtedly result in an increase in the number of our members – something that is very important for the organization. Without the contributions of our members the work that ISCO is doing on behalf of our community could not continue.

I would like to express my thanks to all of our members for their continuing support. Together, we have achieved much over the past years. With more members, we could do more and I urge all of you who have not yet joined us to do it now.

David Usher



In this issue of the ISCO Newsletter we are printing No. 103 in a series of articles contributed by Dr Douglas Cormack.

With a change of subject, the title of the chapter heading changes to “Knowledge of Current Contingency Arrangements.”

Dr Douglas Cormack is an Honorary Member of ISCO. As the former Chief Scientist at the British Government's Marine Pollution Control Unit and head of the UK's first government agency, the Warren Spring Laboratory, Douglas is a well known and highly respected figure in the spill response community. He is the Chairman and a founder member of the [International Spill Accreditation Association](#)

CHAPTER 103: KNOWLEDGE OF CURRENT CONTINGENCY ARRANGEMENTS

The grounding of the *Torrey Canyon* on the Seven Stones Reef in the Scilly Isles in 1967 was a contingency for which there was no national response plan and no international agreements for adequate reimbursement of commercial loss or response costs. Thus, financial victims had to rely on whatever remedies were available under their own national law which did not extend to owners of other nationality with no assets in the country of the incident, while the Brussels Convention Relating to the Limitation of Liability of Owners of Seagoing Ships limited this liability to \$80 per ship tonne, and required proof of intent or negligence by those in charge of the offending ship. However, in 1969, the owners themselves brought into force the Tanker Owners Voluntary Agreement Concerning Liability for Oil Pollution (TOVALOP) which accepted strict liability (with only minor exceptions) for up to \$160 per tonne with a limit of \$16.8 million per incident for laden and un-laden tankers, with this agreement being administered by the International Tanker Owners Pollution Federation (ITOPF) while owners insured their liability with the Protection and Indemnity (P&I) Clubs for third party claims and with the International Tanker Indemnity Association (ITIA) specifically for pollution related claims.

Thus, this TOVALOP scheme provided compensation for damage and clearance costs without need of court action. Again, in 1971, the oil industry established the Contract Regarding an Interim Settlement to Tanker Liability for Oil Pollution (CRYSTAL) funded by contributions based on each company's annual oil movements or transfers which together with TOVALOP made a total of \$36 million per incident. However, no provision was made then or now, to compensate for the standing charges of national or local response organisations though the available funding carried the implication that such organisations would know or intend to learn how to respond in a cost-effective manner.

In any case, in these early days, the standing charges were small. In the UK they were subsumed in the Warren Spring Laboratory R&D programme on response requirements and in the Marine Survey Service which already held WSL ship-mountable spray gear and dispersant stocks but paid no retainer fees for the eighty or so ships of opportunity normally operating as tugs in UK ports. Again, standing costs remained low even when the dedicated MPCU of 1979 progressively held three Springsweep Systems for use on *RV Seaspring* and two coastal tankers of opportunity, a Force 7 oil mop for an offshore service/supply ship of opportunity, eight contracted dispersant-spray aircraft, two equipped for remote sensing, a reduced number of spray-sets for ships of opportunity, equipment for ship-to-ship transfer of oil and HNS for use by salvors, and equipment for shoreline cleaning for use by local authorities. Thus, standing costs remained low in relation to operating costs which in turn were low in relation to the reimbursable commercial losses for which the bulk of the \$36 million per incident must have been intended.

Nonetheless, in 1969, governments added the Civil Liability Convention (CLC) which, as a formalised TOVALOP, came into force in 1975 with a strict liability of \$18.5 million per incident; and in 1971, the International Oil Pollution Compensation Fund (IOPCF) which as a formalisation of CRYSTAL came into force in 1978. The position then was that tanker owners were strictly liable for about \$2.5million for small tankers up to 5000grt and to about \$50 million for tankers over 140,000grt bringing the strict liability limit to about \$110million for all sizes of tanker.

The Fund is financed by contributions from receivers of crude or heavy fuel oil within the territory of the contracting states in proportion to the amounts transported by sea and is administered by a Secretariat, an Executive Committee and an Assembly comprising representatives from all contracting states, claims being brought directly against the IOPCF. However, despite the magnitude of the available funds IOPCF has had to adopt the policy of part payment of initial claims to preserve its ability to make < 100% payment of the outstanding balances when the final overall position becomes clear with respect to the total funds available.

1 The *Rational Trinity: Imagination, Belief and Knowledge*, D.Cormack, Bright Pen 2010 available at www.authorsonline.co.uk

2 *Response to Oil and Chemical Marine Pollution*, D. Cormack, Applied Science Publishers, 1983.

3 *Response to Marine Oil Pollution - Review and Assessment*, Douglas Cormack, Kluwer Academic Publishers, 1999.

EUROPEAN MEMBER STATES CO-OPERATION IN CLAIMS MANAGEMENT

An article contributed by Sjon Huisman, Adviser Response Organisation, Rijkswaterstaat Noordzee, Ministry for Infrastructure & Environment, The Netherlands.

Most readers will have their own list of memorable maritime incidents that caused pollution to a coastal state or posed a threat to general navigation or threatened to pollute a sensitive area.

In the aftermath of such an incident, all those entities effected wish to be compensated for their losses. Not only the restaurant owner that has to close down is property at the beach because of the oil or the marina that had all the yachts contaminated, the nature organisation cleaning birds or other sea life, but also the authorities for taking response measures.

The polluter pays principle is referred to in many international bodies e.g. IMO and EU.

Shipping industry has many arrangements in place for compensating the loss of cargo or the vessel. There is a Fund for oil pollution from tankers and the Bunker Spill Convention is there for fuel oil accidents.

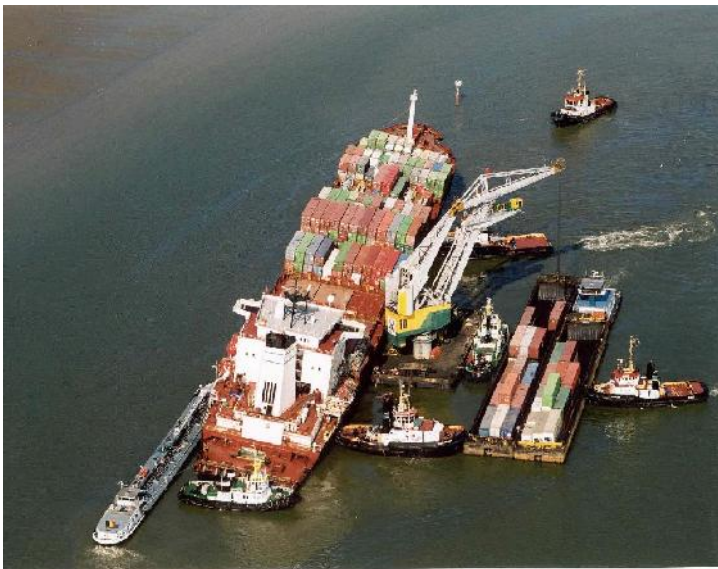
Authorities in coastal states sometimes struggled to hold the polluter liable and get their costs compensated for at the end of the accident, whereas others had been successful in this finalization of the accident.

Therefore already in 2002 European Member States met in Bremen to discuss the issue and the result was a list of items for further deliberations with the objective to find a common approach if possible.

It was the United Kingdom especially Mrs Gail Robertson, who's persistent effort resulted in hosting an EU sponsored workshop in 2007. All European Member States attended and participated and also representatives of the IOPC Fund, and a P&I club presented their views on the issue.

A working group consisting of experts from the United Kingdom, The Netherlands, Spain, Germany and Belgium agreed to draft the contents of a draft Guideline. This group was later on joined by experts from France and Norway.

Then in 2009 EMSA took the secretariat for the work and now the Claims Management is now dealt with under the umbrella of the European Maritime Safety Agency. Obviously the legal framework was addressed as it is the beginning of each accident. What legal basis is there for the authorities to take measures?



The main goal: to improve the Member States cost recovery rates. (Costs for the authorities was huge)

The costs for deploying equipment has been discussed with industry and the representatives of organisations acting on behalf of ship-owners.

Experiences from claims handlers at national level were used to elucidate the compiling of a file, the day to day administration of costs during an accident and response measures. These should be taken care of with the highest scrutiny.

Procedures for settling a claim either through an amicable settlement, arbitration or a court procedure are explained.

When discussing maritime incidents, mostly oil pollution is addressed for obvious reasons. It is sticky, it visually affects wildlife and it provides an easy appeal to the public.

However there are other types of incidents requiring response measures, thus involving costs that need to be compensated e.g. the loss of containers or the beaching of a vessel.

Measures taken need to be proportionate to the incident, the claims need to be justifiable and reasonable.

The Guidelines is considered to be a living document that will be regularly reviewed by the group and is open for external experts to provide their input on the basis of sharing experiences.

The working group trust that readers will find the Guidelines instructive and helpful.

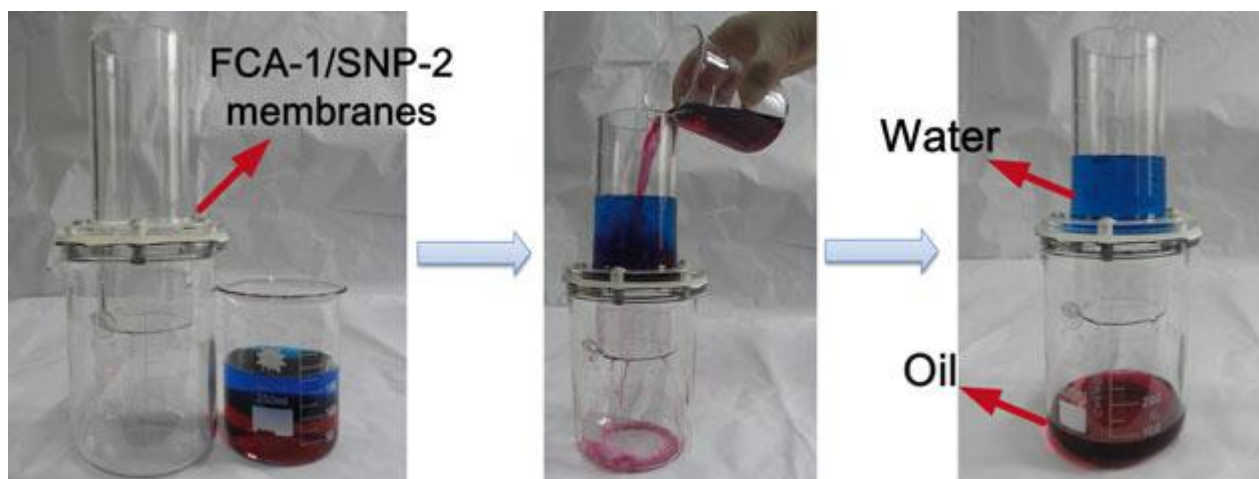
Learn more at: www.emsa.europa.eu

OIL LOVING MEMBRANES FOR OIL SPILL CLEAN-UPS

From an interesting article in the journal *Chemistry World*

Researchers in China have made a new type of membrane that can separate oil from water and could potentially be used in oil spills, such as the one in the Gulf of Mexico. The membrane works by interacting differently with the substances as it is both superhydrophobic and superoleophilic, so that it repels water but attracts oil. This means that the oil is absorbed through the membrane, but the water can't penetrate.

The membrane is made from a polymerised fluorinated polybenzoxazine (F-PBZ) layer on top of cellulose acetate nanofibres. The scientists used an electrospinning technique (in which a viscous liquid is passed through a conducting needle to form a thread) to create a porous structure that makes the membrane even better at absorbing the oil.

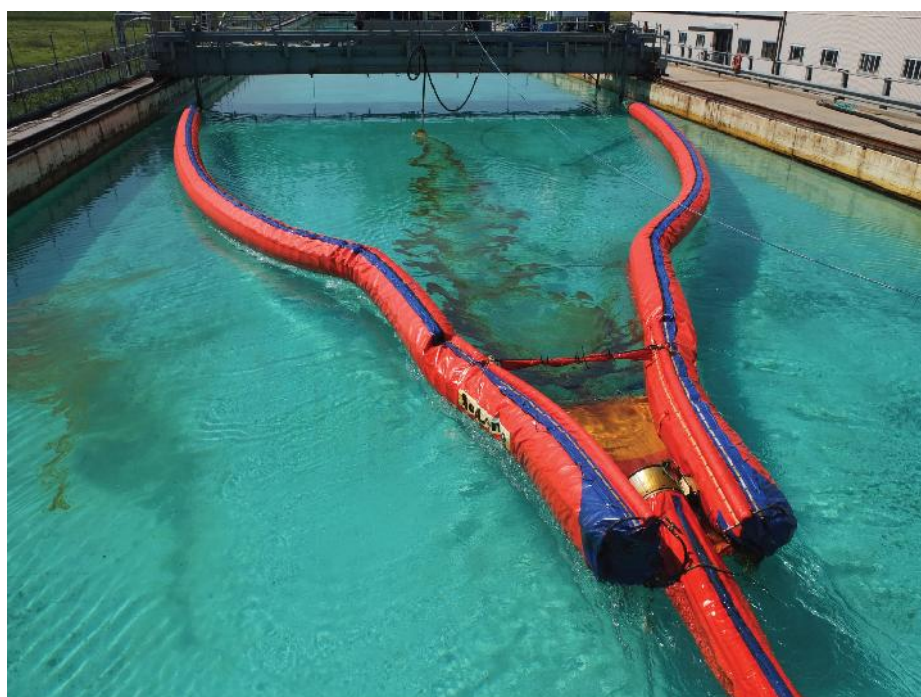


Oil and water separation using the membrane. The water and oil were dyed by methyl blue and oil red, respectively

Bin Ding from [Donghua University](#) leads the team that developed this technology. He explains that one of the best things about their membranes is that they are stable and can be used over a wide pH range, making them suitable for use in a variety of challenging environments. The complex surface of the membrane gives it a surface area of $58.96\text{m}^2/\text{g}$. Ding comments that 'currently, there are no other membranes with such a high surface area for oil spill clean-up'. [Read the complete article](#)

News from the Oil Spill Research and Renewable Energy Test Facility [OHMSETT]

NORLENSE OILTRAWL TAKES ON THE TANK



NorLense AS of Norway has designed and developed an Oiltrawl system to recover oil at relative speeds ranging from 1 to 4 knots. It is suitable for rivers, areas with strong currents, and open waters. The intention of the passive system is to recover small patches or sheens of oil that are spread over a large area by being able to move rapidly and encounter spilled oil from a large area quickly. The system was previously evaluated in varying surface conditions, oil types and advancing speeds at Ohmsett in early 2012.

The Oiltrawl incorporates a guiding boom, oil/water splitter, and final collection bag to collect the recovered oil. The guiding boom is designed to provide a wide encounter width while minimizing towing forces and maintaining smooth sweep legs to funnel the oil into the oil/water splitter segment. Located at the end of the splitter segment is an attachment cross beam in which the

News from the Oil Spill Research and Renewable Energy Test Facility [OHMSETT] (continued)

collection bag mouth “drops” into. The distinctive design allows for the removal and installation of collection bags by merely lifting the collar from the cross beam; this allows for exchanges of storage bags while in the field.

“The system is easy to deploy and simple to operate. Short deployment time and the absence of mechanical equipment, makes the system suitable for locations where timeliness is of the essence,” explains Hugo Svendsen, research and development manager, NorLense.

Using images captured by the above and underwater cameras during the early 2012 testing at Ohmset, the Oiltrawl’s performance was studied and as a result, design modifications were made to the system. These modifications were implemented and evaluated when Norlense returned to Ohmsett the week of June 25, 2012.

“The initial testing showed that the design of the tank itself affected the results, so modifications had to be done to the equipment to ensure that the results were realistic for what we will experience in a real situation on open water,” said Svendsen.

During the test in the Ohmsett tank, the Oiltrawl was rigged between the Main Bridge and the Auxiliary Bridge and encountered medium and heavy oils. The system performance was tested in calm and wave conditions. For each test, the system made two passes in the test basin using the same test conditions for each pass. “This technique is often used to increase volumes used per test to minimize the sensitivity to inherent measurement error,” said Dave DeVitis, test director at Ohmsett.

“The results show, as always, that there is room for improvements, and new time for further testing is already booked in 2013,” Svendsen stated. *Ohmsett Gazette* [Read more](#) [Thanks to Jane Delgado, OHMSETT]

Publications

UNESCO REPORT ON TASKS FOR COASTAL RESOURCES ASSESSMENTS AND OIL SPILL SENSITIVITY MAPPING IN THE ARAB STATES OF THE GULF



This report examines national capacity for coastal resources assessment and oil spill sensitivity mapping in the [Gulf Cooperation Council](#) (GCC) countries, and the potential for [UNESCO](#) support and cooperation. Resource data are a pre-requisite for any aspect of coastal management; oil spill contingency planning is no exception. Emphasis is on protection priorities for coastal and marine areas (i.e. management of immediate oil spill response). Shore cleanup strategies and methods, although also important, do not form part of the assessment. Assessing the coastal zone of the Gulf is also essential for the identification, selection, and the preliminary delineation of potential Biosphere Reserves.

The findings presented are based on a fact-finding mission (October 2003), involving consultations with representatives from environmental agencies and organisations in each of the GCC countries. The missions helped identify national needs and also provided a regional perspective. Throughout the Gulf region there is keen appetite for expanding national oil spill contingency capacity and for UNESCO assistance.

Areas for potential support and cooperation include: (1) protection priority index maps (digital and hardcopy atlas), similar to the

system already developed for Abu Dhabi; (2) national coastal resource datasets; (3) guidelines and standards for data collection and processing; (4) coastal habitat guide to promote coastal environmental awareness; and (5) capacity building in all areas.

Capacity building may include activities such as 'rotating' workshop held in different GCC countries; attendance of representatives at actual oil spill events to observe assessment and combat systems in action; support for in-country & overseas postgraduate studies and a UNESCO sponsored prize for best (university) student study of oil spill assessment/coastal protection. National coastal resource datasets (item 2 above) could also help identify candidate sites for coastal and marine [biosphere reserves](#), thus providing an additional benefit of UNESCO support.

Publications (continued)

For each of the above five areas, concept summaries for projects are outlined. Because these are determined from a broad (GCC wide) assessment, they are necessarily rather generic. The next step would be development of the concept summaries into firm project documents/proposals (tailored as necessary to the specific needs of each GCC country). It is envisaged that UNESCO support would be principally facilitation and support (rather than implementation), involving scientific/technical assistance, organisation and/or sponsorship (e.g. meetings and workshops) as well as project planning, guidance and coordination. Funding for the projects will be sought from other government agencies and international organisations in conjunction with the commercial and private sector. This will augment core funding already available to UNESCO. [Download and read this report](#) [Thanks to Abe Ash of ENCO Industries for providing the link for this report]

Events

USA: GULF COAST RESTORATION SUMMIT January 31, 2013, Tallahassee, Florida

More than \$30 billion is soon to be infused into Florida and the U.S. Gulf Coast! This is a game-changer for the region, providing enormous new economic and business opportunities.

The Summit will feature local, state, and national government, business, and nonprofit decision-makers providing the latest information on when the massive new monies will arrive and sharing strategies on what the monies should be spent on. New programs and contracts could be developed for tourism, real estate, infrastructure development, new energy development, disaster preparedness, construction, education, and environmental restoration. According to Congressional estimates, the new funding, programs, and contracts will benefit the Gulf Coast beginning soon and will last for the next ten years.

The Summit will consist of top speakers at morning and afternoon general sessions, an exhibition of leading companies, a networking luncheon, and a VIP leadership reception. [More info](#)

CANADA: WORLD CONFERENCE ON DISASTER MANAGEMENT (WCDM) June 23-26, 2013 Toronto

CALL FOR PRESENTATIONS IS NOW OPEN - The 23rd WCDM will bring delegates from over 40 countries within the fields of Emergency Management, Business Continuity, Emergency Response, Risk Management, IT Disaster Recovery, Disaster Management Research, Emergency Communications, Emergency Health, Security, HR, Environmental, Community Planning, as well as for the organizations which supply and service these professions. [More info](#)

Company news

ECOLOGIX ENVIRONMENTAL SYSTEMS INTEGRATED TREATMENT SYSTEM NAMED FINALIST IN PLATTS GLOBAL ENERGY AWARDS

The Integrated Treatment System (ITS) – a solution developed by Atlanta-based Ecologix Environmental Systems for high-volume, mobile water treatment in hydraulic fracturing (“fracking”) operations – has been named a finalist for the Platts Leading Technology Award for Sustainable Innovation. The award, part of the Platts Global Energy Awards (GEA) program, honors companies and individuals that transcend the status quo by exhibiting excellence in leadership, innovation and performance. [Read more](#)

ELASTEC SETS GUINNESS WORLD RECORD FOR THE LONGEST CONTINUOUS CONTROLLED BURN OF OIL AT SEA

During the 2010 Gulf of Mexico spill, Elastec firebooms were used extensively for the controlled burning of large quantities of oil at sea. Guinness World Records have officially recognized the Worlds Record for the Longest Continuous Burn of Oil Spill with a time of 11 hours 48 minutes! Controlled burning is just one of several options when responding to a large disaster such as the Deepwater Horizon incident. [Read more](#)

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy.
