



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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News

JAPAN URGES MORE EVACUATIONS AS FEARS GROW ABOUT REACTOR LEAK

The *Washington Post* of Saturday March 25 reports "Water used to douse ultra-hot reactors at the Fukushima Daiichi nuclear power complex showed fresh signs of a possible radiation leak from the reactor's core Friday, as Japanese officials expanded the evacuation zone around the crippled plant.

Water in a turbine building was so radioactive that it gave leg burns to three workers and reignited fears that the hazardous material could only have come from inside reactor unit 3's primary containment building or through its main steam system.

That plant is of special concern because it uses mox, a fuel that contains extremely dangerous and long-lasting plutonium in addition to uranium. A leak directly from inside the reactor threatens immediate harm to any workers attempting repairs, while raising the prospect of much longer-term contamination of the facility and surrounding area". [Read more](#)

In an equally alarming article the latest issue of the *New Scientist* states "Fukushima radioactive fallout nears Chernobyl levels - Japan's damaged nuclear plant in Fukushima has been emitting radioactive iodine and caesium at levels approaching those seen in the aftermath of the [Chernobyl accident](#) in 1986. Austrian researchers have used a worldwide network of radiation detectors – designed to spot clandestine nuclear bomb tests – to show that iodine-131 is being released at daily levels 73 per cent of those seen after the 1986 disaster. The daily amount of caesium-137 released from Fukushima Daiichi is around 60 per cent of the amount released from Chernobyl". [Read more](#)

The operators of the nuclear plant come under criticism in an *AP* article of March 26 which also reveals that following concerns with corrosive effects of seawater, freshwater is being used in the continuing efforts to cool the reactors – "Japan's government revealed a series of missteps by the operator of a radiation-leaking nuclear plant on Saturday, including sending workers in without protective footwear in its faltering efforts to control a monumental crisis. The U.S. Navy, meanwhile, rushed to deliver fresh water to replace corrosive saltwater now being used in a desperate bid to cool the plant's overheated reactors".

"Government spokesman Yukio Edano urged Tokyo Electric Power Co. to be more transparent, two days after two workers at the tsunami-damaged Fukushima Dai-ichi plant suffered skin burns when they stepped in water that was 10,000 times more radioactive than levels normally found near the reactors". [Read more](#)

Criticism of safety standards at the nuclear facility were made in the *Guardian Newspaper* of March 22 – “Japan nuclear firm admits missing safety checks at disaster-hit plant - Documents show operator failed to carry out mandatory checks at Fukushima Daiichi and allowed fuel rods to pile up”.

“When the plant was struck by a huge earthquake and tsunami, its reactors, [designed by US scientists 50 years ago](#), contained the equivalent of almost six years of highly radioactive uranium fuel produced by the facility, according to a presentation Tepco gave to the International Atomic [Energy](#) Agency and later posted on the company's website”. [Read more](#)

What has happened in Japan has raised worldwide concern about the safety of the nuclear industry. Quite rightly too – but some of the information now emerging does indicate that mistakes were preventable. With proper planning of reactor locations in stable locations, application of best available technology and safeguards, together with strictly imposed monitoring of management standards, there is scope to very substantially reduce risks. Panic is not the answer but it will be vital to learn the lessons and apply them in design of new plants and upgrading of existing facilities.

A RACE AGAINST TIME TO SAVE OILED PENGUINS



In this image made available by Britain's Royal Society for the Protection of Birds on Tuesday March 22, 2011 shows the Malta-registered MS Olivia grounded on Nightingale Island in the Tristan da Cunha chain . Thousands of endangered penguins have been coated with oil after the cargo ship ran aground and broke up on a remote British South Atlantic territory, officials and conservationists said Tuesday. The shipwreck also threatens the lobster fishery that provides a livelihood to one of the world's most isolated communities. The Malta-registered MS Olivia was grounded on Nightingale Island in the Tristan da Cunha chain last week. The ship had been travelling from Brazil to Singapore and contained 1,500 tonnes (1,650 tons)

New York Times, March 26 – “Responders to a shipwreck and [oil spill](#) off a remote South Atlantic archipelago are in a “race against time” to save thousands of endangered penguins that have been coated in crude, local officials said Thursday”.

“Hundreds of oiled-soaked rockhopper penguins have been recovered from Nightingale Island, part of the Tristan da Cunha archipelago, where

a large freighter ran aground last week, spilling roughly 1,600 tons of heavy fuel oil into the surrounding waters, Sean Burns, the islands' administrator, said in a [statement](#).” [Read more](#) [Thanks to ISCO Committee Member, Marc Shaye for sending this article]

In another report – *The Independent* of March 23 – “The Tristan da Cunha islands, in particular Nightingale and its neighbour Middle Island, are home to millions of nesting seabirds. There are more than 200,000 northern rockhopper penguins on the island”.

RSPB research biologist Richard Cuthbert said: "The consequences of this wreck could be potentially disastrous for wildlife and the fishery-based economy of these remote islands. "The Tristan da Cunha islands, especially Nightingale and adjacent Middle Island, hold millions of nesting seabirds as well as four out of every 10 of the world population of the globally endangered northern rockhopper penguin." [Read more](#)

Don Johnston of ISCO Associate Member, DG & Hazmat Group also sent in a good AP article that also contained the picture shown above. [Read this article](#)

MEDITERRANEAN: LEGAL INSTRUMENTS REDUCING RISKS FROM OFFSHORE EXPLORATION ACTIVITIES AND PROTECTING THE MEDITERRANEAN COASTS' DEGRADATION ENTER INTO FORCE TODAY

March 23 - Two of the most innovative legal instruments for environmental protection in the Mediterranean, the Offshore and the Integrated Coastal Zone Management (ICZM) Protocols of the Barcelona Convention⁽¹⁾ will enter into force today.

Maria Luisa Silva Mejias, UNEP/MAP / Barcelona Convention Executive Secretary and Coordinator said: “The entry into force of these two Protocols provides the Mediterranean region with unique and powerful legal instruments to prevent and respond to environmental threats linked to offshore platforms and coastal degradation. These developments will allow Mediterranean countries to activate a regional response mechanism in case an accident similar to the one in the Gulf of Mexico would happen, and will also allow for better preparedness and protection of our coasts against climate variability”.

The Offshore Protocol⁽²⁾ aims at establishing an effective management system to protect the Mediterranean Sea from pollution resulting from exploration and exploitation of the continental shelf, the seabed and its subsoil, and organise a mutual assistance in cases of emergency. The Protocol establishes a system of authorization, monitoring and strict liability in case of damage, with a

News (continued)

view to limit impact on natural resources, biodiversity and population.

The ICZM Protocol⁽³⁾, is a key tool for sustainable coastal development, as it provides an effective way of ensuring that human actions are undertaken with a concern for balancing economic, social and environmental goals and priorities in a long-term perspective. It also contains useful and innovative tools to help states in addressing threats to coastal areas such as the 100 meters no-building line, strategic environmental impact assessments, carrying-capacity assessments and participatory planning approaches. [Read more](#)

USA: THE BUREAU OF OCEAN ENERGY MANAGEMENT, REGULATION AND ENFORCEMENT (BOEMRE) AND U.S. COAST GUARD (USCG) TO CONDUCT SEVENTH SESSION OF THE JOINT INVESTIGATION INTO THE DEEPWATER HORIZON INCIDENT FOCUSED ON THE BLOWOUT PREVENTER

March 23 – “The Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE)/U.S. Coast Guard (USCG) Joint Investigation Team, which is examining the Deepwater Horizon explosion and resulting oil spill, today announced that it will hold a seventh session of public hearings the week of April 4, 2011. The hearings, which will focus specifically on the forensic examination of the Deepwater Horizon blowout preventer (BOP), are scheduled to take place at the Holiday Inn Metairie, New Orleans Airport, 2261 North Causeway Blvd., Metairie, La.

BOEMRE and the Coast Guard have made the forensic examination report prepared by U.S. Det Norske Veritas (DNV) Columbus, the contractor that performed the examination, available to the parties-in-interest in the investigation, members of the Technical Working Group who witnessed the examination at NASA's Michoud Facility in New Orleans, La., and the public. The full report is available online at: <http://www.deepwaterinvestigation.com/go/doctype/3043/59279/>.

The forensic examination is one aspect of the much broader comprehensive investigation into the causes of the Deepwater Horizon explosion, loss of life, casualty loss, and the subsequent oil spill. Over the course of its investigation, the JIT has heard testimony from more than 70 witnesses and examined a broad range of material including photographs, video, data, documents, and physical evidence. Although the full investigation report is not expected to be released until sometime this summer, a report on the BOP and other matters is scheduled to be issued within the next month”.

For readers that don't want to read the full report, an article in the *Washington Post* gives a good summary – “The forensic analysis of the blowout preventer, or BOP, conducted under contract to federal investigators by the Norwegian company Det Norske Veritas showed that the initial loss of well control — and the violent surge of oil and gas up the well — caused the drillpipe to buckle and move slightly off center. That fouled the operation of the blind shear rams, the blades designed to close on the drillpipe and shut in the well.

This final line of defense was overmatched by the blowout once it began. When the blades closed on the pipe, the misalignment prevented the shearing surfaces of the rams from achieving a clean cut. Moreover, the rubber “packers” around the blades were unable to make a tight seal. The drillpipe snagged the rams in a partially open position.

Oil and gas then continued to surge to the surface, fueling the fire that sank the rig and led to the worst oil spill in U.S. history”.

[Read more](#)

In another article in *the Houston Chronicle*, the authors believe that the “Blowout preventer report could prompt design changes”. They write “David Pursell, head of macro research for investment bank and research firm Tudor Pickering & Holt in Houston, said the report calls into question the fundamental design of the shear rams. “It feels like your fail-safe equipment shouldn't require optimal conditions to work,” said Pursell. “By the time you have to close the shear rams, you probably already have a suboptimal situation.” [Read more](#)

MAKING RUSSIAN ARCTIC DRILLING MORE SAFE

The oil spill in the Mexico Gulf in 2010 was an eye-opener for Russian authorities, which currently face a number of new offshore projects on the country's shelf, both in the Arctic, the Far East, the Black Sea and the Caspian Sea.

Several government institutions consequently started elaborating legislative initiatives on heightened security on the shelf. Both the State Duma, the Ministry of Natural Resources and the Federation Council are currently involved in different initiatives, which critics say will be in conflict with each other.

According to The Moscow Times, the State Duma bill is based on a compromise between environmentalists and the major oil companies and resembles the U.S. Oil Pollution Act of 1990. The bill is expected to be distributed to Duma deputies by the end of March and includes the establishment of a contingency fund by the Russian oil companies.

Meanwhile, the Ministry of Natural Resources has drafted a rival bill which it intends to submit to government for review in the near future, before it is passed to the State Duma. This bill gives the oil companies the choice of using a bank guarantee, taking out insurance or creating their own contingency funds reflecting the scale and nature of their offshore work, the newspaper writes.

[Read more](#)

JAPAN FACES ITS NEXT CHORE: CLEANING UP

A bus sits atop a building following the March 11 earthquake and tsunami in Ishinomaki, Miyagi Prefecture, northeastern Japan, Wednesday, March 23, 2011. (AP Photo/Yomiuri Shimbun, Yasufumi Nagao) JAPAN OUT, MANDATORY CREDIT

Do you start by carting away the Chokai Maru, the 150-foot ship that was lifted over a pier and slammed into a house in this port town? Do you start with the thousands of destroyed cars scattered like discarded toys in the city of Sendai? With the broken windows and the doorless refrigerators and the endless remnants of so many lives that clutter the canals?

In the first days after a tsunami slammed into Japan's northeast coast on March 11, killing well over 10,000 people, it seemed callous to worry about the cleanup. The filth paled beside the tragedy. Now, nearly two weeks later, hundreds of communities are finally turning to the monumental task ahead.

The legacy of Hurricane Katrina, which devastated the U.S. Gulf of Mexico coastline in 2005, gives an idea of both the immensity of the job and the environmental hazards Japan could face for years to come.

"In Katrina, you had debris that had seawater, sewage, chemicals, gasoline, oil, that was all mixed together in a toxic soup," said David McEntire, a disaster expert at the University of North Texas. "And you're going to have similar problems with the disaster in Japan." [Read more](#)



USA: FIRST DEEPWATER OIL DRILLING PLAN APPROVED SINCE BP SPILL

The federal government has awarded Shell Offshore Inc. the first new deepwater oil exploration plan approved since the BP Deepwater Horizon explosion in April 2010 and the three-month long oil spill that polluted much of the Gulf of Mexico.

Secretary of the Interior Ken Salazar and Michael Bromwich, director of the Interior's Bureau of Ocean Energy Management, Regulation and Enforcement, BOEMRE, said Monday that the bureau approved Shell's Exploration Plan, following the completion of a site-specific Environmental Assessment for deepwater oil and gas exploration. [Read more](#)

BP SPILL RAISES CONCERN U.K. DRILLERS DON'T PLAN FOR DISASTER

March 22 -Parliament's [Energy and Climate Change Committee](#) recommended rules requiring that offshore crew members are able to halt operations without getting permission from someone onshore. The governments should require that wells have blow-out preventers with two blind shear rams to avoid a blowout similar to the one at [BP Plc \(BP\)](#)'s Macondo well last year that started the worst U.S. spill, according to the advisory committee.

"Despite the high regulatory standards in the U.K., we are concerned that the offshore oil and gas industry is responding to disasters, rather than anticipating worst-case scenarios and planning for high-consequence, low-probability events," the committee wrote in a report published in [London](#) today. [Read more](#)

IMarEST ESTABLISHES SPECIAL INTEREST GROUP ON MARINE SALVAGE AND COUNTER POLLUTION

Effective and environmentally responsible management of salvage and counter pollution operations and the dissemination of good practice are essential services to marine community and to the health of the planet. The Institute of Marine Engineering, Science and Technology (IMarEST) is playing a key role.

IMarEST is the host of a new Special Interest Group (SIG) on Marine Salvage and Counter Pollution, which held its inaugural meeting on 25 February 2011.

Organisations participating in the SIG are - Institute of Marine Engineering, Science and Technology (IMarEST); International Standards Organization Marine Counter Pollution Equipment Standards Technical Committee; International Maritime Organization (IMO); International Petroleum Industry Environmental Conservation Association (IPIECA); International Salvage Union; International Spill Control Organisation (ISCO); and International Tanker Owners Pollution Federation (ITOPF). [Read more](#)

USCG CIVILIAN EMPLOYEE NOMINATED TO BECOME SECRETARY-GENERAL OF IMO



Jeffrey Lantz, the Coast Guard's Director for Commercial Regulations and Standards, will be a candidate in the International Maritime Organization's elections scheduled for the 106th International Maritime Organization Council in London, June 27 to July 1, 2011.

Lantz is responsible for developing U.S. national maritime safety and environmental protection regulations and policies. He also oversees U.S. initiatives in the development of international maritime safety, security and environmental protection standards.

"Jeff is one of the Coast Guard's best senior leaders who has superbly managed commercial maritime regulation with the care and precision it requires," said Coast Guard Commandant Adm. Bob Papp. "He is a skilled engineer, effective manager and strong negotiator who has demonstrated a keen ability to lead and overcome budgetary and technical challenges over his 36-year career. These strong regulatory and supervisory abilities have enabled him to greatly improve the quality of

U.S. commercial shipping. I am absolutely certain he will deliver the same quality and competency if elected as Secretary General of the International Maritime Organization."

Lantz is also the Chairman for the International Maritime Organization's Council, the organization's second highest governing body and the U.S. Head of Delegation to the organization's Maritime Safety Committee, Marine Environment Protection Committee and other sub - committees. [Read more](#)

Technology

A NEW PROCESS CLEANLY EXTRACTS OIL FROM TAR SANDS AND FOULED BEACHES

An environmentally friendlier method of separating oil from tar sands has been developed by a team of researchers at Penn State. This method, which utilizes ionic liquids to separate the heavy viscous oil from sand, is also capable of cleaning oil spills from beaches and separating oil from drill cuttings, the solid particles that must be removed from drilling fluids in oil and gas wells.

Tar sands, also known as bituminous sands or oil sands, represent approximately two-thirds of the world's estimated oil reserves. Canada is the world's major producer of unconventional petroleum from sands, and the U.S. imports more than one million barrels of oil per day from Canada, about twice as much as from Saudi Arabia. Much of this oil is produced from the Alberta tar sands.

However, the production of petroleum from tar sands causes environmental damage. Part of the damage comes from the storage of contaminated wastewater from the separation process in large open air ponds. Wastewater from the ponds can seep into groundwater and pollute lakes and rivers. In addition, the requirement for large amounts of water can deplete the supply of local fresh water resources. The Penn State separation method uses very little energy and water, and all solvents are recycled and reused.

Paul Painter, professor of polymer science in the Department of Materials Science and Engineering at Penn State, and his group have spent the past 18 months developing a technique that uses ionic liquids (salt in a liquid state) to facilitate separation. The separation takes place at room temperature without the generation of waste process water. "Essentially, all of the bitumen is recovered in a very clean form, without any contamination from the ionic liquids," Painter explained. Because the bitumen, solvents and sand/clay mixture separate into three distinct phases, each can be removed separately and the solvent can be reused.

The process can also be used to extract oil and tar from beach sand after oil spills, such as the Exxon Valdez and Deepwater Horizon incidents. Unlike other methods of cleanup, the Penn State process completely removes the hydrocarbons, and the cleaned sand can be returned to the beach instead of being sent to landfills. In an experiment using sand polluted by the BP oil spill, the team was able to separate hydrocarbons from the sand within seconds. A small amount of water was used to clean the remaining ionic liquids from the sand, but that water was also recoverable. "It was so clean you could toss it back on the beach. Plus, the only extra energy you need is enough to stir the mixture," said Aron Lupinsky, a researcher in Painter's group.

The researchers work with a group of ionic liquids based on 1-alkyl-3-methylimidazolium cations, a positively charged material with high chemical and thermal stability, a low degree of flammability, and almost negligible vapor pressure, which makes recovering the ionic liquid relatively simple. The team has built a functioning bench top model system and is in the process of reducing their discovery to practice for patenting.

In addition to Painter, team members include Bruce Miller, senior research associate in the EMS Energy Institute, and former students Aron Lupinsky and Phil Williams. A more detailed explanation of the research, along with photos and video, is posted on the departmental website: <http://www.matse.psu.edu/news/ionicliquids>.

[Read more](#)



In this issue of the ISCO Newsletter we are printing No. 19 in a series of articles contributed by Dr Douglas Cormack.

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](#)

KNOWLEDGE OF WATER-IMMISCIBLE SYSTEMS (CHAPTER 19)

When WSL investigated the nature of the task facing shipboard gravity separators for fuel-tank ballast discharges in 1962, the nine comparisons of input and output for separators fed by centrifugal pumps were as shown in Table 1.

Inlet Concentration %	Outlet Concentration ppm
0.12	625
0.17	477
0.19	140
0.39	242
32.60	300
44.20	579
69.10	768
78.20	881
91.70	615

In all cases, the outlet concentrations were > the 100ppm stipulated by IMO even when the inlet concentrations were as low as 1200 to 1900ppm (0.12 to 0.19%). This suggested that the performance of then currently approved gravity separators was being influenced by droplet size to the extent that they could never meet the stipulated limit whatever the inlet concentration might be. Accordingly, the scope for limiting pump-induced dispersion of oil in water was investigated by comparing the degree of dispersion created by a centrifugal pump (c.f. article 18) with that of a positive displacement pump, and by eliminating their respective degrees of oil-dispersion by operating them in suction-mode. The results of this investigation with a then typical shipboard gravity separator are shown in Table 2.

Inlet Concentration, ppm	Outlet Concentration for pumps and modes of pumping, ppm		
	Centrifugal	Positive Displacement	Suction Mode
200	70		3
400	90		-
1000	90		14
3000	-		16
6000	-		4
8000	225		14
10000	-		15
12000	-	100	-
20000	-	170	13

As to modes of operation, the pumps either fed the separator with the mixture of oil and water thus creating small droplets or they sucked the mixture into and through the separator thus avoiding creation of small droplets. The tabulated results show that in the suction mode, both pumps allow the separator to achieve outlet concentrations of ~ 15ppm and below; that with the centrifugal pump in normal mode the separator ceases to achieve concentrations < 100ppm at inlet concentrations only just above 1000 ppm; that the positive displacement pump breaks through the 100ppm limit at inlet concentrations above 12,000ppm; and that the suction mode is best whatever the pump type.

However, given that this typical shipboard separator would be unlikely to comply with the IMO discharge limit of 100ppm for inlet oil concentrations above 12000ppm (1.2%) with any type of transfer pump in the non-suction mode; and given that pumping in the suction mode was encouraging only up to inlet concentrations of 2% oil as tested, it was necessary to evaluate separator performance for inputs from 100% oil to 100% water, technology being a matter of knowledge and not of belief.

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.

Publications

CEDRE: METHYL ETHYL KETONE – LATEST ADDITION TO THE CHEMICAL GUIDES COLLECTION

Cedre produces a series of guides providing rapid access to the essential information needed urgently in the event of a chemical spill.

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UK: MARITIME & COASTGUARD AGENCY – POLLUTION RESPONSE – LIST OF STOp NOTICES

[STOp 4/2001](#) (PDF 105KB)

Advice to Local Authorities on the collection and Handling of Oil Samples.

[STOp 3/2003](#) (PDF 170KB)

Preparing Local Authority Oil and Chemical Spill Contingency Plans in line with the "National Contingency Plan for Marine Pollution from Shipping and Offshore Installations".

[STOp 1/2009](#) (PDF 68.2KB)

Guidance for Contingency Planning and Operation of the Technical Team Waste Management Sub Group within a National Contingency Plan Shoreline Response Centre in England and Wales.

[STOp 2/2009](#) (PDF 118KB)

Maritime Pollution Response in the UK - The Environment Group

[STOp 3/2009](#) (PDF 142KB)

The Establishment, Management Structure Roles and Responsibilities of a Shoreline Response Centre during a Maritime Pollution Incident in the United Kingdom.

[STOp 4/2009](#) (PDF 260KB)

Guidelines for the preparation of Coastal and Estuarine Booming Plans.

US EPA TECHNOLOGY INNOVATION NEWS SURVEY

The February 1-15, 2011 *Technology Innovation News Survey* has been posted to the CLU-IN web site. The *Survey* contains market/commercialization information; reports on demonstrations, feasibility studies and research; and other news relevant to the hazardous waste community interested in technology development. The latest survey is available at: <http://www.clu-in.org/products/tins/>

Training

WORKSHOP AND SHORT TRAINING COURSES AT IOSC 2011, PORTLAND, OREGON, MONDAY, MAY 23, 2011

Course Topics include:

- Introduction to Concepts of Oil Spill Fate and Transport Forecasting
- Natural Resource Damage Assessment - Key Concepts
- Oil Spill Response - A Technical and Strategic Overview
- Basics of Dispersants and Dispersant Use Decision-Making
- Arctic Oil Spill Response Techniques
- Slow Water and Fast Water Booming Techniques
- Emerging Mapping Technologies for Improving Preparedness, Response and Restoration
- Offshore Oil Spill Response System Performance

[More information](#)

Events

Events are listed here as soon as possible after they are notified to ISCO and will usually only be featured once in this column. To find a more comprehensive listing of upcoming events, including ones previously announced in this column, click [HERE](#)



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NORTHROP GRUMMAN LAUNCHES PORTABLE SYSTEM FOR CBRN INCIDENT MONITORING AND ASSESSMENT

Northrop Grumman Corporation (NYSE: NOC) has launched its new Integrated Tactical Rapid Assessment of CBRN Environments (I-TRACE) system, a man-portable capability for the monitoring of Chemical Biological Radiological and Nuclear (CBRN) incidents and the collection and handling of related data. I-TRACE facilitates decision support and enhances situational awareness and information sharing among emergency response organizations. The system requires no specialist vehicle installation and can be rapidly deployed using existing "blue light" emergency services vehicles. Access to all data and situational awareness is achieved through a web portal which is controlled using role-based authorized access. "Command and control systems are critical to the successful management and coordination of a CBRN event. I-TRACE brings together key information assets to give users a common operational picture and provide emergency responders with an integrated analysis and response capability to help minimize the effect of CBRN attacks," said Paul Davison, vice president Defence, Northrop Grumman Information Systems Europe. The system provides a flexible, multi-layer solution and has a versatile architecture and scalable configuration making it suitable for use in a wide range of situations and environments. I-TRACE can be integrated with third party meteorological, visual and CBRN sensors to provide situational awareness of a CBRN incident to local and remote commanders, and other interested parties at remote locations. In addition, the raw sensor data is available to analysts for specialist analysis using existing analysis software.

[Read more](#)

Company news

RUTTER SECURES MILLION DOLLAR ORDER FOR OIL SPILL RESPONSE RADAR

March 24 - Rutter Inc. today is announcing an order for its Oil Spill Response Radar (OSSR) with a total value of just under \$USD 1,000,000. This most recent purchase, expected to be delivered in spring 2011, builds upon the momentum of global interest in the Sigma S6 system.

President and CEO, Fraser Edison, says "The Oil Spill Response Radar system continues to receive strong interest from all sectors of the offshore industry and is being deployed on vessels operating around the world. The Sigma S6 radar technology is the primary component in the Oil Spill Response Radar, Ice Navigation and Small Target Detection systems produced by Rutter."

Most recently Rutter's OSSR was proven effective in detecting oil slicks during the clean-up of the oil spill from an Icelandic container ship along Norway's southeast coast. Rutter's technology was used by the [Norwegian Coastal Administration](#) following the oil spill into ice encompassed waters of the North Sea on February 17, 2011. "The Rutter Sigma S6 has been used and proven its capabilities during the oil spill in South-eastern Norway. It is still in use, and has made it possible to recover oil from the surface in low-light and during night conditions." - Norwegian Coastal Administration.

The Sigma S6 radar technology provides operators with real-time information about an oil slick in order to maximize recovery efforts. It is one of only two systems in the world to receive certification from the [Norwegian Clean Seas Association \(NOFO\)](#).

[Read more](#)

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