ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 303, 3 October 2011

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Application Form

News

UN AGENCY TO AID FUKUSHIMA CLEAN-UP

September 26 - The UN atomic agency said Monday it was hoping to send in early October a team of experts to assist in making safe "properly" the area around Japan's crippled Fukushima nuclear plant.

"Japan does not have that much experience in decontamination," International Atomic Energy Agency (IAEA) director general Yukiya Amano, himself Japanese, told reporters at the UN body's Vienna headquarters.

"They have had small accidents but they have never had an accident this big, so we can provide assistance. Even though they have some ideas, we can provide confidence and credibility," he said. "For many countries, for the engineers, what is going on in the reactor is the main issue of interest. But for the local people the most important is what happens with their house or rice field. We need to decontaminate."

He added that people had started to spray water on their houses and dig up fields in an effort to decontaminate them.

"These things need to be done properly. Otherwise the amount of debris becomes huge. I hope that we can give some advice," Amano said.

He said that the mission aimed at finding out what Japanese authorities had done so far in the clean-up and what they plan to do, and that other countries were interested in learning from Japan's experiences.

Six months after Japan's massive March 11 earthquake and tsunami sparked the world's worst nuclear accident since Chernobyl, emergency crews are struggling to stop radiation seeping out. Read more

USA: NOAA RESEARCHERS RELEASE STUDY ON EMISSIONS FROM BP/DEEPWATER HORIZON CONTROLLED BURNS

During the 2010 BP/Deepwater Horizon Gulf oil spill, an estimated one of every 20 barrels of spilled oil was deliberately burned off to reduce the size of surface oil slicks and minimize impacts of oil on sensitive shoreline ecosystems and marine life. In response to the spill, NOAA quickly redirected its WP-3D research aircraft to survey the atmosphere above the spill site in June. During a flight through one of the black plumes, scientists used sophisticated instrumentation on board, including NOAA's single-particle soot photometer, to characterize individual black carbon particles.

The black smoke that rose from the water's surface during the controlled burns pumped more than 1 million pounds of black carbon (soot) pollution into the atmosphere, according to a new study published last week by researchers at NOAA and its Cooperative Institute for Research in Environmental Sciences (CIRES) in Boulder, Colo.

This amount is roughly equal to the total black carbon emissions normally released by all ships that travel the Gulf of Mexico during a 9-week period, scientists noted.

Black carbon, whose primary component is often called soot, is known to degrade air quality and contribute to warming of the Earth's atmosphere. The new study, published online in Geophysical Research Letters, provides some of the most detailed observations made of black carbon sent airborne by burning surface oil. Read more

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JAPANESE TANKER COMES UNDER ROCKET ATTACK IN RED SEA

October 1 - A Japanese chemical tanker came under a rocket attack by a small ship in the Red Sea off the Yemeni coast Wednesday, the transport ministry said Thursday.

The rocket hit the bridge of the Panamanian-flagged 16,222-ton Ginga Bobcat of Tokyo Marine Co., a Tokyo-based tanker operator and subsidiary of Mitsui O.S.K. Lines Ltd., around 9:30 p.m. Wednesday Japan time, according to the Ministry of Land, Infrastructure, Transport and Tourism.

The tanker, which was en route from Morocco to India, was carrying phosphoric acid and the attackers appear to have been pirates, the ministry said.

The ship approached the tanker from the stern and fired the projectile, which left a hole about 10 centimeters in diameter in the lower part of the bridge, the ministry said. Read more

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AUSTRALIA: ORICA'S RESPONSE TO STOCKTON SPILL REVEALED

September 28 - The reason for the delay in Orica's response to the toxic chemical spill at Kooragang Island last month has been revealed.

At a community meeting last week Orica site manager Stuart Newman told Stockton residents emergency services were not called because staff classified the leak as an on-site emergency only.

It was not until mid-morning the day after the leak the company discovered the extent of the leak of potentially cancerous chromium six.

As an incident like this had not happened before, Orica did not have a plan to deal with the situation.

"The release of a liquid at height from a stack had not been identified as a potential scenario," Mr Newman told residents.

"It wasn't a scenario that was in our emergency response plan." Read more

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CHINA: CONOCO SPILL HEIGHTENS SCRUTINY OF OFFSHORE CHINA

After a spill by U.S. firm ConocoPhillips Co. in Bohai Bay, China is clamping down on offshore oil drillers, require tighter controls in a campaign to beef up environmental protection standards ordered by Premier Wen Jiabao.

The oil spill in Conoco-operated field was emitted less oil in three months than BP P.L.C.'s Gulf of Mexico spill spewed out in a single day, but the response from Beijing has been swift and tough. Firms are under orders to meet protection standards that some industry executives complain are nearly impossible. Approvals of environmental impact plans for new wells have slowed to a trickle

as regulators pore over them more closely. Companies worry they will be barred from using the latest equipment if it hasn't been tested in China.

In September, the first shot from Beijing came earlier, when it ordered the shutdown of the 168,000 barrels-per-day Penglai 19-3 oilfield, in which China's largest offshore oil producer, state-run CNOOC Ltd., owns 51%.

CNOOC cut its output target, though the production loss is seen as having only a minor impact on supplies to the world's No.5 crude producer. Longer term, executives say, there will be a real impact on firms drilling in Chinese waters who are suddenly seeing offshore China as a more risky and costly place to operate.

According to a second Beijing-based foreign executive, authorities have slowed or put on hold Environmental Impact Assessment (EIA) approvals for new wells near the Penglai field in Bohai Bay, effectively slowing drilling in the area. The spill drew withering criticism of ConocoPhillips by Chinese media, forcing the oil major to apologize and to establish two funds to clean up and compensate for any damages arising from the incidents. Read more

CHINA ORDERS SAFETY DRIVE AFTER ENVIRONMENT PROTESTS

September 29 - China on Thursday ordered manufacturers of potentially toxic products to conduct safety and environmental checks after a recent spate of major anti-pollution protests triggered fears of more unrest.

The Asian nation has been hit by two large-scale demonstrations in as many months, sparked by concerns among residents that factories were polluting the environment, forcing local authorities to shut the plants.

In the northeastern city of Dalian, for instance, thousands of locals protested last month against a factory that made paraxylene (PX), a flammable carcinogenic liquid used in the production of polyester films and fabrics.

"Manufacturers of sensitive products such as PX and owners of construction projects must immediately start safety and environmental checks," said the National Development and Reform Commission (NDRC), the top economic planner.

It also called on local authorities to launch inspections of those manufacturers, in a statement released with four other ministries and agencies such as the State Administration of Work Safety, and published online. Read more

USA: FEDERAL OIL SPILL PROBE FINDS U.S. REGULATIONS LACKING

September 29 - An ongoing federal investigation into last year's massive rig explosion and oil spill in the Gulf of Mexico has found that a particularly lax U.S. regulatory regime was a significant factor in the events leading up to the disaster.

The U.S. Chemical Safety and Hazard Investigation Board (CSB) is conducting an extensive examination at the request of Congress of the April 2010 Deepwater Horizon accident, which killed 11 workers. Its probe, which will likely take another year to complete, will analyze all factors that may have contributed to the accident.

CSB has already found one issue to be particularly worrisome: how U.S. regulations stack up to those of other countries where offshore drilling occurs.

In particular, CSB is raising questions about why the United States does not adopt the "safety case" hazard system used internationally. Read more

USE OF CHEMICALS FOR FRACKING MAY BE ILLEGAL UNDER REACH, EUROPEAN COMMISSION SAYS

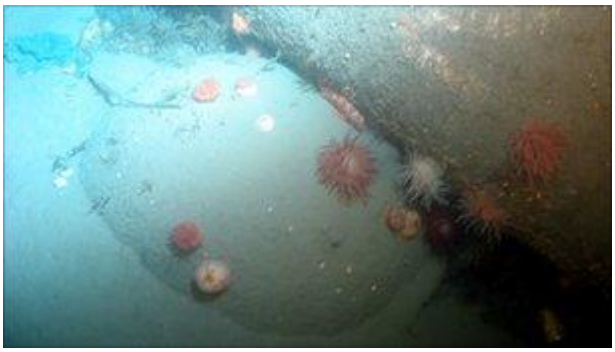
September 28 - Oversights in REACH registration dossiers could mean the use of hazardous chemicals in hydraulic fracturing to extract shale gas is technically illegal in the European Union, the European Commission told BNA Sept. 27.

Commission environment spokesman Joe Hennon said the Helsinki-based European Chemicals Agency (ECHA) had examined REACH registration dossiers “for a selected number of chemical substances having a high probability to be used in shale gas operations,” and had found no instances of chemical safety assessments mentioning exposure scenarios related to hydraulic fracturing, also known as fracking.

This could mean that “registration dossiers submitted by the industry to ECHA are incomplete, and do not allow shale gas operators to take appropriate risk-management measures when using the substance specifically in shale gas operations,” Hennon said.

Consequently, until they notify ECHA and provide relevant usage information, including a chemical safety report, “shale gas operators are not allowed to use a substance which does not fulfil REACH requirements,” Hennon said. Read more

UK: GUARD SHIP AT UNEXPLODED WWII MINE IN NORTH SEA



September 23 - Guard ship at unexploded WWII mine in North Sea –

The North Sea mine was first discovered back in 1993

A guard ship has been deployed in the North Sea due to an unexploded World War II mine at a pipeline. Shell said it followed a new study on the mine, which was discovered in 1993, at the Flags pipeline.

The oil company said there was no platform or rig activity in the area, 100km (62 miles) off Aberdeen, but fishing boats can pass near the site.

The guard ship is there to make sure any passing vessels keep a safe distance from the site.

The mine is lying at a depth of about 100m at the Far North Liquids and Associated Gas System pipeline.

Shell said it has regularly monitored the mine, and in the latest review the identification of the type of unexploded ordnance involved became clearer. The company said the technology now exists to carry out this work with a much lower degree of risk than previously existed. Read more

NIGERIAN WINS U.S. GRANT FOR OIL SPILL CLEAN-UP

Team Leader, Alumni Engagement Innovation Fund (AEIF), Nigeria, Dr. Morufat Balogun has received a grant to execute a proposal to tackle oil spillage with a local plant.

The News Agency of Nigeria (NAN) reports that the $28,000 grant from the United States Bureau of Educational and Cultural Affairs (USBECA) was presented to Dr. Balogun, who lectures at the Department of Crop Protection and Environmental Biology, University of Ibadan, on Saturday.

The proposal, titled, KENAF Clean-up: Countering Oil Spills in the Niger Delta with Local Plants, was the only one selected in Nigeria, from 638 entries from all over the world.

Speaking with NAN after the presentation, Dr. Balogun said the proposal is geared towards finding solution to environmental problem in the Niger Delta region of Nigeria.

``We all know that there is massive oil spillage in Niger Delta which is causing a lot of conflicts and so the solution logically lies in cleaning the environment and making it free of oil spills. Read more

DRILL SAVES BOSPHORUS FROM SIMULATED OIL SPILL

During the drill, four tugboats with fire-extinguishing equipment put out a fire on the oil tanker. Rescue personnel then attempted to halt the spreading of crude oil. DAILY NEWS photo, Emrah GÜREL

Rescue ships, tugboats, helicopters and professional divers participated in a major drill in Istanbul's Bosphorus Strait on Thursday to simulate an oil spill at sea caused by the collision of a tanker ship and a passenger ferry.

Rescuers rushed to "save" passengers who jumped out of the ferry as it collided with the tanker, while other teams also worked on evacuating the other passengers from the boat during the drill's initial phase.

During the second part of the drill, four tugboats with fire-extinguishing equipment put out a fire on the oil tanker. Rescue personnel then attempted to halt the spreading of crude oil into the sea by laying out a 3,200-meter barrier.

News (continued)

USA: EPA ORDERS $60 MILLION GROUNDWATER CLEANUP AT TOXIC ‘MEGA’ SUPERFUND SITE IN SACRAMENTO COUNTY

The U.S. Environmental Protection is ordering a $60 million clean-up of rocket fuel-polluted groundwater at the Aerojet Superfund Site in Sacramento County, Calif., the latest phase of a long-term decontamination project at the site. The extent of toxic pollution at the site makes it one of the largest and most comprehensive Superfund groundwater cleanups in California.

A 27-square mile swath of groundwater underneath and around the former aerospace facility is polluted with several compounds, including very high levels of perchlorate -- a main component of rocket fuel -- and a known developmental toxin. Aerojet, under the direction of the EPA, will contain the underground plume to prevent it from spreading into nearby rivers and streams. Future plans will also treat groundwater within the site’s boundaries.

'This cleanup tackles the worst areas first to prevent toxic chemicals from fouling any additional water sources,' said Jared Blumenfeld, EPA's Regional Administrator for the Pacific Southwest. 'Not only is EPA holding Aerojet accountable for its pollution, but we want to assure local residents that they will have safe drinking water for years to come as the company works to restore the underground aquifer.' Read more

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HOPES RISE IN TUG FIGHT AFTER 11TH-HOUR BAILOUT

October 1 - Scotland’s two emergency tugs were thrown a lifeline last night as the UK Government appeared to cave in to intense public pressure.

The vessels, due to be withdrawn from service at midnight, will remain in operation for at least another three months.

The contract for the so-called emergency towing vessels – which are on standby for potential disasters at sea – has now been extended.

The climbdown was hailed last night as a victory for the Scotland-wide campaign to spare the tugs, based in the Minch and Shetland.

Read more

People in the news

IMarEST APPOINTS NEW CEO

David Loosley has been appointed Chief Executive of the Institute of Marine Engineering, Science and Technology (IMarEST), and will be taking up the role on 7 November 2011. He joins the Institute from the United Kingdom Hydrographic Office (UKHO) where, as Head of Operations, he has been responsible for the operational delivery of maritime safety information to the British Government and the world-wide maritime community since his appointment in April 2007.

Read more

Cormack’s Column

In this issue of the ISCO Newsletter we are printing No. 45 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 THE FATE OF RELEASED OIL / HNS (CHAPTER 45)

Further to premature modelling of natural phenomena in general, we see that the so-called advection-diffusion model of oil spreading through droplet formation ignores the viscosity which is the controlling parameter of Fay spreading and of droplet formation, both of which have to happen before the said model can be applied. Thus we may conclude that this model cannot explain or predict the varying rates of spreading and natural dispersion observed to occur with oils of differing physical properties when it takes none of them into account; that to achieve this objective a model would need to account for spreading and droplet formation/size-distribution as functions of viscosity and agitation energy; that this would need observation of these phenomena at sea under differing meteorological/oceanographic conditions and under specifically controlled laboratory conditions; that this would involve measurement of agitation energy and droplet-size distribution by microscopic evaluation, photography or phase-Doppler analysis of representative samples; and that these techniques are difficult to apply because large buoyant droplets rise too fast, while the smallest may not be detected at all, and while those detected can be confused with air-bubbles. I will return to these considerations when I review dispersant efficiency evaluation in a subsequent article.

In the meantime, we see that modelling can become an alternative to the experimentation which reality-evaluates beliefs (hypotheses) to knowledge; that it can become a poor alternative to direct observation; and that in extreme cases it can even become anti-knowledge in its defence of belief in the corruption of science to pseudo-science. As to the application of mathematics to direct observation, the author's derivation of a half-life for Ekofisk oil and its application to the oils of Groups I -IV as previously reviewed, will have to suffice for predictive purposes until refined by further observation, mathematics *per se* being simply a means of rearranging existing knowledge to a more conveniently useable form. Thus, for example the knowledge that a rate of change is proportional to the amount present may be written dN/dt = KN and rearranged to $T_{1/2} = 0.693/K$ by mathematical analysis through a series of equations *i.e.* statements of the equality of one mathematical expression with another with no new knowledge being created by this process.

However, in favouring the user-friendly computerisation of existing knowledge as per the Firth of Forth example, the UK commissioned SCICON to provide computerised models for oil spill spreading in general and for oil movement on tide and wind for the English Channel with emphasis on inshore Oil Blocks, the North Sea with emphasis on the Cromarty Firth and north to Sumburgh Head, Shetland. Again, with British Marine Technology Limited wishing to make the widest possible use of its software skills and access to its Digital Tidal Atlas and Global Information System, WSL agreed to supply oil-related data to these ends with BMT providing computer screen displays of spreading and movement on percentage tide and wind vectors, though WSL would have preferred displays of oil-specific evaporative losses and half-life dispersions. However, BMT subsequently computerised the WSL Beach Cleaning Manual to which further reference is reserved for subsequent articles.

Of course, computerised movement by wind and tide can assist searches for any floating object as in search and rescue and in container-tracking after loss of deck-cargo. Computerisation has also been applied to discharged plume dispersion in respect of production-water, drilling mud and cuttings in the offshore oil industry, and indeed to the discharge of any effluents containing soluble, particulate or water immiscible droplet forming substances. However, the intending user must always ensure that the computerisation offered is knowledge-based or that he fully understands the significance of any failings in this regard, particularly where these have been subsumed in assumptions which stray beyond knowledge to mere belief. The user should also seek to know whether quoted toxicities relate to the actual concentrations resulting from the discharge or to relative LC_{50} values which ignore actual concentrations in specific circumstances. The much more realistic approach is to expose the relevant organisms to the appropriate concentrations in the laboratory or to cage them in the actual dilution plume and to combine these more realistic approaches with radio-active tracer (C-14) determination of the critical body residue (CBR) for death and its relationship to the concentration of this component at the location of organism exposure.

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.

USA: NIST FINDS THAT ETHANOL-LOVING BACTERIA ACCELERATE CRACKING OF PIPELINE STEELS

This article was originally published in Vol. 26 Fall August 2011issue of the Journal of the National Institute of Standards and Technology

U.S. production of ethanol for fuel has been rising quickly, topping 13 billion gallons in 2010. With the usual rail, truck and barge transport methods under potential strain, existing gas pipelines might be an efficient alternative for moving this renewable fuel around the country. But researchers at the National Institute of Standards and Technology (NIST) caution that ethanol, and especially the bacteria sometimes found in it, can dramatically degrade pipelines.

At a conference held in August 2011,* NIST researchers presented new experimental evidence that bacteria that feed on ethanol and produce acid boosted fatigue crack growth rates by at least 25 times the levels occuring in air alone.

The NIST team used a new biofuels test facility to evaluate fatigue-related cracking in two common pipeline steels immersed in

Science & Technology (continued)

ethanol mixtures, including simulated fuel-grade ethanol and an ethanol-water solution containing common bacteria, Acetobacter aceti. Ethanol and bacteria are known to cause corrosion, but this is the first study of their effects on fatigue cracking of pipeline steels.

"We have shown that ethanol fuel can increase the rate of fatigue crack growth in pipelines," NIST postdoctoral researcher Jeffrey Sowards says. "Substantial increases in crack growth rates were caused by the microbes. These are important data for pipeline engineers who want to safely and reliably transport ethanol fuel in repurposed oil and gas pipelines."

Ethanol, an alcohol that can be made from corn, is widely used as a gasoline additive due to its oxygen content and octane rating. Ethanol also can be used as fuel by itself in modified engines. The NIST tests focused on fuel-grade ethanol.

The tests were performed on X52 and X70 pipeline steels, which are alloys of more than a dozen metals. Simulated fuel-grade ethanol significantly increased crack growth at stress intensity levels found in typical pipeline operating conditions, but not at low stress levels. The cracking is related to corrosion. The X70 steel, which is finer-grained than X52, had lower rates of crack growth at all stress levels. This was expected because larger grain size generally reduces resistance to fatigue. In the bacteria-laden solutions, acid promoted crack growth at stress intensity levels found in typical pipeline operating conditions.

Preliminary tests also suggested that glutaraldehyde, a biocide used in oil and gas operations, may help control bacterial growth during ethanol transport.

The findings are the first from NIST's biofuels test facility, where material samples are installed in hydraulic test frames and subjected to load cycles while immersed in fuel inside a transparent polymer tank. Fatigue crack growth and other properties are observed over a period of up to 10 days. NIST staff expect to continue and possibly expand the research to other potential biofuels such as butanol or biodiesel.

Collaborators at the Colorado School of Mines provided the bacteria, which were isolated from industrial ethanol storage tanks. The research was supported by the U.S. Department of Transportation.

** J.W. Sowards, T.D. Weeks, J.D. McColskey, C. Williamson, L. Jain and J.R. Fekete. Effect of ethanol fuel and microbiologically influenced corrosion on the fatigue crack growth behavior of pipeline steels. Presented at DOD Corrosion Conference 2011, La Quinta, Calif., August 1, 2011.*

View source article

Wendy Schmidt Clean-Up X Challenge Finalists

THE NINTH IN A SERIES OF ARTICLES FEATURING THE FINALISTS IN THE COMPETITION

Two years ago the Norwegian Clean Seas Association for Operating Companies (NOFO) initiated an effort to develop new technology for oil spill cleanups offshore. The OilShaver Team was one of the ones selected, and has since then gone through the process of problem description, problem analysis, conceptual evaluation, initial design, model design and testing. We have now landed on a final concept that conforms with the main objectives that are: sufficient seaworthiness, high retrieval rate, high speed and simple operation.

Picture: Testing an early version at Ohmsett.

The system has now been extensively tested and optimized and is going through the last stages of detailed adjustments and fine tuning.

The system is principally a leading boom with a horizontal skirt in front. The front of this horizontal skirt is supported (positioned vertically) by another boom, and oil enters into the system through slits under the front boom, shaving off the oil. The two parallel booms form a 45 degree angle with the tow direction. The length of the system is limited to the length of the towing vessel.

The system is towed by a rope arrangement that ends in a single towpoint at the bow of the vessel.

The pontoons as well as the horizontal skirt is made from Neoprene coated Polyester fabric. The offshore version tested in the Wendy Schmidt Oil Cleanup X Prize Challenge has booms with a diameter of 82 cm. The distance between the booms is 100 cm measured between inner vertical tangents. The oil entering through the slits forms a «river» between the booms. The GRP pump sump is is located at the end of the «river», and the entrance has the same form as the «river». Tubes with a slightly larger diameter than the booms are molded to the sump. The booms are put through these tubes before inflation, and are solidly stuck when inflated. The pontoons stick out about 1 m behind the sump, thus

Wendy Schmidt Clean-Up X Challenge Finalists (continued)

aiding flotation and stability. The sump is towed by a separate rope to the bow with a breaking strength several times the potential load. A hydraulic fish pump hangs centrally under the pump sink with the suction opening facing upwards. The discharge pipe can be short as the pump sink is located close to the stern of the towing vessel during operation.

Picture: Oil Shaver Collection Unit and Pump

The OilShaver Team is tuning up for commercial production by industrializing designs and approaching subcontractors for part deliveries. The business concept is based on integrating the best components available on the market in order to produce an end product that will provide long term trouble free service. More info

Events

DUBAI, UAE: OFFSHORE ARABIA CONFERENCE & EXHIBITION 27-29 FEBRUARY 2012

CALL FOR PAPERS

"Offshore Oil Spill Prevention and Response through New Technology and International Cooperation", **Offshore Arabia** attracts and partners with companies from Oil Spill, Environmental sector, alternative & renewable energy, coastal & urban offshore developers and companies related to Marine & Environment looking to explore the increasing opportunities in the Middle East, Asia and North African market.

Offshore Arabia conference attracts the attention of the industry's elite. The conference is a platform for exchange of knowledge, discussion and debates. The **3 day conference** will focus on current trends of the industry and would like to invite you to submit your papers based on the following **conference topics**:

- Technology Innovation as Applied to Oil Spill Response:
  - Satellite Imagery
  - Mapping
  - Surveying
  - Cleanup Techniques & Best Application of Chemical Dispersants
  - Restoration and Rehabilitation of Affected Wildlife and Shorelines
  - Treatment and Final Disposal
- Oil Spill Prevention, Contingency Planning and Emergency Response
- Regional and International Legal Requirements, Conventions and Oil Spill Cooperation Initiatives
- Offshore Security, Safety and Risk Management
- Offshore Knowledge Sharing & Lessons Learned from Case Histories & Recent Major Incidents

More info

UK: 3RD MARITIME SALVAGE & CASUALTY RESPONSE CONFERENCE : 5-6 SEPTEMBER 2012

ACI is proud to announce its 3rd Maritime Salvage & Casualty Response will be taking place on the 5th & 6th September 2012 in London.

"Throughout the course of the next 12 months we will be staying in touch with the leading salvage companies to ensure this conference remains on the pulse. We want the most pressing issues addressed next September, including the latest operational and technical developments, as well as an update of the contractual situation. Training, stakeholder interests, and existing standard procedures will also be examined by a high-end delegate contingent. Also, we will aim to answer two or three issues definitively with the aid of a well-structured programme. We want you to leave feeling that you've made real progress. Your input is integral, so please contact us if you have any thoughts". More info

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Events (continued)

INDIA: OIL SPILL INDIA INTERNATIONAL CONFERENCE & EXHIBITION

Capt John Prasad Menezes, former president, Kanara Chamber of Commerce and Industry (KCCI), has been invited to present a paper at the Oil Spill India International Conference and Exhibition in Goa from September 29 to October 1.

He will be one of 30 paper presenters at the conference. The theme of which is 'Global Collaboration for Cleaner Seas', a press release from Latha R Kini, president, KCCI stated.

Oil Spill India 2011 is being organized in association with Oil and Natural Gas Corporation and the Petrotech Society and supported by the Union ministries of shipping, and earth science respectively, and the Indian Coast Guard. Capt Menezes's paper is titled subsea pollution from offshore industry and the law scheduled under legal issues and claim session.

"Speakers from UNEP Geneva, ITOPF, IOPC, UK, US, Norway, Italy, Singapore, Finland, Germany besides high ranking officials from government of India are covering various issues on environment protection, oil spill response, oil spill recovery, perspective and challenges in India, industry perspective, and law. Extracts of the paper will be available in the October 2011 issue of KCCI journal," Latha added. More info

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CHINA: ITOPF SEMINAR IN BEIJING – SHIPPING & NEW POLLUTION REGULATIONS

Beijing, Wednesday 16 November, 2011.

ITOPF will be holding an afternoon seminar on Wednesday 16th November 2011 at the Grand Hyatt Beijing hotel. The seminar is free of charge and will provide an opportunity for those involved in all aspects of marine spill response to familiarise themselves with the new pollution regulations in the P.R. China. The seminar will be followed by a drinks reception.

A copy of the seminar programme and a booking form are provided below. Whilst there is no charge to attend the seminar, numbers are limited, so to secure your place, please complete the booking form and send it to Ms Terry Goodchild (terrygoodchild@itopf.com) as early as possible. If you know of others who you think would benefit from attendance at the seminar, please feel free to circulate the details

.
View Beijing_Seminar_Programme (PDF 468KB) and Booking_Form (Word 1260KB)

ISAA TRAINING EVENT TO BE HELD IN CORK, IRELAND

INTERNATIONAL SPILL ACCREDITATION

Improving the standards of oil spill response

ONE DAY ISAA SPILL RESPONSE TRAINING COURSE TO BE HELD AT THE NATIONAL MARITIME COLLEGE, RINGASKIDDY, CORK ON MONDAY 24 OCTOBER, 2011 (AND, DEPENDING ON DEMAND FOR PLACES, ALSO ON TUESDAY 25 OCTOBER 2011)

This time ISAA is making a break from tradition and offering a one day course instead of the normal two day course. This is in response to comment from delegates on difficulties encountered in finding time to attend over two days.
The target audiences for the training programme are –

GROUP A **Desktop Exercise for** Managers from County Councils, SRO managers and others who may be required to manage the response to an inland surface water oil spill

GROUP B **Practical Training & Exercise** for Response team leaders and operators who will be involved in inland surface water oil spill containment and clean-up operations.

Courses for the two groups, A and B, will run concurrently.

The Desktop and Practical Exercises are based on the following incident scenario –

Following collapse of a wall at a factory a fuel oil pipeline leading from an oil tank to a boiler has fractured with the loss of about 20 tonnes of fuel oil.

"The accident happened over a weekend and it was not until the early hours of Monday morning that a member of the public reported seeing oil in a watercourse about 2 km distant from the factory. Parts of the watercourse are heavily overgrown with difficult access.

The watercourse joins a small river immediately upstream of a sandy beach. At this location the river waters are subject to limited

TRAINING (continued)

tidal influences. There are good areas of hard standing with vehicular access where the watercourse joins the river and also adjacent to the amenity beach. A plant that abstracts river water for cooling purposes is located about 2.5 km downstream.

The County Council Oil Pollution Officer is quickly alerted and an immediate pollution survey is instructed.

The initial report indicates that most of the oil is still in the watercourse but some has escaped into the river. Some oil is observed near a sandy shore just downstream of the point where the watercourse joins the river".

Download the Programme **Book places On Line**

Commercial Opportunity: A limited amount of space will be available in the foyer of the Maritime College for small stands / displays during the training event. A small number of outside exhibits are also possible. If interested, please contact the ISAA Administrator for more information at info@spillcontrol.org

Accommodation: ISAA now has a listing of hotels and B&Bs near the National Maritime College. The list includes rates and telephone contact information. If you will need accommodation, please contact the ISAA Administrator at info@spillcontrol.org

PUBLICATIONS

NEW ISSUE OF UK SPILL'S QUARTERLY NEWSLETTER "SPILL ALERT"

The 7th issue of SpillAlert has just been published with news and articles that will be of interest to the spill response community.

Download SpillAlert Issue 7

US EPA: TECHNOLOGY NEWS AND TRENDS

The September , 2011 issue of *Technology News and Trends* has been posted to the CLU-IN web site. This issue highlights...

- Argonne National Laboratory Examines an Integrated Carbon and ZVI Source for In Situ Chemical Reduction
- Combined Cryogenic Compression and Condensation Process Used for Hydrocarbon Recovery
- Ohio EPA Tests TCE Reduction Capacity of Nanoscale Metal-Silica Hybrid Materials

This issue is available at: http://www.clu-in.org/products/newsltrs/tnandt/

Company News

OIL TREATMENT INTERNATIONAL LTD. IS NOW OTI GREENTECH LTD.

Paul Schuler of Oil Treatment International Ltd. has written to advise that the name of the company has been changed to OTI Greentech Ltd.

The company, with its HQ in Zug, Switzerland, is focused on bioremediation products of oil spill treatment and the cleaning of oil on different surfaces. OTI's business is research, development and production of oil spill remediation products.

The product portfolio currently consists of oil, land and water treatment applications to decontaminate water, land and industrial facilities, but also animals polluted by crude oil spills through biological degradation. OTI is a dynamic company in many ways, a pioneer in bioremediation products with complete, innovative solutions.