



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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News

SAFEMED PROJECT DEVELOPS SPECIALISED SOFTWARE TO FIGHT SUB-STANDARD SHIPPING

SafeMed

The development of a software tool to help in the fight against substandard shipping will begin in February 2012, under the auspices of the SafeMed II Project, an EU-funded regional technical assistance project

being implemented by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), on behalf of the International Maritime Organization (IMO).

"This decision-making application will be instrumental in improving safety of navigation, preventing pollution, and empowering Port State Control Officers (PSCOs) to be more efficient when inspecting a vessel. It is being designed specifically for the Mediterranean Memorandum of Understanding (Med MoU) on Port State Control, and in particular its SafeMed II Project Beneficiaries, namely: Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Tunisia and Turkey," explained Mr Albert Bergonzo, SafeMed Project Officer – Maritime Administration.

The contract for developing the tool was awarded to the Korean Register of Shipping (KRS), following a public tendering procedure led by the IMO Secretariat.

An important objective of the software is to further harmonise procedures in the Med MoU and, in turn, further ensure that the relevant requirements of the international IMO and ILO maritime Conventions are applied to the ship being inspected by the PSCO.

Two versions of the tool will be available for PSCOs: online and stand-alone. The online version will be hosted with the Information Centre of the Med MoU in Morocco together with the Med MoU Information System, MEDSIS. For the stand-alone version, a laptop will be supplied to each PSCO of the Med MoU members that are also SafeMed II Project beneficiaries.

News (continued)

The SafeMed II Project is a €5.5 million EU-financed regional effort to enhance Euro-Mediterranean co-operation in the field of maritime safety and security, prevention of pollution from ships and marine environmental issues. Its objective is to provide Project Beneficiaries with the technical advice and support required to ensure more uniform and effective implementation of international maritime conventions and rules, thereby reducing accidents and pollution at sea throughout the Mediterranean Region.

The Malta-based REMPEC assists Mediterranean coastal States to build up their national prevention, preparedness and response capabilities to prevent, be prepared for and respond to major marine pollution incidents. The Centre also facilitates cooperation between countries in combating accidental marine pollution from a range of hazardous substances including oil. REMPEC is managed under the joint auspices of United Nations Environment Programme (UNEP) Mediterranean Action Plan (MAP) and the International Maritime Organization (IMO) [Source: SafeMed Press release] [Read more about SafeMed](#)

NEW ZEALAND: RENA UPDATE

From Maritime New Zealand on Friday 10 February - Good progress continues to be made on container salvage operations. However, this is slow, labour-intensive work that involves the cutting and grinding of containers and removal of the contents by hand. This means an average of 1 container and its contents are being removed per day. To date, 479 containers have been removed from *Rena*, with an additional 70 recovered from the water.

The salvors current focus is on removing 14 formerly refrigerated containers above decks on the forward part of the vessel, as well as 4 containers containing wood. This work is estimated to take 2-3 weeks, but is dependent on weather conditions and safety.

The forward part of the wreck is heaving and rolling, but currently remains fast on the reef. Weather forecasts are currently good, with winds increasing to about 20kts in the afternoon and seas of 1.7m. Conditions for Saturday currently look favourable. However, operations still remain extremely weather dependent. [Read the complete report](#)

USA: BSEE AND NOAA TO COMPLETE ARCTIC OIL SPILL RESPONSE MAPPING TOOL

February 7 - The Bureau of Safety and Environmental Enforcement (BSEE) and the National Oceanic and Atmospheric Administration (NOAA) announced today they are partnering to enhance the Environmental Response Management Application (ERMA®) for the Arctic region by summer 2012. ERMA® is the same interactive online mapping tool used by federal responders during the Deepwater Horizon oil spill. This effort will help address numerous challenges in the Arctic where increasing ship traffic and proposed energy development are increasing the risk of oil spills and chemical releases. *Enews Park Forest* [Read more](#) (Subscription required)

USA: ENVIRONMENT AGENCY MISSES DIOXIN DEADLINE

February 6 - The US Environmental Protection Agency (EPA) has missed a self-imposed deadline to release recommendations for the regulation of dioxins. The 31 January cut-off was part of a reassessment process that has stretched out for 20 years, but the agency has promised to finalize its guidelines "as expeditiously as possible", although it gave no new deadline.

In most skirmishes over the regulation of toxic chemicals, environmental scientists find themselves at odds with industry lobbyists. But both camps are fuming that it has taken so long for the EPA to come up with scientifically sound recommendations for dioxin intake. The assessment is not legally-binding, and the recommendations are used to guide policy-makers. *Nature* [Read more](#)

CHINA: ENVIRONMENTAL ACCIDENTS ON RISE, CHEMICALS INDUSTRY KEY CAUSE, AS COSTS MOUNT

February 7 – According to reports environmental accidents are on the rise in China, mainly due to chemicals industry-related traffic and industrial mishaps, and the costs of such damage to the economy are rising.

China handled 542 environmental accidents in 2011, the newspaper China Daily reported, citing statistics from the Ministry of Environmental Protection and ministry officials.

The report gave no comparative figures, but the number appears a steep increase from 135 such accidents in 2008, 171 in 2009 and 156 in 2010, according to the website of the ministry-affiliated newspaper China Environment News.

Almost two-thirds of the disasters resulted from traffic accidents, such as trucks overturning and spilling hazardous loads, and from industrial production, the newspaper reported, citing Ling Jiang, deputy director of the ministry's department of pollution prevention and control. *Washington Post* [Read more](#)

RUSSIA: EIGHT MONTHS AFTER DISASTROUS MAY SPILL, OIL POLLUTION STILL THREATENS WHITE SEA COAST IN RUSSIA'S NORTH

January 28 - An unscheduled inspection carried out late last year by the Russian federal environmental watchdog, Rosprirodnadzor, at the Belomorskaya oil bulk plant on the shore of the White Sea in Russia's north revealed the enterprise had still not removed the cause of the ecological disaster it had been responsible for last May – an oil spill that severely polluted over 600,000 square meters of the shoreline and basin of Kandalaksha Bay.

Before cleanup measures were deployed in Kandalaksha Bay in Russia's far northern Kola Peninsula, some 400,000 square meters of the coast and 200,000 square meters of the bay's basin area had been polluted with oil products as a result of the May 7, 2011 accident – including a range of islands that are part of a local nature reserve. The oil slick spreading from Belomorskaya (or White Sea) oil bulk plant, a coastal facility in the town of Kandalaksha in Murmansk Region, was threatening hundreds of protected wild species inhabiting the Kandalaksha National Park, only a kilometer and a half away. *Bellona* [Read more](#)

AUSTRALIA: MOBIL YEARS BEHIND ON FUEL SPILL CLEAN-UP



Photo: Fuel-leakage warning signs and barbed-wire fencing beside the Williamstown cemetery. Photo: Ken Irwin

February 5 - Oil giant Mobil has admitted the clean-up of a massive fuel leak in Melbourne's west is years away from completion, despite a court assurance the job would be finished last year.

Newport residents had hoped the clean-up of the spill of more than 600,000 litres of unleaded petrol, discovered in 2006, would be finalised in January 2011 - the earliest date predicted by Mobil - and are angry at the delay. *The Age* [Read more](#)

AND ON A LIGHTER NOTE ...

Picture of the Day: Egyptian Fuel Tanker in Hilarious Arabic

Oh dear, oh dear, oh dear. Or as they say in Arabic: oh dear, oh dear, oh dear.

This photo appeared on [the Facebook wall of Sahil Anand](#), who uploaded it with the caption: "A contract company out here was asked to stencil on the side of a fuel tanker: 'Diesel Fuel' in Arabic and 'No Smoking' in Arabic. This is what came back..."

Oh dear.



Huffington Post [See original document](#)

Not a recommended way to supply Motor Spirit !

A Chinese man was sentenced to five days in administrative detention for running a gas station from his village home, the Shanghai Daily reported Wednesday.

Police found five tanks filled with at least one ton (0.91 tonnes) of gasoline in the apartment of Liu Shimin at his home in Damozi Village in Chongqing, southwestern China.

The ground-floor apartment smelled heavily of gasoline when policemen raided following tip-offs that motorcycles, cars and pickup trucks often lined up outside, the paper said.

Liu admitted storing and selling fuel from his home. He said he bought the fuel from a gas station around eight miles (12 kilometers) away and resold it to drivers at a five percent premium. He earned more than 4,000 yuan (\$631) from the business in almost a year.

His neighbors upstairs in the three-story building said they had no idea they were living above a potentially hazardous gas station.

MyFOXdc.com [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group, for passing on this story]

People in the news

ISCO CORPORATE MEMBER REPRESENTATIVES ARE VISIONARY CONFERENCE SPEAKERS AT OFFSHORE ARABIA

Representatives of ISCO Corporate Members (see below) will be Visionary Conference Speakers at the forthcoming Offshore Arabia Conference & Exhibition being held in Dubai over 27-29 February 2012. The theme of the event is "Offshore Oil Spill Prevention and Response through New Technology and International Cooperation" [More info](#)



Capt. Farhat Imam
Chief Operating Officer,
RESOLVE – Marine Group,
United States of America



Jerry John Rajan
Sales & Project Manager,
Desmi Ro-Clean,
United Arab Emirates



Peter Michael Rigby
Director Oman & China,
Lamor Corporation AB,
Finland



Sara Coates
Environmental Engineer,
SEACOR Environmental
Services Middle East, United
Arab Emirates



Geraint Richards
President Middle East & India,
Lamor Corporation Ab,
Sultanate of Oman

Technology

SONARDYNE WILL PREMIER ITS NEW AUTOMATIC LEAK DETECTION SONAR (ALDS) AT OCEANOLOGY INTERNATIONAL

Sonardyne's integrated low risk subsea technologies, custom engineering, project planning and field support services will be presented at this year's Oceanology International. Here, Sonardyne will premier its new Automatic Leak Detection Sonar (ALDS) designed to detect hydrocarbon leaks around offshore installations and pipelines.

Sonardyne will demonstrate the unique wireless communications platform which is capable of transferring subsea data at speeds comparable to broadband. Also making their debut at the show will be the uComm range of small, high performance and affordable acoustic modems.

Sonardyne will also be operating a vessel in the dock. 'Predator's' demonstration schedule includes: SPRINT acoustically aided INS, 6G multi-user LBL and USBL positioning, autonomous sensor logging and acoustic telemetry. Anyone interested in attending a demonstration can guarantee their place onboard in advance of the show by emailing:

survey.support@sonardyne.com *OceanBuzz Newsletter* [OceanBuzz Website](#) [Oceanology International Website](#)

Events

USA: DEVELOPMENT OF AN EMERGENCY RESPONSE CAPABILITY IN THE GULF OF MEXICO MTS HOUSTON LUNCH 23rd FEBRUARY 2012

The next MTS Houston Section luncheon will be held on February 23, 2012 and will feature a presentation by Kurt Hurzeler, Helix ESG on The Development of an Emergency Response Capabilities Initiative in the Gulf of Mexico.

The luncheon will be held at the Pelazzio, 12121 Westheimer, Houston 77077. Register online at <http://www.mtshouston.org> The cost is \$30 for MTS members and \$40 for non members with payment in advance. Lunch sign in begins at 11:30 am the day of the event and meetings conclude at 1:00 pm. *From OceanBuzz Newsletter*

The Events Section continues after Dr Mervyn Fingas' article on Page 7 of the Newsletter



In this issue of the ISCO Newsletter we are printing No. 63 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](#)

CHAPTER 63: KNOWLEDGE OF REMOTE SENSING AND IDENTIFICATION SAMPLING

In principle, all bodies including released oil may be detected by the radiation which they emit at various wavelengths depending on their Absolute temperature and emissivity, the latter being their efficiency of emission at a given temperature. Detectors which pick up this radiation are said to act in the passive mode unless they emit radiation which they detect as a return signal, echo or back-scatter from the body to be detected, in which case they are said to be in the active mode. The radiations of interest in oil spill detection are in order of increasing wavelength, those of the ultraviolet, visible, infrared and microwave frequency bands of the electromagnetic spectrum.

At the outset, it was known that the ultraviolet band, in contrast to those of the visible and infrared, had the ability to distinguish oil from other anomalous features such as kelp beds in the passive mode; and that in the active mode of ultraviolet laser fluorescence it had been considered as a means of differentiating oil types and for detecting subsurface floating layers. Again, the visible band had been used for oil detection and ship identification by the human eye and by photographic and television cameras, while optical colour differentiation was useful in differentiating layer thickness at the Phase III spreading stage, and on the basis of a light beam from a lead (Pb) laser we had active gated low light level (LLL)TV. Yet again, oil could be detected by infrared and ultraviolet line scanners (IR/UVLS) with the possibility of the former being able to differentiate thickness by temperature differentiation, though it would respond to any cause of temperature variation. In addition, in the microwave region we had active side-looking airborne radar, potentially capable of indicating the area of slicks by their suppression of the capillary waves which otherwise produce 'wave-clutter'; synthetic aperture radar for possible use from satellites; and passive microwave radiometry, already under consideration for layer thickness differentiation. Further to the review of the 1970s we could note that microwave techniques could operate day and night and independent of atmospheric conditions while infrared techniques are limited by water vapour in the form of mist and cloud.

As to possible sensor combinations, we could see at WSL that such could include a human observer, photographic cameras, LLLTV, UVLS, visible line scanners (VLS), IRLS and side-looking airborne radar (SLAR). As to human observers, there was still some scope for selection of eyeglass filters to enhance contrast between oil and sea. As to SLAR we recognised that radars are optimally designed for the detection of solid targets for which purpose sea wave 'clutter' is instrumentally suppressed, whereas we wanted to detect clutter for maximal contrast with its oil-induced absence, and it appeared that this could be achieved by changes in wavelength and polarisation. At the early stage therefore, we concentrated on investigating IR/UVLS and SLAR while awaiting further developments elsewhere in laser fluorescence, passive microwave radiometry and laser activated TV. As to satellites, we concluded that our primary purpose of differentiating pollutant layer thicknesses for optimised encounter rates in spill response, would best be achieved by the aircraft soon to be involved in dispersant spraying; and that we could leave others to advance the cause of satellites while recognising their role in weather forecasting and communications some applications of which would automatically assist in spill response, in data transfer from aircraft and in processing and analysis at operational centres without our needing to contribute directly.

As to our selected activity areas in the UV, visible and IR frequency bands, we noted that apart from the surface reflected radiance in which we were interested, the sensor also collects a background radiance which consists of a volume reflected component and a path component scattered by the atmosphere between the source and the sensor, the latter tending to dominance with increasing altitude. Again, the sources of the reflected radiance are the sky radiance which is reflected as the surface component and the so-called global radiance which is the sum of the sky and the Sun radiances received by the sensor as the aforementioned volume and path radiances. Thus, an increase in the background radiances will reduce reflected contrast which is also affected by cloud cover, while calculation of surface reflectance for known values of refractive indices for typical crude oils suggested that surface radiance increases with decrease in wavelength. However, the volume-reflected radiance for water has a maximum in the 450-650nm range comparable to the surface-reflected radiance component which reduces contrast below expectation on the basis of surface radiance alone. Again, oils absorb in the UV/blue-green range making optically thick layers appear darker despite the increased surface reflectance at these low wavelengths, thus offsetting expected gains in contrast as does the path radiance component of the unwanted background which also increases towards the UV/blue end of the spectrum.

However, despite the above, contrast can be increased by noting that the surface reflected radiance is linearly polarised to an extent dependent on the angle of incidence. Thus at 53° from the vertical, the Brewster angle for water, the light is completely polarised parallel to the water surface while the path radiance component is less than 20% horizontal and the volume reflected component is vertically polarised to a small extent, so that viewing at or near to the Brewster angle and receiving the radiation through a polariser set to transmit the horizontal component will increase contrast.

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.

OIL SPILL REMOTE SENSING: CHAPTER 5



Continuing a short series of articles on Oil Spill Remote Sensing contributed by Dr Merv Fingas of Spill Science, Edmonton, Alberta, Canada T6W 1J6 fingasmerv@shaw.ca

Merv Fingas MSc PhD worked for more than 35 years in the field of oil spill technology at Environment Canada's Environmental Technology Center in Ottawa, Ontario. As head of the Emergencies Science Division at the Centre, he conducted and managed research and development projects. He is currently working independently in Alberta. Dr Fingas is the Member of ISCO Council for Canada.

This is the 5th of a series of articles which will go into the remote sensing of oil spills. This series will cover oil spill remote sensing step by step and will present the latest in knowledge on the topic.

Infrared

Oil, which is optically thick, absorbs solar radiation and re-emits a portion of this radiation as thermal energy, primarily in the 8 to 14 μm region. Thus infrared is a case where one is measuring the emissions from the oil.³ In infrared (IR) images, thick oil appears hot, intermediate thicknesses of oil appear cool, and thin oil or sheens are not detected. The thicknesses at which these transitions occur are poorly understood, but evidence indicates that the transition between the hot and cold layer lies between 50 and 150 μm and the minimum detectable layer is between 10 and 70 μm .³ The reason for the appearance of the 'cool' slick is not fully understood. A likely theory is that a moderately thin layer of oil on the water surface causes destructive interference of the thermal radiation waves emitted by the water, thereby reducing the amount of thermal radiation emitted by the water.³ This is analogous to the appearance of the rainbow sheen. The cool slick would correspond to the thicknesses as observed above, because the minimum destructive thickness would be about 2 times the wavelength which is between 8 to 10 μm . This would yield a destructive interference onset of about 16 to 20 μm to about 4 wavelengths or about 32 to 40 μm . The destructive or 'cool' area is usually only seen with test slicks, which is explained by the fact that the more rapidly-spreading oil is of the correct thickness to show this phenomenon. Slicks that have been on the water for a longer period of time usually are thicker or thinner (i.e. sheen) than 16 to 40 μm . The onset of the hot thermal layer would in theory then be at thicknesses greater than this or at about 50 μm .

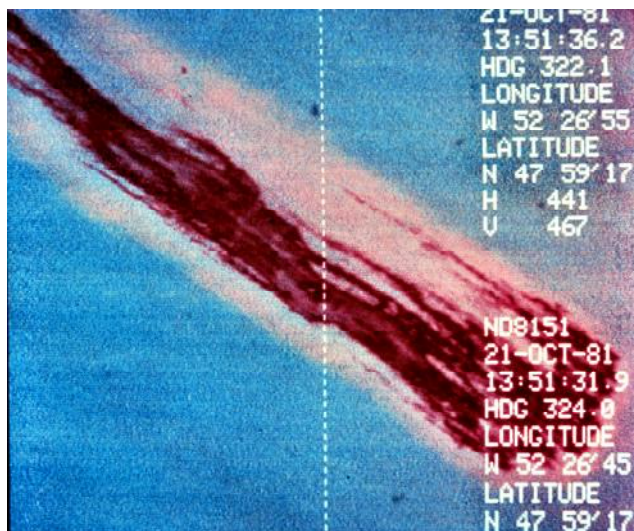


Figure 6 A view of the same test slick in the infrared. The infrared adds much contrast between the water and the slick and removes the effect of the sun glitter.



Figure 7 A view of the same test slick (Figure 6) in the visible. The sun glitter makes it difficult to find the edges of the slick

Infrared sensors cannot detect emulsions (water-in-oil emulsions) under most circumstances.¹¹ This is probably a result of the high thermal conductivity of emulsions as they typically contain 50 to 70% water and thus do not show temperature differences from water.

Most infrared sensing of oil spills takes place in the thermal infrared at wavelengths of 8 to 14 μm . Specific studies in the thermal infrared (8 to 14 μm) show that there is no spectral structure in this region.¹² Tests of a number of infrared systems show that spatial resolution is extremely important when the oil is distributed in windrows and patches. Emulsions are not always visible in the IR. Cameras operating in the 3 to 5 μm range are only marginally useful.^{43,44} Nighttime tests of IR sensors show that there is detection of oil (oil appears cold on a warmer ocean), however the contrast is not as good as during daytime.¹³ Further, on many nights no difference is seen.

The relative thickness information in the thermal infrared can be used to direct skimmers and other countermeasures equipment to thicker portions of the slick. Figures 6 and 7 illustrate the utility of infrared oil imaging compared to that of visible imaging. Oil

Special series (continued)

detection in the infrared is not positive, however, as several false targets can interfere, including seaweeds, sediment, organic matter, shoreline, and oceanic fronts.³ Infrared sensors are reasonably inexpensive, however, and are currently the prime tool used by the spill remote sensor operator. Infrared cameras are now very common and commercial units are available from several manufacturers.

References

- 3 Fingas, M. and C.E. Brown, Oil Spill Remote Sensing: A Review, Chapter 6, in *Oil Spill Sci. Techn.*, M. Fingas, Editor, Gulf Publishing Company, NY, NY, 111, 2011
- 11 Bolus, R.L., Airborne Testing of a Suite of Remote Sensors for Oil Spill Detecting on Water, *Proceedings of the Second Thematic International Airborne Remote Sensing Conference and Exhibition*, ERIM, III 743, 1996
- 12 Salisbury, J.W., D.M. D'Aria, and F.F. Sabins, Thermal Infrared Remote Sensing of Crude Oil Slicks, *Remote Sens. Environ.*, 225, 1993
- 13 Hover, G.L., Testing of Infrared Sensors for U.S. Coast Guard Oil Spill Response Applications, *Proceedings of the Second Thematic Conference on Remote Sensing for Marine and Coastal Environments: Needs, Solutions and Applications*, ERIM, I-47, 1994

Events (continued)

UK: HAZMAT 2012 – 6-7 MARCH 2012, CROWNE PLAZA HOTEL, NEC BIRMINGHAM

Hazmat 2012 is the 5th NCEC annual conference and is now established as one of the main avenues for Hazmat specialists to share experiences and knowledge. The conference draws on the knowledge and experience of a range of hazmat professionals and industry leaders, as well as that of NCEC's own emergency responders and experts.

This year's topics include: • Hazmat case studies • Update in REACH and GHS legislation • DIM update – Detection, ID and monitoring • Fire fighting foam – environmental picture • Ionising radiation – an overview • Chemical product Mutual-aid schemes • Remote robot response • Illicit drugs labs • Practical case studies • Toxicology [More info](#)

USA: SPRING 2012 APICOM MEETING

Las Vegas, Nevada May 11-13, 2012. Hosted by: SEAPRO, Alaska Chadux, and Clean Channel Association [More info](#)

CHINA: 1ST ANNUAL WORLD CONGRESS OF OCEAN-2012 (WCO-2012)

September 20-23, 2012, World EXPO Center, Dalian, China

WCO-2012 aims to be a major international congress for ocean leaders from governments, international agencies, non-governmental organizations, scientific institutions, and the private sector to present the latest research results, ideas, developments and applications in Maritime Law, Marine Ship Economy, Finance, Ocean Resources, Marine Sciences and Oceanic Engineering. Emerging topics like Free Trade Zone, Renewable Ocean Energy, Marine Intelligence, Marine Environment Protection and High Performance Materials for Marine Industry will be featured, among other important topics. It is also to be an excellent occasion to visit and enjoy one of the most rapidly developing nations in the world, China. [More info](#)

CANADA: WESTERN CANADIAN HAZMAT CONFERENCE OCTOBER 10-12, 2012 SASKATOON, SASKATCHEWAN

Join us on October 10-12, 2012 and discover how to keep our communities safe. Industry leaders will present hot button topics designed to educate and inform first responders, protective services personnel and HAZMAT specialists. Choose your own agenda to ensure the knowledge gained will meet the needs of you and your community. [More info](#)

USA: HAZARDOUS MATERIALS RESPONSE TEAMS CONFERENCE, MAY 17-20, BALTIMORE, MARYLAND

Align yourself with the best and brightest in Hazmat. Attend the 2012 Hazmat Conference and be a part of one of the largest gatherings of hazmat responders on the east coast. For nearly 30 years the Hazmat Conference has offered informative sessions and unique hands-on training designed to tackle the most pressing issues facing hazmat professionals. [More info](#)

Events (continued)

UK: INTERSPILL UPDATE

Interspill 2012, the European oil spill conference and exhibition, is less than 6 weeks away, opening on 13 March 2012. 100 % of the exhibition space has already been sold, with space being added to meet demand, heralding another successful event to be held in conjunction with Oceanology International, at ExCel, in London's Docklands.

Chris Morris, the Chairman of the Interspill Steering Committee, said that "it is rewarding to see the strength of interest in the exhibition, and that bodes well for the conference. The event programme covers both traditional oil spill topics at the Conference, this year featuring an Offshore Oil Spill Forum, reflecting the concern and lessons from the Macondo incident. In addition, CEDRE will run Science workshops, and as in 2009, there will be a Spill Industry seminar run by Eurospill."

The Preliminary Conference programme is now on the website, and delegates can now make reservations on line at www.interspill.com. **Interspill 2012** will open on Tuesday 13 March, with an opening plenary session introduced by BBC Science correspondent, David Shukman, with keynote speaker, Sir Alan Massey KCB CBE, Chief Executive of the UK Maritime & Coastguard Agency, to launch the theme of Working Together in a networked world. The exhibition and conference will continue until Thursday 15 March.

Interspill 2012 will feature innovations including conference presentations streamed live onto the exhibition floor. Lunchtime Debates on hot topics, Science workshops by Cedre, and Spill Industry seminars, all on the exhibition floor. The traditional Oil Spill conference streams will this year be augmented by an Offshore Oil Spill Response Forum. The scope of the event reflects the strength and breadth of the Organising Committee, which includes the European Spill industry trade organisations, the European Maritime Safety Agency, (EMSA), the International Petroleum Industry Environment & Conservation Association, (IPIECA), with support from the International Maritime Organization, (IMO), International Oil Pollution Convention Funds, (IOPC), the International Tanker Owners Federation (ITOPF) and France's Centre of Documentation, Research and Experimentation on Accidental Water Pollution (CEDRE). In addition, the event is also supported by the UK Maritime & Coastguard Agency and CEFAS, the UK Centre for Environment, Fisheries and Aquaculture Science.

Interspill 2012 is controlled by the European Spill industry associations, from Norway, NOSCA, from France, SYCOPOL, Eurospill and UKSpill, together with EMSA and IPIECA. Oil Spill Response Ltd. is the permanent sponsor of the event.

For further information see www.interspill.com and contact Roger Mabbott, Director, Interspill Ltd at info@interspill.com

Company news

SEACOR HOLDINGS ANNOUNCES SALE OF NATIONAL RESPONSE CORPORATION, NRCES AND SEACOR RESPONSE

February 8 - SEACOR Holdings Inc. today announced that it reached an agreement to sell a portion of its environmental business to J.F. Lehman & Company, a leading middle-market private equity firm focused on the defense, aerospace and maritime sectors. The businesses to be sold include National Response Corporation (NRC), one of the largest providers of oil spill response services in the United States; NRC Environmental Services Inc., a leading provider of environmental and industrial services on the West Coast; and SEACOR Response Inc., which provides oil spill and emergency response services to customers in various international markets. The transaction, which is expected to close by the end of February 2012, does not include O'Brien's Response Management Inc., a leading provider of crisis and emergency preparedness and response management services, which will continue to be a subsidiary of SEACOR post-closing. Houlihan Lokey is serving as exclusive financial advisor to SEACOR in connection with this transaction. *The Wall Street Journal* [Read more](#)

Equipment for sale

OFFSHORE BOOM ON REEL AND OCEAN SKIMMER

300M Offshore Boom on Roll Offshore Skimmer/Pump Foilex is available as part of a surplus and is being sold to recover funds and storage space.

Product 1 300M Offshore Boom on Roll **Product 2** Offshore Skimmer/Pump Foilex [More info](#)

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