



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 328, 2 April 2012

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

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News

UK: FEARS OF MASSIVE OIL SPILL FROM TOTAL'S ELGIN PLATFORM ARE UNFOUNDED. SOURCE OF LEAK IDENTIFIED. FLARE EXTINGUISHED.



Activists worry about oil spill due to North Sea platform gas leak

March 29 - Environmental groups warned Thursday they fear an oil spill could be triggered at a North Sea offshore platform that has been leaking highly pressurized gas since the weekend. *Fox News* [Read more](#)

Comment from international oil spill expert, Robin Perry

March 31 – “Come on now. It's a gas platform. Don't always listen to "environmental groups" The worst it could be is a condensate spill that will very rapidly evaporate giving maybe a small sheen which as we know contains almost no oil. The flare is burning off residual gas and condensate from the process area and should self extinguish shortly”.

Total locates Source of Offshore Gas Leak

March 29 - Total has found the source off the offshore oil platform gas leak in the North Sea. The energy giant has confirmed that the leak is not underwater, but is instead located on the deck level of the well head platform. Total was forced to evacuate the Elgin rig after the Sunday leak began.

The decision now is whether it's possible to wait for the gas to stop leaking on its own or if a relief well must be drilled. They also have the option to fill it with mud in a kill operation, according to CNN. The leak is believed to have started as workers were sealing the well in the North Sea about 150 miles east of Aberdeen. *The Maritime Executive* [Read more](#)

News (continued)

Gas flare at oil platform 'extinguishes itself'

March 31 - The flare on the crippled North Sea oil platform at the centre of a gas leak has extinguished itself, the oil company Total has confirmed.

The company said the evidence that the flame was out came from over flights and from vessels close to the exclusion zone. *BBC News* [Read more](#)

Elgin leak poses massive challenge

March 31 - An uncontrolled release of fossil fuel out in the ocean. An oil giant's share price tumbling. A frantic search for techniques to shut off the leak. Sound familiar?

A visit to Aberdeen on Thursday prompted the question of parallels between Total's struggle at its Elgin rig and BP's battle with a blowout at its Macondo well in the Gulf of Mexico in 2010.

Let's start with the leak itself. Total says it has identified the source: that gas from a deep reservoir is somehow flowing into a part of the underground well system.

The pipework is allowing the gas to reach the surface. And it is then venting into the air at deck-level on the rig.

"Total is weighing up its options - the most attractive is also the most dangerous" But they cannot be entirely sure because no one is on the rig to check.

Thursday night's statement from the [Department for Energy and Climate Change](#) seems to take account of this. It speaks of "using the best data currently available" - which will not be comprehensive.

It says: "Total believes the gas is being released from the well system" - not that it knows for sure that this is the case.

The entry of the gas into the well system "has been estimated at a point 4,000m below the seabed" - in other words, not established for certain.

The fact is that with observations being made from a distance, even experts can make only informed estimates about precisely what is going on: not just at the unmanned surface but also amid the geological labyrinth of rocks and reservoirs under the sea. *BBC News* [Read more](#)

Total to drill relief wells at leaking N.Sea platform

March 31 - Total is launching operations to start drilling two relief wells as soon as possible at its leaking Elgin platform in the North Sea, the company's exploration and production technical head said on Friday.

In parallel, the group is continuing to study the option of using heavy mud to block the leak, Michel Hourcard, who is also acting group technical spokesman, told journalists at a news briefing.

"We will start drilling the wells as soon as possible," Hourcard said, adding Total was preparing two drilling rigs in the North Sea to carry out the works which could last up to 6 months. Major oil spills and gas leaks

A team of international experts is advising Total on how to plug the leak, including U.S. firefighting and engineering firm Wild Well Control which helped tackle BP's Gulf of Mexico oil spill in 2010 and Kuwait's raging oil fires in 1991. *World Bulletin* [Read more](#)

APPROVAL OF SPILL PLAN MOVES SHELL CLOSER TO ARCTIC DRILLING



U.S. Interior Secretary Ken Salazar speaks during the daily press briefing at the James Brady Press Briefing Room of the White House March 12, 2012 in Washington, DC. Salazar spoke on the Blueprint for a Secure Energy Future: One-Year Progress Report that President Barack Obama received today. (Photo by Alex Wong/Getty Images) Photo: Alex Wong / 2012 Getty Images

March 28 - [Shell Oil Co.](#) passed a major milestone toward launching exploratory offshore drilling in the Beaufort Sea near Alaska as federal regulators approved the company's emergency plans for dealing with oil spills in those icy waters.

The decision announced Wednesday by the [Bureau of Safety and Environmental Enforcement](#) means that Shell has satisfied regulators that it can clean up oil spilled offshore even in the remote Arctic. It hopes to begin drilling this summer in the Beaufort and the nearby Chukchi Sea.

News (continued)

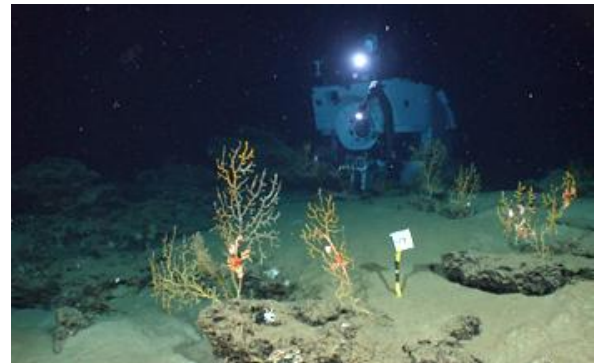
In February, the safety bureau approved Shell's oil spill response plan for proposed Chukchi drilling. Federal regulators also have approved Shell's broad blueprint for drilling in the two regions.

"Our focus moving forward will be to hold Shell accountable and to follow up with exercises, reviews and inspections," said the bureau's director, [James Watson](#). *Chron.com* [Read more](#)

USA: WHOI SCIENTISTS CONTRIBUTE TO STUDY ON IMPACT TO CORAL FROM DEEPWATER HORIZON SPILL

March 28 - Six scientists from Woods Hole Oceanographic Institution (WHOI) have contributed to a new report finding "compelling evidence" that the Deepwater Horizon oil spill has impacted deep-sea coral communities in the Gulf of Mexico. The study, published the week of March 26 in the journal *Proceedings of the National Academy of Sciences USA*, utilized all of the deep-sea robotic vehicles of the WHOI-operated National Deep Submergence Facility—the three-person submersible Alvin, the remotely operated vehicle (ROV) Jason, and the autonomous vehicle Sentry – to investigate the corals, and employed comprehensive two-dimensional gas chromatography to track the source of petroleum hydrocarbons found.

The Maritime Executive [Read more](#)



EI AWARDS COMPETITION

Recognising excellence and innovation in the energy industry.

Every year, the Energy Institute (EI) Awards recognise individuals and organisations in the global energy industry for setting new standards of excellence and innovation in their daily activities.

Entries are judged by an independent panel of energy professionals across eight different categories: Communication, Community Initiative, Energy Excellence, Environment, Innovation, Individual Achievement, Safety and Technology. Full details on the judging criteria for each category can be found on this [website](#).

The EI Awards present an ideal opportunity to seek independent recognition for a particular project or an individual person, to celebrate and raise the profile of your achievements. The EI Awards recognise the contribution and value to society made every day by those working in the energy industry.

You can submit your project or nominate a colleague [online](#) . Entries are made free of charge and the submission deadline is 29 June 2012 .

Finalists will be presented with their award at a prestigious ceremony, which will be held in London on 15 November 2012. [Read more](#)

UK: "THE MOST SUCCESSFUL EVENT SO FAR IN THE INTERSPILL SERIES SINCE IT STARTED IN 2000".

Interspill 2012, the European oil spill conference and exhibition, took place over 3 hectic days, after opening in London, on 13 March 2012. The event saw over 1300 delegates, visitors and exhibitors attend, from over 70 countries, it was the most successful event so far in the Interspill series since it started in 2000.

The conference attracted over 440 delegates and speakers, who were joined by over 400 visitors and over 500 exhibitors. The event was co located with Oceanology International, at Excel, in London's Docklands, and many of the record 7000+ visitors to Oceanology spilled over into the Interspill Exhibition.

The Conference was opened by Glyn Humphries, Chairman of Interspill 2012, who introduced keynote speaker, Sir Allan Massey CBE KCB, Chief Executive of the UK Maritime & Coastguard Agency. Archie Smith, Chief Executive of OSRL, the permanent sponsor of the event concluded the Opening Plenary session.

Chris Morris, the Chairman of the Interspill Steering Committee, said that "the development of a new strategy for this event, bringing together Conference and Exhibition, with use of Workshops and Seminars on the Exhibition floor, contributed to the success of the event, but also to a sense of greater cooperation between the different interests. This is essential to achieve the networking that this group depends on to deal with the emergencies that arise. Whilst the lessons of Deepwater Horizon were addressed in the Offshore Forum at Interspill, the minds of delegates, visitors and exhibitors were also clearly focussed on dealing with current and future risks, both Offshore, and with more traditional oil spills."

News (continued)

The next Interspill event will be held in 2015, and a venue will be announced later in 2012. Proceedings of the Conference, Workshops and Seminars will be published shortly on the Interspill website www.interspill.org.

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 was also supported by the UK Maritime & Coastguard Agency and CEFAS, the UK Centre for Environment, Fisheries and Aquaculture Science.

Interspill 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 or on +448456259890

People in the news

AUSTRALIAN MARINE OIL SPILL CENTRE – A CHANGE AT THE TOP

Nick Quinn has taken over as the General Manager of AMOSC. Stepping down is Ivan Skibinski, who has been the General Manager of AMOSC for the past 7 years.

Nick Quinn joined the Australian Marine Oil Spill Centre in August 2010 after a 6 year term with Maritime New Zealand as the Group Manager, Marine Pollution Response Services and after a 22 year career in the New Zealand Navy.

During his time in the navy, Nick qualified as a bridge watch keeper, ship commander and Mine Clearance Diving Officer and spent 14 years in the naval diving group focusing on explosives operations, demolitions and salvage diving. He was also involved in riverine operations in Cambodia, had a secondment to the Royal Malaysian Navy, spent service time with the Royal Australian Navy, Royal Navy and United States Navy and commanded several New Zealand ships. He completed his career in the rank of Commander and as the Director of the New Zealand Defence Geospatial service.



While employed at Maritime New Zealand, Nick chaired the OPRC-HNS Technical Group at the International Maritime Organisation and was one of five National On-Scene Commanders.

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 70 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](http://www.interspill.com)

CHAPTER 70: KNOWLEDGE OF MECHANICAL RECOVERY

We have seen that dispersants are up to three orders of magnitude less toxic than oil; that the layer thickness of naturally dispersing Phase II oil slicks at sea is of the order of 0.1mm; that even if such a layer thickness dispersed instantaneously, the concentration in the top metre of the water column would be no more than 100ppm; that natural dispersion rates in practice produce oil concentrations less than 5ppm; that the dispersant-induced concentrations are initially no more than 10ppm; that all such concentrations rapidly decrease through the ppb range towards zero with depth by natural diffusion and turbulence; that the oil concentration chosen to ensure observable toxicity to the test organisms in dispersant approval schemes is 1000ppm; and that the continuing absence of species-extinction/ ecological-disaster from natural or dispersant-induced concentrations is unsurprising, while opposition to the protection afforded to individual birds and sea-surface/shoreline organisms by the latter is more than a little surprising. However, we have also seen that dispersant effectiveness diminishes to zero with increase in pollutant viscosity and it is this limitation which encourages mechanical recovery of floating pollutants, the knowledge of which will now be reviewed.

As to mechanical recovery, we have also seen that dispersed oil and emulsion droplets migrate upwards according to Stokes's Law and coalesce to a floating separate phase in shipboard and land-based gravity separators; that in the former the separated phases are respectively retained onboard and discharged to the sea by separate mechanical pumping systems; that in the latter the floating phase in open-topped API gravity separators can be pumped away until the layer thickness has to be re-augmented by further droplet coalescence to avoid co-pumping the underlying water, or a mechanical skimming device can be interposed to

enable the layer thickness to be further reduced without pumping the underlying water; and that either way, pumping can be stopped at the appropriate layer thickness. However, when the intention is to remove all of the floating layer from the open sea surface by a pump/skimmer combination we see that the skimmer design requirement is more demanding than anything applicable to an API separator in that it now has to remove all of a layer which as a result of Fay's Phase II spreading is of the order of 0.1mm thick when skimming is initiated. Actually, rotating-disc skimmers were already in use in mineral processing, another WSL activity. Thus, in separating sulphide ores from gangue, the crushed material is agitated in water with added oil through which rising air bubbles carry the metal sulphide particles to a floating foam layer for collection, though in this application the layer thickness can immerse the whole disc radii, *i.e.* it can be 15cm rather than 0.1mm.

However, the very thin layers of pollutant encountered at sea increase in thickness when compressed against shorelines or harbour walls by wind action. Thus, it was concluded as early as the *Torrey Canyon Incident* of 1967 that similar layer thickening might also occur against floating booms moored to protect specific lengths of shoreline or across the mouths of small estuaries to protect their upper reaches; and that towed booms at sea might replenish layer thicknesses depleted by mechanical skimmer recovery in a similar manner to that by which coalescing droplets replenished layer thicknesses depleted by pumping in API separators, though layer thicknesses in the former location were never expected to equal those which could be expected in the latter. Thus, in all attempts to recover oil at sea, the co-collection of water is unavoidable while encounter rates realisable by mobile boom/skimmer combinations must be expected to be low. Indeed, we have already seen the encounter rate per metre swath per knot of speed for a layer thickness of 0.1mm to be 0.18 tonnes per hour.

Nonetheless, subsequent articles will review our knowledge of boom and skimmer design to ensure maximum performance in what is at first sight a discouraging prospect. In order to make the best of it, I will review how the inevitable escape of pollutant in the water-flow beneath moored and towed booms can be minimised; how skimmer efficiency can be maximised, particularly in the pollutant viscosity range beyond that of dispersant effectiveness; and how boom and skimmer design can reduce the deleterious effect of waves. In thus reviewing the relevant design principles, I will evaluate the extent to which actual equipment complies with them in reality.

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.

Special series

OIL SPILL REMOTE SENSING : CHAPTER 11



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 11th 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.

Integrated airborne sensor systems

Increasingly, a number of different types of airborne oil spill remote sensors are being consolidated into sensor systems. The reason for this integration is to take advantage of the different information provided by each of the specific sensors and combine the information to provide a more comprehensive information product. Although each of the individual sensors has specific inherent weaknesses such as false detections, these false detections are often different for each sensor type, hence a consolidation of information can help resolve some of the uncertainties that exist from a single data source. Furthermore, additional information can be deduced from the overlaying of imagery from several sensor types. Although the absolute thickness of an oil slick remains the subject of continued research and scientific opinion, the ability to locate the thicker portions of the slick is essential in terms of operational spill cleanup and response. In addition to the integration of a number of remote sensors into a sensor system, information from other sources such as marine vessel traffic surveillance systems (*i.e.*, automatic identification system, AIS) can be integrated and can play an essential role in identifying the source of the marine pollution.

Two commercially available airborne marine oil spill remote sensing systems are the MEDUSA and the MSS 6000.^{35,36} MEDUSA incorporates a number of sensor technologies such as laser fluorosensors, infrared/ultraviolet line scanners, forward-looking infrared sensors, microwave radiometers, side-looking airborne radar systems and camera systems, as well processing software into a flexible real-time data acquisition and processing system. The data from the various sensors are geo-referenced and fused with information from AIS and marine surveillance radars into a GIS-based display output format. The processing software is known as the Oil Spill Scene Analysis System (OSSAS) and allows for the extraction of features such as the area of oil coverage including areas of intermediate and thicker portions of the slick. The MSS 6000 Maritime Surveillance System is comprised of a flexible suite of sensors such as side-looking airborne radar systems, infrared/ultraviolet line scanners, forward-looking infrared sensors, microwave radiometers, and camera systems, along with data processing and mission management software in order to perform the oil spill remote sensing surveillance task. The MSS 6000 also focuses on sensor integration and includes AIS and marine

Special series (continued)

search radar inputs. All sensor data, imagery, slick targets, vessels etc. are annotated using navigation data from a single source to form an integrated part of a Geographic Information System (GIS). Both the MEDUSA and MSS 6000 can distribute their data in near-real time via direct downlink or satellite communications to vessels or shore-based communications centers. A large number of maritime nations are now employing integrated airborne sensor systems.³

- 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
- 35 Optimare, <http://www.optimare.de/cms/en/divisions/fek.html>, site accessed June 2011
- 36 Swedish Space Corporation, <http://www.ssc.se/?id=5772>, site accessed June 2011

Technology

NORWAY: COASTSAVER AS HAS DEVELOPED A "QUICK RESPONSE" OIL CONTAINMENT BOOM

After the "Server" ran aground off Fedje in 2007, the idea was born to develop an oil containment boom that could be rapidly deployed around a shipwreck.

Rapid response is the key to preventing/limiting the negative impacts of oil spills. The "Full City" accident in 2009 gave additional impetus to the idea. Coastsaver AS started using new materials and a new design, and obtained Norwegian and international patents.

More recently, the disaster in the Gulf of Mexico and the "Godafoss" running aground off Hvaler put oil spills under the spotlight, and there is a strong desire to find new ways of preventing their spread at an early stage.

Coastsaver AS believes that the "Quick Response" boom represents a significant contribution to solving the problem.

The underlying principle is that speed of response is the key factor in achieving successful containment of spillage from a vessel in the coastal area. The patented "Quick Response" boom can be flown out to the casualty by helicopter and immediately deployed without external assistance.

The key advantages of the system are identified as – • Rapid to deploy around the vessel by helicopter. • Delivery speed approx. 100 km (60miles) / hour. • Contains pollution before it spreads. • Requires no external assistance. [More info](#)

USA: NEW SENSOR FOR SUBMERGED OIL

EIC Laboratories, USA, has developed an underwater fluorescence sensor for detecting submerged oil on the sea floor and in the water column. The patented sensor is a laser-based forward-looking fluorescence polarisation (FP) system that selectively detects high-viscosity petroleum fractions over other fluorescent materials such as vegetation. The instrument is ideally suited for oil spill containment and recovery operations and is named Oscar

The sensor may be used with a variety of deployment platforms to map the distribution of [oil](#) deposits from spills or leaks of heavy oils (specific gravity >1) or oils complexed to heavy particles. It may also be used to track or monitor the source and progress of submerged [oil](#) plumes.

Developed with support from the U.S. Coast Guard, Oscar has been validated for detecting the location and monitoring the remediation of heavy [oil](#) pools at the National [Oil Spill](#) Response Test Facility (OHMSETT) in Leonardo, NJ, and has recently been deployed in an upward-facing configuration under an ice cover in a demonstration of response technologies to spills in ice bound regions. EIC's Oscar technology was down selected by BP as one of around 30 significant use technologies from over 100,000 ideas submitted to BP in their call for Alternative Response Technologies following the *Deepwater Horizon* incident. *Spill International* [Read more](#)



Publications

USA: CSB RELEASES NEW SAFETY VIDEO COMPILATION

March 28 - Today the CSB released its latest compilation of safety videos entitled "[Safety Videos Volume 2](#)" which includes, "Fatal Exposure: Tragedy at DuPont" detailing three accidents over a 33 – hour period at the DuPont plant in Belle, WV; "Experimenting with Danger" which focuses on the hazards associated with conducting research at chemical laboratories in academic institutions; and "Iron in the Fire" which discusses three iron dust fires that occurred in 2011 at the Hoeganaes plant in Gallatin, TN.

To date, the CSB has produced 28 safety videos. All are based on actual CSB investigation findings, determinations of root causes, and safety recommendations. The goal of the videos is to present CSB investigation findings in a concise and compelling format that encourages the viewer to apply the lessons learned to real world plant operations.

Publications (continued)

CSB Chairman Rafael Moure-Eraso said, "The CSB's safety video program has served as a highly successful way to communicate the root causes and findings resulting from the CSB's accident investigations; across industries and continents, demand for CSB safety videos is global."

The CSB's safety videos continue to garner awards, including three recent Peer Awards given by the Television, Internet & Video Association of Washington, DC in November 2011. "The CSB video program was specifically cited when the CSB was named the 2008 recipient of the American Chemical Society's (ACS) Howard Fawcett Award, honoring "outstanding contributions in the field of chemical health and safety," marking the first time the 25-year-old award has been presented to an entire organization.

The CSB will continue to distribute "Safety Videos Volume 1" a two disc set which includes 25 videos released between December 2005 and March 2011. All safety videos are distributed free of charge. Over 100,000 DVDs have been distributed and online downloads and streams of the videos on CSB.gov and on YouTube.com/USCSB total well over one million.

The CSB is an independent federal agency charged with investigating serious chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems.

The Board does not issue citations or fines but does make safety recommendations to plants, industry organizations, labor groups, and regulatory agencies such as OSHA and EPA. Visit our website, www.csb.gov. [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group, and JOIFF for passing on this information]

Events

USA: UPDATE ON CLEAN PACIFIC CONFERENCE & EXHIBITION

The full conference programme has been released and is available. Click on - [FULL CONFERENCE PROGRAMME](#)

The CLEAN PACIFIC conference which focuses upon "Tsunamis, Spills, Shipwrecks – Meeting Multiple Pacific Challenges."

Scheduled for May 16-17 in Long Beach, the Pacific States/British Columbia Oil Spill Task Force will co-host CLEAN PACIFIC 2012 with member agencies from Alaska, British Columbia, California, Oregon, Hawaii, and Washington. This year's theme highlights the many challenges that the industry faces and reflects the strong interest the people of the Pacific Rim take in protecting the environment while supporting commerce.

CLEAN PACIFIC 2012 will bring together diverse groups from the industry - the environmental community, spill response organizations, consultants, equipment suppliers, and federal, state, local and tribal governments. The opportunity to network, collaborate and share information and experiences is tremendous. The conference organization committee has laid out a phenomenal program with tracks on spill planning/preparedness, response/operations, prevention and emerging issues that will lend themselves well for participants to discuss and develop solution oriented approaches to many important issues.

We expect over 1,000 people to attend, so please put us on your calendar for May 16-17, in Long Beach. For more information and registration, please visit www.cleanpacific.org or call the TradeFair Group at (832) 242-1969.

Keynote Address & The Pacific states/ British Columbia Oil spill Task Force's 2012 Legacy Awards

Dr. Jane Lubchenco, Under Secretary of Commerce for Oceans and Atmosphere and NOAA Administrator, has been invited to give the Keynote Address to commence the Clean Pacific 2012 Conference. Following the Keynote Address, the Pacific States/British Columbia Oil Spill Task Force's 2012 Legacy Awards will be presented. Legacy Awards are given to industry, nonprofit or public agency organizations and individuals, or for team efforts that demonstrate innovation, management commitment, and improvements in oil spill prevention, preparedness or response. [More info](#)

AMERICAN MARITIME SALVAGE & CASUALTY RESPONSE: 27-28 JULY 2012, MIAMI, USA



Grant Hunter *Chief Officer Legal and Contractual Affairs* will give a BIMCO Conference Presentation: BIMCO Contracts for Wreck Removal.

Grant will take a closer look at the newly revised BIMCO/ISU Wreck Removal and Marine Service Agreements in terms of what changes have occurred to these widely used agreements. Grant will also analyze the environmental factor and contracting as well as contracting implications when dealing with authorities.

Other confirmed speakers include George Tsavlis, *CEO Tsavlis Salvage* and Robert Tyson, *Operational Manager, Svitzer Salvage*. Register Before 20th April and Save £225! [More info](#)

SPAIN: GRANDES ACCIDENTES MARITIMOS, BILBAO, 25-27 APRIL 2012

Ya está disponible el programa definitivo del Congreso sobre Grandes accidentes marítimos que tendrá lugar del 25 al 27 de abril en Bilbao, se puede consultar en el siguiente [enlace](#).

Events (continued)

El Congreso comenzará con una conferencia inaugural que tratará el hundimiento del *Titanic*. Seguidamente tendrá lugar la Jornada Técnica sobre prevención de riesgos laborales en el ámbito marítimo, a la vez que se ofrecerá un programa alternativo con comunicaciones libres que tratarán diversos aspectos de la seguridad en este ámbito. La tarde del primer día las conferencias girarán en torno al Salvamento marítimo.

El segundo día las charlas que se celebrarán a primera hora abordarán el Análisis de accidentes marítimos. Tras la pausa para el café, los congresistas asistirán a la tercera mesa que tratará los Nuevos aspectos de la seguridad marítima. Por la tarde, el tema central será la Seguridad en puertos.

El tercer día está dedicado a la Investigación de siniestros marítimos y a los Accidentes marítimos, los marinos y los medios de comunicación. Por último, la conferencia de clausura tratará el reciente naufragio del *Costa Concordia*. [More info](#)

SOIL & GROUNDWATER EVENTS UPDATE

Upcoming events in France, USA, UK and Germany. [Info about these events](#)

THE 6TH ANNUAL HSE EXCELLENCE EUROPE: 17-18 MAY 2012, ROME, ITALY

Experts from 3 continents (Europe, North America and Asia) put together the fully interactive program containing 15+ presentations and real life case studies, more than 7 hours of networking and up to 4 hours panel and roundtable discussions. [Request agenda](#)

Training

NIGERIA: PROJECT MANAGEMENT FOR ENVIRONMENTAL MANAGERS, ABUJA, 15-17 MAY 2012

This course will step through the processes involved on a project from the initial stages of conducting an Environmental Impact Assessment (EIA) to gain the environmental approval, generating an Environmental Management Plan (EMP), before continuing through the project lifecycle and to ensure environmental compliance. More info: richfloodinternational@yahoo.com

USA: TRANSCAER® TRAINING TOUR NE TOUR: NEW JERSEY & PENNSYLVANIA

TRANSCAER® (Transportation Community Awareness and Emergency Response) Training Tours will be hosting training sessions in New Jersey and Pennsylvania April 13th – May 12, 2012. Tour stops include Woodbury, NJ; Bristol, PA; and Piscataway, NJ. This tour is sponsored by The Dow Chemical Company, who has teamed with Norfolk Southern Railroad, Conrail Railroad, the Firefighters Education and Training Foundation, CHEMTREC and many other local supporting agencies. TRANSCAER® is dedicated to educating emergency responders and their communities and includes training cars from the Firefighters Education and Training Foundation. [More info](#)

USA: NEW 15 MINUTE OIL SPILL BASIC TRAINING DVD

Shows the essential steps to a rapid response. More info: www.paragon-training.com

Correspondence

TRAINEESHIP IN EU OR US AT NO COST FOR A COMPANY

Sir,

I am a PhD with a permanent position at the Poznan University of Technology, Poland – as the leader of a scientific group dealing with microbial biodegradation of petroleum hydrocarbons and microbe-(bio)surfactant interactions. There is a chance for me to obtain funds for a one month traineeship in an EU or US company. Those funds cover all costs. All in the frames of the "getting scientist closer to the business" project. Would there be any chance for me to have this one month traineeship in Your Company? I would be happy to have a chance to send my short CV and our latest manuscripts dealing with biodegradation. Yours sincerely
Łukasz Chrzanowski Phd, Emails: Lukasz.chrzanowski@put.poznan.pl lucaschrz@gmx.de Poznan University of Technology
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[Łukasz Chrzanowski](#)

Professor/Research Manager

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Correspondence (continued)

REQUEST FROM ISCO MEMBER IN CHINA LOOKING FOR TECHNICAL CO-OPERATION

Sir,

I have experience in the industry and have recently set up my new company - **Hong Kong Spill Response Technology Co. Ltd.** I am looking to establish a relationship with an overseas oil spill response company interested in doing business in China.

If interested, please contact me.

Wu Yue, Director

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Company news

SIGNIFICANT MINORITY INVESTMENT IN LAMOR STRENGTHENS ITS MARKET POSITION

(Lamor Corporation, Porvoo, March 27, 2012). Finnish Industry Investment Ltd (Teollisuussijoitus Oy) and Etera have made a minority investment in Lamor Corporation. The investment is a part of a larger transaction where the company's financial position is strengthened and the current house bank replaced with Sampo Bank/Den Danske Bank. This transaction enables Lamor Corporation to invest in new business models, as well as in research and development and thus enables the company to take a step to the next level.

"The financing enables us to meet the demand for larger scale projects where we take a more central role in providing turnkey oil spill response solutions to our clients," says **Fred Larsen**, CEO Lamor Corporation.

"Given the publicity surrounding the large scale oil spills during the recent years, increases in exploration activity in the arctic as well as in off shore areas and the tightening regulations, the oil spill response industry is expected to grow significantly during the next few years. We are warmly welcoming the new investors to enjoy this exciting ride ahead, and are convinced that this is going to be a beneficial cooperation," Larsen adds.

"Most recently we were awarded a significant three-year contract with Qatar Petroleum (QP) responsible for operating and maintaining all of QP's Oil Spill & Emergency Response Department (OS&ERD) oil spill recovery equipment. Moreover, the contract included oil spill man-power, management and training. That said, we were also awarded another major contract in recent days with Australian Maritime Safety Authority for equipment," Larsen highlights.

"We want to be involved in developing and financing this significant Finnish cleantech company. Lamor has a strong market position globally and specialist expertise in the Arctic areas. Because of its growth potential and sector, the company is a good match with our investment strategy," says Director **Antti Kumm** from Finnish Industry Investment.

"Finland needs good export companies in order to meet the challenges of today's global economy and I am excited to be a part of a transaction where Finnish institutional investors invest in a Finnish company whose exports comprise over 90 % of its revenue," says **Pekka Ahlajärvi**, Portfolio Manager in Etera.

For further information, please contact:

Vesa Tiitinen

CFO, Lamor Corporation

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