ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 331, 30 April 2012

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News

SMART ROV TOOLS SAFEGUARD ENVIRONMENT

April 27 - Checking for residual fuel in a 70 year-old sunken wreck without opening the tanks and risking an environmental catastrophe needed a clever solution. The ingenious answer came from Global Diving and Salvage who created a unique sampling system that is mounted on a Saab Seaeye Cougar XT ROV and can penetrate a sealed container and extract a sample without creating a leak point.

They were contracted by the United States Coastguard to determine if oil was present aboard the S.S. Montebello, a tanker torpedoed in 1941 off the coast of California.

During their investigations Global fitted-out the Cougar with a range of tools to perform 3D modelling, sonar inspection, thickness gauging, a backscatter investigation, the physical sampling of the ship's fuel tanks and sediment sampling of the general area.

To prepare for the assessment, Global first had to clean off areas of the surface, which meant removing over 70 years of debris. For this process they used the Cougar's power and tooling capability to clear the tank with a wire wheel and barnacle buster fitted to the manipulator arms.

A Tracerco neutron backscatter system was used to help determine the likelihood of oil in the wreck's cargo holds. This backscatter tool is a non-invasive contents-sensing device, something like an x-ray that emits neutron particles capable of passing through insulation material and carbon steel to determine the presence of content. It was mounted on a skid attached to the ROV and integrated with the vehicle's control package. The ROV's powerful and responsive thrusters held the system steady whilst the backscatter operation was carried out.

Due to depth of water - 275 metres (900 feet) - and the potential risk of leakage of the tank contents, the development of Global's unique sampling tool system to extract a sample was paramount to the success of the operation. The innovative feature meant that when the hole was drilled through the tank and a sample taken, the hole was then sealed – all in one leak-proof operation without fittings or valves. *The Maritime Executive* Read more

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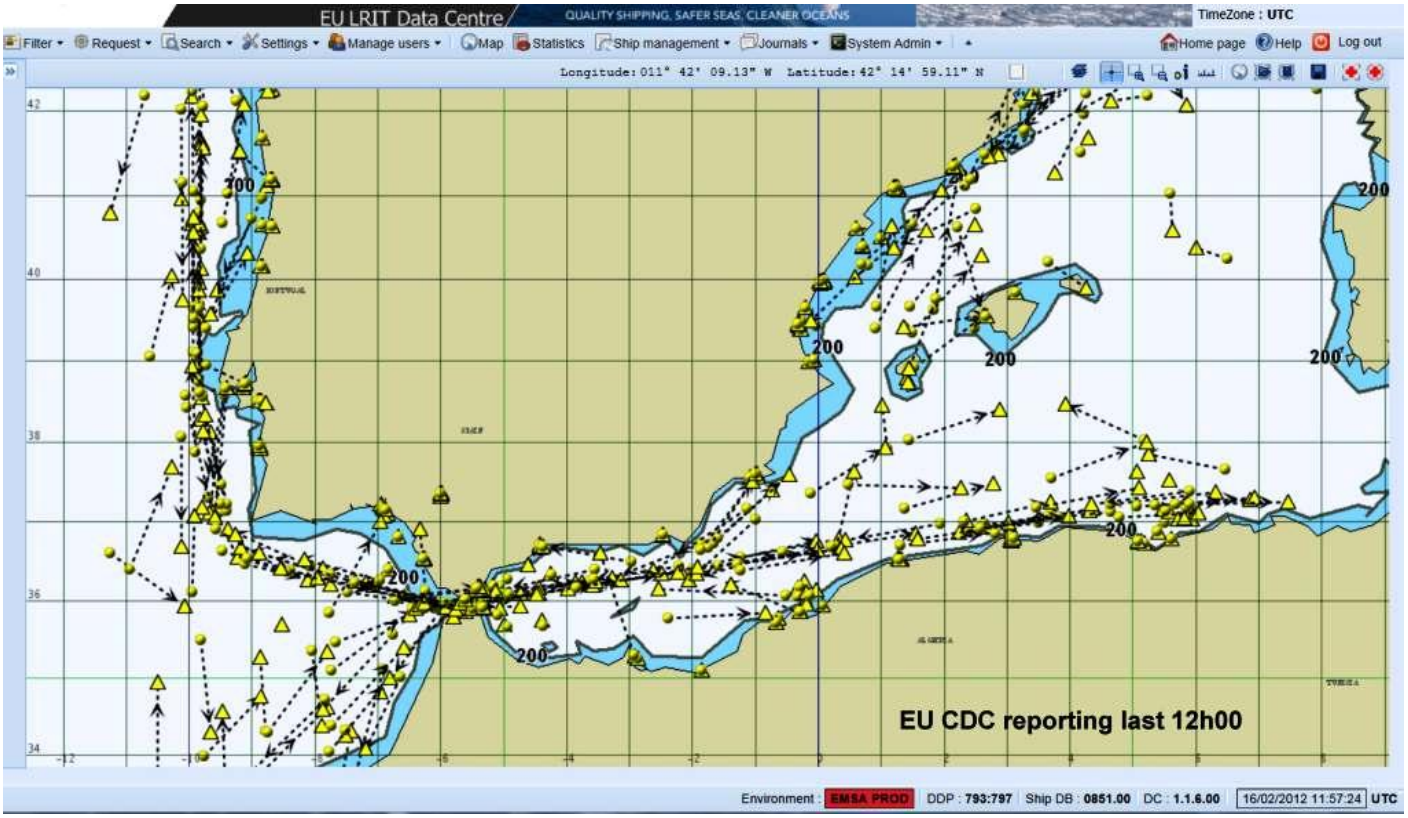
COSTA CONCORDIA SALVAGE BID WINNERS ANNOUNCED

April 23 - Costa Crociere and the Costa Concordia Emergency Commissioner's Office announced that the tender for the removal of the ship from Giglio Island has been awarded to Titan Salvage in partnership with the Italian firm Micoperi. The work will begin in early May subject to final approval from the Italian authorities and is expected to take about 12 months. *The Maritime Executive* Read more [Thanks to Jeff Taylor of ISCO Corporate Member, Marine Pollution Control Corp]

EUROPE: SAFEMED WORKSHOP GENERATES AWARENESS ABOUT THE LRIT SYSTEM

Representatives from various organisations and Authorities together with participants during the SafeMed organised Workshop on LRIT, Lisbon, March 2012.

A SafeMed II Project Regional Workshop on the Long-Range Identification and Tracking of Ships (LRIT) was recently held at the Lisbon headquarters of the European Maritime Safety Agency (EMSA) to increase awareness about the LRIT system, including its architecture, components, and the legal obligations to which Administrations and ship owners are subject.



The EU LRIT Data Centre web interface showing navigational information of ships at sea.

Twenty-one participants from 12 SafeMed Beneficiaries attended the Workshop. This was organised by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) - the implementing body of the EU-funded SafeMed II Project, in close cooperation with EMSA.

“The LRIT system is a sophisticated vessel monitoring tool with numerous important applications. Through the use of satellite technology, LRIT is capable of providing States with information about vessels operating under their flag, vessels seeking entry to a port within their territory, and vessels operating in proximity to the State’s coastline, said SafeMed II Project Officer Captain Joseph Zerafa. “Moreover, this information is graphically illustrated and made easily accessible to States via an online user interface.”

During the Workshop, the main applications of LRIT were also discussed. Other aspects tackled were LRIT’s role in enhancing maritime security, assisting search and rescue missions, and the protection of the marine environment by assisting in the identification of polluting ships and the coordination of clean up missions in the event of pollution incidents.

Speakers from the International Maritime Organization (IMO), the European Maritime Safety Agency (EMSA), the Canadian Coast Guard, the International Mobile Satellite Organization (IMSO), and the Danish Maritime Authority (DMA), delivered presentations. Participants engaged in an exchange of views and practical sessions and also updated the Workshop on their respective Administrations’ experiences with the LRIT system.

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.

More information about the SafeMed II Project is available on the Project’s website at http://www.safemedproject.org

IPIECA: THE OIL AND GAS INDUSTRY AND RIO+20

In June 2012, world leaders, along with thousands of participants from governments, the private sector, NGOs and other groups, will come together at Rio+20 to shape how to reduce poverty, advance social equity and ensure environmental protection on an increasingly crowded planet.

As part of its contribution to this global event, IPIECA and OGP have launched a Rio+20 mini-site, rio20.ipieca.org, to showcase a series of fact sheets developed by the oil and gas industry. These fact sheets demonstrate IPIECA’s current and future contribution to sustainable development; focusing on a variety of issues including climate change, energy efficiency, ecosystem services, human rights and water. *IPIECA eNews* Read more

RUSSIA: SPILL DUMPS 2,200 TONS OF OIL IN ARCTIC

April 23 - A weekend oil spill at the Trebs and Titov field operated by a joint venture between Bashneft and LUKoil saw about 2,200 tons leak across 5 square kilometers of Arctic terriotry, Interfax reported Monday.

The 25-meter high gusher that began on Friday was not brought under control for more than a day. Investigators looking into the incident have not yet ascertained its cause but a regional official said that human error was to blame.

"The accident happened as a result of insufficiently prepared teams, a lack of essential equipment — in other words it was local disorganization," said Vladimir Tsybin, head of the local administration's department of natural resources and ecology. *The Moscow Times* Read more

NIGERIA: TOTAL - GAS LEAK ONGOING AT NIGERIA PLANT

April 14 - French oil firm Total SA said on Saturday that a natural gas leak at one of its plants in Nigeria's crude-rich southern delta may have been going on for weeks.

The leak at its Obite natural gas site has forced the company to evacuate those nearby and led to daily monitoring of air and water surrounding the plant in Nigeria's Rivers state. *News 24* Read more

USA: GULF OF MEXICO NEWS

Ex-BP engineer arrested in Gulf oil spill case

Federal prosecutors brought the first criminal charges Tuesday in the Gulf oil spill, accusing a former BP engineer of deleting more than 300 text messages that indicated the blown-out well was spewing far more crude than the company was telling the public at the time.

Two years and four days after the drilling-rig explosion that set off the worst offshore oil spill in U.S. history, Kurt Mix, 50, of Katy, Texas, was arrested and charged with two counts of obstruction of justice for allegedly destroying evidence. *Associated Press* Read more

News (continued)

BP Oil Spill Judge 'Leaning' Toward Pact Approval

April 26 - The U.S. judge presiding over lawsuits tied to the 2010 Gulf of Mexico oil spill said he is "leaning" toward approving BP Plc (BP/)'s multibillion dollar settlement with private plaintiffs.

BP in March agreed to pay an estimated $7.8 billion to resolve most private plaintiffs' claims for economic loss, property damage and spill and cleanup-related injuries. Lawyers for BP and the plaintiffs filed the accord April 18 with U.S. District Judge Carl Barbier in New Orleans, seeking preliminary approval. The settlement establishes two separate classes, one for economic loss and the other for any physical injuries related to the spill or the cleanup. *Bloomberg Businessweek* Read more

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NIGERIA: GROUPS DISPUTE SHELL'S ASSESSMENT OF BODO SPILL

April 23 - Amnesty International and the Centre for Environment, Human Rights and Development (CEHRD) have disputed Shell's assessment of the 2008 Bodo oil spill in the Niger Delta.

An independent assessment obtained by the groups disclosed that the spill was worse than what was reported by the oil company.

Shell's report on the spill that resulted from a faulty pipeline in Bodo, a town of 69,000 people, claimed that only 1,640 barrels of oil were spilt in total during the period.

This figure is however contrary to an unpublished assessment report that was conducted by a US firm, Accufacts Inc, which stated that the total amount of oil spilt within a 72-day period was between 103,000 barrels and 311,000 barrels. *Daily Times* Read more

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CHINA ISSUES $269M FINE FOR OIL SPILL

April 27 - China has issued its biggest fine for oil spill pollution, asking for Rmb1.7bn ($269m) from ConocoPhillips and Cnooc in compensation for environmental damage caused by oil seepage from their well in the Bohai Bay.

Lax environmental standards in the world's second-largest economy have left China with chronic pollution and the Bohai Bay spill last summer was the first time Chinese authorities had publicly tackled an oil spill from an offshore well in Chinese waters. *FT.com* Read more

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AUSTRALIA: ORICA'S FLOATING CHEMICAL STOCKPILE

April 29 - A ship carrying 3000 tonnes of explosive material used in mining blasts is floating off the Newcastle coast because the embattled chemical-maker Orica has no place to store it on land.

Maritime Union officials who boarded the vessel yesterday described conditions on the Filipino-crewed MCP Kopenhagen as the worst they had seen in years and criticised a decision by the Australian Maritime Safety Authority to grant the ship permission to take on such a potentially destructive cargo.

The assistant national secretary of the Maritime Union of Australia, Warren Smith, said: "This is an incredibly bad ship with a highly dangerous cargo that could potentially put the people of Newcastle at risk."

The vessel, which is carrying 2500 bags of ammonium nitrate, was eventually allowed to be towed out of port. It will stay offshore for seven days before returning to Newcastle. *The Age* Read more [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

KAZAKHSTAN: CONSTRUCTION OF NORTH CASPIAN ENVIRONMENTAL RESPONSE BASE

April 27 - A national plan to prevent oil spills and to respond to them in the sea and inland waters was improved at the end of 2011.

The cost of construction of the North Caspian environmental response base will total 12.9 billion tenge, according to KazTAG citing the "Samruk-Kazyna" National Welfare Fund. The facility is being built with the support of the KazMunaiGas National Company. The base in mainly designed for storage and maintenance of oil spill response equipment *Caspio Net* Read more

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News (continued)

UK: LORD BROWNE: FRACKING WOULD ONLY IMPACT "TINY BITS" OF COUNTRYSIDE

April 28 - The former chief executive of BP, said the Government should not “get in the way” of shale gas companies such as Cuadrilla Resources, of which he is now a director.

Cuadrilla halted fracking – the hydraulic fracturing process used to extract shale gas – after causing two earth tremors near Blackpool last year. An independent report this month said it should be allowed to resume, paving the way for government approval.

Lord Browne said that Cuadrilla, which he backs through private equity firm Riverstone, was likely to know in about a year whether the resources it has found in Lancashire could be recovered commercially. *The Telegraph* Read more

People in the news

DONJON NAMES JOHN NOBLE AS MANAGING DIRECTOR - UK

Mr. Noble's career in commercial shipping began in 1962 when he joined HMS Conway, the preeminent pre-sea training school in the United Kingdom. Subsequently he served as a deck officer in the British Merchant Marine sailing with shipping lines including Blue Funnel and Palm Line. After obtaining his Master Mariner's certificate, Mr. Noble graduated with a Nautical Studies BSc (Honors) from Southampton University in 1977.

After serving as a claims executive with Thomas Miller (manager of the UK P&I Club), he opened the London office of Murray Fenton & Associates Limited in 1980. Following the acquisition of Murray Fenton by BMT, in 1999, he was Chief Executive Officer of the Salvage Association until 2005.

His practical expertise includes dealing with salvage, wreck removal and oil pollution, having attended some 60 major casualties, including the Haven, Braer, Sea Empress, Irving Whale and Erica. He is also an experienced expert witness, recently offering expertise in unsafe port and salvage cases.

Over the past 30 years, Mr. Noble has worked with all of the major salvage companies and until recently was an advisor to the International Salvage Union acting as the General Manager. *Marine Log* Read more

Editor: John has been a strong supporter of ISCO since he first became a member in January, 2008. ISCO sends John its warm congratulations on his new appointment.

ISCO News

ISCO AT CLEAN PACIFIC 2012 – BOOTH 506

ISCO is a media sponsor of the Clean Pacific Conference and Exhibition which takes place over May 16-17 in Long Beach California.

You are invited to visit the ISCO Booth in the Exhibition Hall. ISCO President David Usher and Membership Director Mary Ann Dalgleish will be there and ready to give you the latest news on new ISCO initiatives and activities.

David Usher is also presenting a paper at the Conference in Session 2D – Advances in On-water and Subsurface Recovery. This will be at 10.30 a.m. on Thursday 17th May. The title of his paper is “Using Manned Submersibles to Respond to Submerged Oil Spills. The co-authors of the paper are David Usher, Chairman, Marine Pollution Control Corp. and Bill Hazel, Director of Marine Services, Marine Pollution Control.

INTERESTING STORIES FOR PUBLICATION IN THE ISCO NEWSLETTER

Your editor is always on the lookout for interesting material.

For example, have you carried out a spill clean-up of an unusual kind – perhaps one that required you to use innovative techniques in answer to particular problems.? If you have a good story you would like to share with our readers, please send it in.

ISCO EDITORIAL POLICY

For legal and other reasons ISCO and the ISCO Newsletter cannot, and will not, endorse products and services provided by members or other third parties.

ISCO News (continued)

However, we do welcome contributions about new technical developments – one of ISCO's aims is to disseminate information to our community on new products and services, technical improvements and the realisation of new ideas for improving spill prevention and response.

In order to be accepted for publication articles should be factual and written in concise, clear language. Articles with overt sales promotion, exaggerated claims, or other dubious content will not be accepted.

A well written article, with one or more photos, is a great way to tell the world about a new technological advance. It is good PR and it's free. In allocating editorial space, ISCO Members are given priority (without their support this Newsletter would not be published) but contributions from non-members may also be accepted if publication conforms with ISCO's educational objectives.

Cormack's Column

In this issue of the ISCO Newsletter we are printing No. 74 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 74: KNOWLEDGE OF MECHANICAL RECOVERY

After the demonstrable failure of the free-floating concept, attention turned to towing booms in a U-shape with a ship at each end and with a recovery ship deploying a skimmer inside the boom at the back of the U, or in a V-shape with the apex ends separately attached to the twin-hulls of a catamaran skimmer and with the third ship in attendance to receive the pollutant recovered by the catamaran. However, WSL quickly began to develop a single ship approach which deployed a recovery unit within a boom deployed alongside RV Seaspring from a jib at right angles the centre-line of the ship. Indeed with a short length of the separate tension line Troilboom deployed from the horizontal jib of its forecastle crane and with a floating hose with a floating hose end and a deck-mounted 4 inch Spate pump a recovery rate of ~ 9 tonnes per hour was measured for 70% water-content emulsion at the Ekofisk Blowout, an approach which was further developed by WSL as described in (article 76). This approach also permitted ship speed to be optimised to prevent pollutant escape beneath the boom by onboard observation in a manner impossible with three-ship systems such as those referenced above.

At this stage, it is appropriate to review other boom-related collection/recovery devices. Thus, net booms have been proposed in the belief that the water beneath the pollutant would pass through the mesh rather than under it, and that the higher viscosity pollutant would be retained by the mesh rather than escaping under it with the water. Again, it was separately proposed that tubular nets or the practice of seine-netting could collect and recover pollutants, the former by detachment and hoisting onboard, the latter by progressively decreasing the surface coverage of the pollutant to inversely increase its layer thickness to levels supportive of directly pumped recovery(c.f. article 75). Again, bubble barriers have long been used in dock and harbour locations where conventional booms would interfere with normal ship movement, while acoustic transducers have been proposed to keep burning pollutant sufficiently clear of booms to reduce fire damage.

A bubble barrier consists of a pipe or hose on the seabed or at some mid-water depth supported by a flotation system (as is a boom) and an air pump/compressor which forces air to emerge through a series of nozzles at interval along the length of the pipe or tube. When the air bubbles issue they rise as they expand imparting an upward movement to the surrounding water which on arrival at the surface flows horizontally at right angles to the direction of the pipe/hose, thus preventing floating pollutants from moving across the line of surface divergence. It has been found that the effectiveness of such a barrier increases with airline depth to about 1.3 metres below the surface, while depths beyond this limit require increased air pressure without any further barrier benefit, though such pressure increase may be necessary to accommodate the draught of passing ships if the pipe/tube is to be permanently in place whether or not in use. However, the layer thicknesses thus achievable are unlikely to be sufficient to maintain a surface burn without the aid of an associated sweeping boom. However, were it to be sufficient, the boom would be redundant other than as a flotation system for the submerged airline.

Again, a water jet system consisting of a series of nozzles 2.5-3.0m apart at 15-30cm above the water surface and directed at it at an angle of about 10 has been proposed to hold the pollutant clear of the boom barrier which in turn supports the jet system. Trials suggest that the jetted water reduces the opacity of the smoke while promoting emulsification which increases the un-burnt residue. Yet again, as protectors against fire damage, acoustic transducers act from below and away from the boom-face at a glancing angle to the water surface, while s separate acoustic transducer at the boom apex and focussed directly upwards into the pollutant layer has been shown to volatilise the pollutant for ignition, to combust it down to 0.5mm thickness, to combust weathered layers not normally combustible, and to minimise the un-burnt residue, though it has high energy requirements.

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 15

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 15th 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.

Miscellaneous Topics (continued)

Small remote-controlled aircraft

Several parties have suggested remote controlled aircraft to provide more economical solutions for response personnel.[3] In fact, remote controlled aircraft have been used by a number of parties for monitoring a variety of pollutants since the 1970's.

Belgium employs a UAV of the B-Hunter class to routinely monitor its portion of the North Sea.[48] This is a large UAV which has visible and IR camera systems aboard. The unit has a 10-hour endurance over the targets.

A variety of commercial platforms are now available which can provide carriage for small sensors such as visible and IR cameras. Further, automatic navigation technology has now made these units, especially helicopters, very much easier to fly than in previous years.

Real-time displays and printers

A very important aspect of remote sensing is the production of data so that operations people can quickly and directly use it. Real-time displays are important so that remote sensor operators can adjust instruments directly in flight and provide information quickly on the location or state of the spill. A major concern of the client is that data be rapidly available.[3] An additional concern is that the data from various sensors be available in a combined or fused form. Further there is a need to correct this data for aircraft motion and to annotate the data with time and position. At this time, existing hardware and software must be adapted as commercial off-the-shelf equipment for directly outputting and printing sensor data is not yet available.

One means to overcome some of these problems is the development of entire packages for oil spill remote sensing. Robbe and Hengsterman describe the MEDUSA system which consists of an integrated system with IR, UV, SLAR, Microwave Radiometer, laser fluorosensor and navigation systems.[49]

Routine surveillance

One of the applications of oil spill remote sensing equipment is to detect and map slicks resulting from illegal discharges of oil from ships and offshore platforms. Historically this has always been performed using visual techniques but in the past decade has increasingly been turned over to aircraft with some instrumentation. Typical instrumentation includes SLAR, IR/UV scanner and cameras. This sensor package is economical compared to more ideal packages and greatly improves capability beyond just visual observation. Limitations include: limited ability to 'look into' ship wakes, limited night operations, and inability to positively identify oil slicks. Recent additions such as improved SLAR systems, better display systems and night-time cameras have added to the capability, but do not overcome these limitations.

There are many efforts to perform surveillance of illegal discharges. Most existing operative remote systems are dedicated to this function. These systems are estimated to number around 35, most of these around Europe.[50,51] There are intensive programs in some areas, for example in the North Sea. Carpenter reports on the 18-year program of surveillance in the North Sea.[51] Some interesting statistics are noted. In 2004, 418 unidentified slicks were found, 65 slicks from oil rigs and 57 slicks from ships. In 2004, 3314 hours were flown in daylight and 594 in darkness. In the same year 91 slicks were found in the darkness and 449 in daylight.

Ferraro et al. describe a routine surveillance program using satellite and aircraft data for the Mediterranean Sea.[3] Future work in the Mediterranean Sea proposes a cluster of radar satellites to constantly monitor oil pollution.[3]

A word about aircraft is noted here. A variety of aircraft are deployed as remote sensing aircraft. Typically different types are deployed for routine surveillance and for remote sensing research. The latter requires flexibility in mounting sensors and in access to the outside of the aircraft.

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

48 Donnay, E., Use of Unmanned Aerial Vehicle (UAV) for the Detection and Surveillance of Marine Oil Spills in the Belgian Part of the North Sea, *AMOP*, 771, 2009

Special series (continued)

49 Robbe, N., and T. Hengstermann, Remote Sensing of Marine Oil Spills from Airborne Platforms Using Multi-sensor Systems, Water Pollution VIII: Modelling, Monitoring and Management, 347, 2006

50 Huisman, J., Use of Surveillance Technology to Support Response Decision Making and Impact Assessment, *Interspill*, 2006

51 Carpenter, A., The Bonn Agreement Aerial Surveillance Programme: Trends in North Sea Oil Pollution: 1986-2004, *Marine Pollution Bulletin*, 149, 2007

Science and technology

USA: PATENT GRANTED FOR NEW METHOD AND EQUIPMENT FOR SUB-SEA OIL CONTAINMENT

April 27 - American International Industries, Inc. today announced that its 50%-owned subsidiary, Subsea IP Holdings LLC ("Subsea"), has received two Notices of Allowance from the United States Patent and Trademark Office ("USPTO") for U.S. Patent Application Nos. 12/842,475 and 12/948,236. Subsea's second and third U.S. Patents are expected to be issued in June, 2012.

The claims in U.S. Patent Application No. 12/842,475 are directed towards a subsea oil spill containment assembly having at least one mud flap that may be activated to protrude from or retract into a wall of the containment assembly to control the depth that the containment assembly sinks to below the ocean floor.

The claims in U.S. Patent Application No. 12/948,236 are directed towards a method and apparatus for containing a subsea oil spill by using a containment assembly and a valve assembly that are each independently reinforced to withstand the extremely high pressure of oil and/or gas spewing from a "wild well" that has experienced a subsea blowout caused by, for example, a defective blowout preventer (BOP).

Subsea's first U.S. Patent No. 8,025,103 was issued on September 27, 2011, and is the only patent issued by the USPTO thus far that specifically addresses methods and apparatus for containing an oil spill similar to the one caused by the 2010 BP/Macondo accident. *The Wall Street Journal* Read more

Publications

US EPA: TECHNOLOGY INNOVATION NEWS SURVEY

The March 1-15, 2012 *Technology Innovation News Survey* has been posted to the CLU-IN web site. The *Survey* contains market/commercialization information; reports on demonstrations, feasibility studies and research; and other news relevant to the hazardous waste community interested in technology development. The latest survey is available at: http://www.clu-in.org/products/tins/

Events

IRELAND: REMINDER – ISAA "ALL IRELAND" SPILL RESPONSE ACCREDITATION SCHEME

The next meeting of the Steering Group, to which all stakeholders are invited, is at 10.30 am on Wednesday 9th May at the Irish Coastguard HQ in Leeson Lane, Dublin.

The Agenda has been sent to all stakeholders on the mailing list. Anyone who has not received this should contact the Administrator john.mcmurtrie@spillcontrol.org

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AUSTRALIA: HAZARDOUS AREAS CONFERENCE – BRISBANE, JUNE 26-28

Benefits of Attending: ■ Update your knowledge on hazardous areas equipment and technologies ■ Learn how to design and install safe working systems in hazardous areas ■ See how Australian and international standards are being successfully applied ■ Learn about the hazardous areas equipment installations and incident response ■ Learn how to prepare your business for a hazardous area audit/inspection ■ Discuss issues of compliance to standards with experienced professionals ■ Find practical solutions to your hazardous safety problems ■ Network with experienced safety experts and your peers

Download the Full Colour Brochure

USA: AMERICAN MARITIME SALVAGE & CASUALTY RESPONSE ANNOUNCES NEW SPEAKERS

Additional speakers announced are Robert Hanraads*Head RRDA (Rapid Response Damage)* ABS; J.Avery Munson *Commercial Manager* Mammoet Salvage Americas, and Chauncey Naylor*Senior Manager* TYCO-Williams Emergency Response Operations. The event takes place in Miami over June 27-28, 2012. More info

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Events (continued)

UPCOMING SOIL & GROUNDWATER EVENTS IN USA & CANADA More info

Training

U.S. COAST GUARD CALLS ON TEEX FOR OIL SPILL CONTROL TRAINING

TEEX will train as many as 450 members of the U.S. Coast Guard in Coastal Oil Spill Operations through a five-year USCG contract. Those scheduled to attend the training include members of the three U.S. Coast Guard Strike Teams, which would respond to an oil spill incident: the Gulf Strike Team, the Pacific Strike Team and the Atlantic Strike Team. The 40-hour course is conducted at a waterfront facility in Galveston and provides practical hands-on exercises in spill control tactics and operations, said Kirk Richardson, Training Manager for Marine and Oil Spill Training with TEEX's Emergency Services Training Institute (ESTI). Read more

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UK: 27TH ANNUAL DANGEROUS GOODS SEMINAR

July 11-12, 2012, Barceló Hotel, Hinckley Island, Leicestershire. The 2012 annual Dangerous Goods Seminar will take place on the Wednesday 11th and Thursday 12th July. This annual event is of interest to everyone involved in the manufacture, handling and transport of dangerous goods.

Held over two days to allow a suitable amount of time to debate and discuss key issues, the event provides DGSAs with an excellent opportunity to update their knowledge and share 'best practice' with other delegates. More info

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NIGERIA: ASSESSMENT AND REMEDIATION OF OIL SPILLS IN SOIL AND WATER

21 June 2012 (One day intensive course hypothetical spill assessment exercise) **:** F.C.T, Abuja.

Oil spill assessment has presented a complex challenge over the years and all over the world. Assessment involves scientific and social practices that require the expertise of spill managers. Sampling, investigations and reporting procedure differs with location of spill, nature of spill, volume and category/type of hydrocarbon spilled. Call +234 8034517767 to register More info

Company news

USA: ENVIRO-EQUIPMENT INC. LAUNCHES ITS ENVIRONMENTAL REMEDIATION SYSTEMS AND EQUIPMENT DECOMMISSIONING SERVICE NATIONWIDE

Customers can Purchase Used Remediation Systems and Save more than 50%, while Large Industrial Sites and Military Bases Across the Country Can Quickly and Inexpensively Get Rid of Used and Unwanted Equipment. Read more

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USA: SPILL RESPONSE FIRM BULKS UP ON SKIMMERS AND BOOMS

Oil industry leaders widely tout the development of emergency containment systems to trap crude at damaged subsea wells as a sign they are now better prepared to deal with offshore gushers than they were two years ago. But Randall Luthi, head of the National Ocean Industries Association, said another big change is the investment in new vessels to skim oil in case of a spill and more booms to trap it. “There is no doubt that this is an industry that’s better prepared to respond,” Luthi said.

Luthi cited an expanded fleet of planes, ships and boom at the Marine Spill Response Corp., a not-for-profit funded by the Marine Preservation Association that developed after the Exxon Valdez tanker ran aground near Alaska. Since the Deepwater Horizon disaster, the MSRC has been adding equipment to its arsenal to respond to oil spills, with a planned expansion that ended earlier this year. Here are some of the changes, by the numbers:

- **17:** The number of deep-water skimming vessels MSRC now has, up from seven before the 2010 Gulf spill.
- **65,000:** Total feet of ocean boom set aside for the Gulf of Mexico.
- **2:** The number of dedicated aircraft for spraying chemical dispersants or doing aerial surveillance that MSRC used to have. Now, the group has two C-130s and four King Air BE 90s.

The company also has invested in low-visibility spill detection systems with radar and infrared capability to help guide vessels into thick patches of oil, said MSRC spokeswoman Judith Roos. MSRC’s fleet also includes new high-efficiency skimmers that are replacing aging equipment, Roos said. Read more

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