ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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info@spillcontrol.org http://www.spillcontrol.org

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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.

There are many benefits for you in becoming a member and joining ISCO is not expensive.

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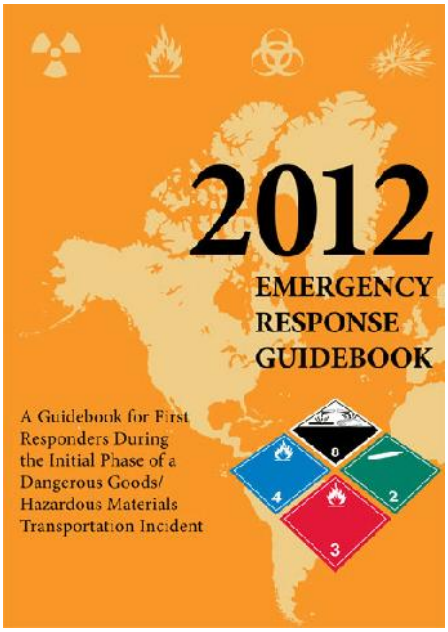
News

THE NEW 2012 EDITION OF THE EMERGENCY RESPONSE GUIDEBOOK HAS JUST BEEN RELEASED



PHMSA's 2012 Emergency Response Guidebook is an important tool for first responders

Each day, front-line responders arrive on the scene of potentially dangerous hazardous materials incidents. It's a tremendous responsibility and they do a terrific job.

Emergency responders will use the newly revised guide to identify the specific hazardous materials involved in an incident and the risks associated with those materials. Then, responders can find a list of measures they should take to ensure their own safety and contain the incident as quickly and responsibly as possible.

The guidebook provides responders with critical information and guidance during the initial stages of a hazmat emergency. Taking the proper action during those critical first minutes has a huge impact on safety.

The 2012 ERG can be downloaded here – ERG 2012 (PDF, 5.43 MB) and a Spanish language version at ERG 2012 (Spanish)

ERG 2012 will also be available in hard copies, CD, USB flash drive and other formats. The ERG was jointly developed by PHMSA (USA) and CANUTEC (Canada). More info

USA: BSEE OVERSEES ARCTIC OIL SPILL RESPONSE EXERCISE

May 29 - Officials from the Bureau of Safety and Environmental Enforcement (BSEE) participated in an all-day table top exercise designed to simulate the response to a well blowout in the Chukchi Sea. The exercise, planned over the past several months, included representatives from the U.S. Coast Guard, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the National Oceanic and Atmospheric Administration, the State of Alaska and the North Slope Borough, as well as officials from Shell.

BSEE will conduct a series of planned and unannounced exercises and inspections throughout the year to test industry's ability to meet the conditions of their oil spill response plans and effectively respond to a potential spill in the Arctic, in the event that exploratory drilling activities are approved. The bureau will also continue to participate in joint exercises, such as yesterday's event, to evaluate and improve communication and coordination among federal and state partners and the company.

"This exercise allowed us to do a large-scale test of how the federal government and industry would carry out many of the key components of a response. It also tested the ability to get crucial data in real-time to officials in Washington, D.C.," said BSEE Director Jim Watson. "While this exercise gives us confidence in the preparedness levels of our federal, state, and local partners, and Shell, it is only one piece of the spill response puzzle. We will be repeatedly testing Shell's equipment and their ability to respond, including through field deployments and unannounced drills. We will hold Shell accountable to its plans, and ensure that all personnel and equipment are positioned and ready before any proposed drilling activities could proceed." *The Maritime Executive* Read more

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CUBA & USA: SCIENTISTS BREAKING THROUGH SOME POLITICAL BARRIERS

May 26 - Cuban and American scientists have joined forces to protect baby sea turtles and endangered sharks. They're studying Caribbean weather patterns that fuel the hurricanes that have devastated the Southeastern United States.

In the process, they're chipping away at a half-century of government feuding, helping to bring the nations together for talks on vital matters, such as what to do in case of an oil spill.

The two countries are so geographically close, and the environmental concerns so similar, that scientists say combining forces is crucial. *The Seattle Times* Read more

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INDIA: OIL SPILL AT MUMBAI PORT TRUST CONTAINED BY COAST GUARD

May 28 - Averting a major environmental disaster, the Coast Guard here has managed to contain an oil spill at the Mumbai Port Trust(MbPT). The MbPT had intimated Coast Guard regarding oil spill within Malet Bunder premises last evening caused by the sinking of inland vessel 'Al Husaini' which was berthed in the basin since April 8, a press note issued by Coast Guard said. "The Pollution Response Team (West) of the Coast Guard swung into action and commenced containment operations.

Around 100 metres of oil containment boom was prepared and lowered to contain spillage of thick furnace oil. The boom prevented any spill to cross into the Arabian Sea," it said. Oil mopping operations have commenced simultaneously to recover the spilled oil so as to completely absolve the area from oil pollution, it said, adding about six to seven tons of oily water mixture has already been recovered. A Coast Guard team is continuously monitoring the situation with equipment and manpower stationed at spill site. The operations undertaken by the Coast Guard averted a major environmental disaster, it said. *IBN Live* Read more

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INDIA: MUMBAI PORT TRUST TO SET UP FACILITY TO TACKLE OIL SPILLS; BIDS INVITED

May 30 - Following a series of oil spills around the city coast in the last two years, the Mumbai Port Trust (MbPT) has finally woken up and decided to appoint an agency to develop facilities to combat oil spills of 700 tonne and above.

The National Oil Spill Disaster Contingency Plan (NOSDCP) stipulates that all ports maintain Tier-I Oil Spill Response (OSR) facilities.

An MbPT official said, "We are putting in a place a system which will ensure swift response to any incidence of oil spill in our waters. As of now, we have to depend on Coast Guard in case of oil spill. The maximum response time has been capped between 30 and 120 minutes depending on the location of the spill." *The Times of India* Read more

June 2 - The Mumbai Port Trust (MbPT) has now invited global bids to outsource the work of oil spill response facilities for a period of five years. The oil spill response facilities will help the Mumbai Port Trust and Jawaharlal Nehru Port Trust (JNPT) manage a spill of maximum volume of 700 tonnes.

"All ports are required to maintain Tier-I (up to 700 tonnes) oil spill response facilities. Accordingly, the MbPT and JNPT have to set up and manage facilities in Mumbai and JNPT harbour in coordination with oil companies operating at these ports," reads the bid

document. The oil companies include ONGC, BPCL, IOCL, CTTL, TPC and RIL.

The estimated cost of the bid is Rs 33 crores and is likely to be awarded by the end of June or early July. Thereafter, it will take at least four months for the private company to set up the facility.

According to an official, as per the National Oil Spill Disaster Contingency Plan, pollution in the harbour needs to be handled by the ports, whereas offshore recovery operations are the Indian Coast Guard's responsibility. Thus, MbPT and JNPT limits including ONGC's facilities at Nhava and Uran will be taken care of by this tender. *Deccan Chronicle* Read more

USA: EPA ANNOUNCES $69.3 MILLION TO CLEAN UP CONTAMINATED SITES AND REVITALIZE COMMUNITIES

May 31 - Today the Environmental Protection Agency (EPA) announces $69.3 million in grants for new investments to provide communities with funding necessary to clean and redevelop contaminated properties, boost local economies and create jobs while protecting public health.

There are an estimated 450,000 abandoned and contaminated waste sites in America. In 2011, EPA's brownfields program leveraged 6,447 jobs and $2.14 billion in cleanup and redevelopment funds. Since its inception EPA's brownfields investments have leveraged more than $18.3 billion in cleanup and redevelopment funding from a variety of public and private sources and have resulted in approximately 75,500 jobs. More than 18,000 properties have been assessed, and over 700 properties have been cleaned up. Brownfields grants also target under-served and low income neighborhoods – places where environmental cleanups and new jobs are most needed. *EnvironmentalExpert.com* Read more

USA: JUDGE OUTLINES NEW PLAN FOR GULF OIL SPILL TRIAL

May 31 - A federal judge has outlined a new structure for a trial of Gulf oil spill claims that wouldn't be resolved by a proposed class-action settlement between BP PLC and a team of plaintiffs' attorneys.

In an order Wednesday, U.S. District Judge Carl Barbier said the trial scheduled to start Jan. 14, 2013, will be conducted in at least two phases.

The first phase will explore possible causes of the April 2010 well blowout that triggered a deadly rig explosion and led to the massive oil spill. The second phase will address efforts to stop the flow of oil from BP's Macondo well. *Fox News* Read more

CANADA: SPILL SENDS 22,000 BARRELS OF OIL MIX INTO ALBERTA MUSKEG

[Follow-up to report in last week's Newsletter] May 30 - A huge spill has released 22,000 barrels of oil and water into muskeg in the far northwest of Alberta.

The spill took place roughly 20 kilometres southeast of Rainbow Lake, which is 165 km south of the Northwest Territories border. It came from above-ground piping connecting an underground pipeline to a well used for wastewater injection. The pipe was carrying an emulsion that was roughly 70 per cent water and 30 per cent oil.

The spill ranks among the largest in North America in recent years, a period that has seen a series of high-profile accidents that have undermined the energy industry's safety record. The Enbridge Inc. pipeline rupture that leaked oil near Michigan's Kalamazoo River, for example, spilled an estimated 19,500 barrels. *The Globe and Mail* Read more

USA AND CANADA: ENBRIDGE RE-STARTED RUPTURED OIL PIPELINE —TWICE— DURING 2010 MICHIGAN OIL SPILL

May 30 - A ruptured pipeline near Michigan's Kalamazoo River leaked oil for more than 17 hours, even as 16 high-priority alarms sounded in the operator's control room in Canada. Control room workers restarted the pipeline twice during that period—and were preparing for a third restart—when they learned from an outside party about the massive spill in 2010.

Those details were included in documents released last week by the National Transportation Safety Board, which has been investigating the accident for almost two years. *Inside Climate News* Read more

ISCO News

HAVE YOU CHECKED YOUR ENTRY IN THE ISCO INTERNATIONAL DIRECTORY?

All Corporate Members of ISCO should check their entries. The International Directory has just been updated and it is possible that there may be some mistakes or omissions.

Company entries are in four categories – Click on these links to view your entries

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Things you should check –

1. Are the hyperlinks to your website working correctly?
2. Is your company appropriately listed in the various categories?
3. Are there any errors that require correction?

Please contact info@spillcontrol.org to report any errors and request corrections to be made.

Entries are free of charge for Corporate Members but our IT contractor will make a one time only charge of £20 for uploading banners. If you don't have a suitable banner, one can be created for only £100.

If you are an individual member providing services in one or more of the four categories and would like to be listed in the International Directory, you will need to apply for Corporate Membership.

Non members can advertise in the International Directory at a cost of £500 per entry per annum, but for most non-members the most economical way to secure a listing in the directory is be to become a Member. Check the rates below –

Corporate (> 500 employees)	£ 1,650		$ 2,600		€ 1,900	
Corporate (100-499 employees)	£ 1,320		$ 2,100		€ 1,500	
Corporate (50-99 employees)	£ 660		$ 1,100		€ 765	
Corporate (10-49 employees)	£ 330		$ 530		€ 405	
Corporate (< 10 employees)	£ 165		$ 270		€ 190	

As a Corporate Member, you can have free entries in one or more of the relevant categories.

ISCO WELCOMES NEW MEMBERS

Over the last few months ISCO has welcomed the following new members –

Industry Partners

INTERTANKO
University of Petroleum & Energy Studies (India)
Marine Response Alliance (USA)
Pelagic Solutions Ltd. (Belize)
International Environmental & Marine Services (Egypt)

Corporate Members

Ikaros Cleantech AB (Sweden)
Crucial Inc. (USA)
KBKM & Associates (USA)
Clean Harbors (USA)
Enviro Voraxial Technology Inc. (USA)
Eco Strategic Consultants (Australia)
Edge Group (UK)
Maritim Miljo-Beredskap AS (Norway)
Dim. G. Lignos & Co. (Greece)
Swire Emergency Response Services (Dubai)

Honorary Member

Dr Wierd Koops (Netherlands)

Individual Members

Carlos Sagrera (Uruguay)
Dwight Lindley (USA)
Heather Parker (USA)
Muhammad Saber (Saudi Arabia)
Justin Maxwell (USA)
Prof. Chijioke Ikokwu (Nigeria)

YOU CAN APPLY TO JOIN ISCO ONLINE

Please click on the link - Application Form

THE GLOBAL INITIATIVE: PARTNERSHIP FOR ENHANCED OIL SPILL RESPONSE

A special article contributed by the International Petroleum Industry Environmental Conservation Association (IPIECA)

While the oil and gas industry works to prevent oil spills, it also remains prepared by developing comprehensive contingency plans in cooperation with governments. These ensure a rapid response to anticipate and minimize the impacts of oil spills.

The Global Initiative (GI) is an umbrella oil spill preparedness and response programme for cooperation between governments and the oil and gas industry. The programme is implemented by the International Maritime Organization (IMO), a United Nations specialized agency, and IPIECA. The IMO and IPIECA work together to help countries develop national structures and capability for oil spill preparedness and response. This helps maintain ocean and coastal sustainability.

The oil and gas industry contributes significantly to social and economic development around the world. However oil spills can affect the environment and surrounding local communities. Even with sophisticated safety measures in place, the risk of an oil spill remains.

Since the launch of the GI programme in 1996 and in line with the outcomes of the 1992 Rio Earth Summit (especially chapter 17 of Agenda 21), significant progress has been made. The GI has resulted in increased ratification of oil spill-related conventions and improved contingency planning and response capabilities. It is an example of an innovative public-private sector partnership that addresses a major global environmental concern.

The programme addresses the issue of potential oil pollution, while recognizing that the development of oil and gas reserves is an important economic activity. The GI contributes to sustainable development by:

- contributing to regional economies and safeguarding local environmental assets;
- developing legal and institutional reforms for effective ocean governance;
- supporting the monitoring and evaluation of ocean conditions;
- carrying out sensitivity mapping that conveys essential information to spill responders by showing where the different coastal resources are, and by indicating environmentally sensitive areas, and
- building capacity in local economies in support of sustainable oceans.

Since 1996, many countries have made major improvements to their national oil spill plans and response systems. The GI has initiated regional and national workshops, training courses and exercises that have encouraged better communication and cooperation between government and industry.

Global Initiative objectives

- Enhancing cooperation between industry and governments.
- Preserving the marine and coastal environment.
- Supporting local communities by incorporating them in national emergency plans.
- Creating opportunities in the environment sector and developing local expertise.
- Strengthening institutional frameworks by promoting ratification of international convention.

The GI has also helped develop a sustainable approach for the oil and gas industry by reducing its impact on the environment, contributing to economic growth and supporting society. This has been through the development of specific tools – including sensitivity mapping – that help preserve key regions that are environmentally sensitive (such protected natural sites or species) and the local economy (including fisheries and tourism). The GI has raised awareness of sustainable development through a series of workshops where local and international experts share experience training hundreds of people each year.

The International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC 90) calls for national authorities to work with the oil and shipping industries to unify response efforts. The GI meets this requirement by sharing good practice between regions.

Contributed article (continued)

Regional Co-operation

Caspian Sea, Black Sea and Central Eurasia

Established in 2003, the Oil Spill Preparedness Regional Initiative (OSPRI) has built relationships between governments and international partners, leading to significant improvements in preparedness. OSPRI continues to work with governments to develop proven, credible, integrated and sustainable national and regional oil spill response capability.
Mediterranean Sea

Mediterranean Sea

The Mediterranean Oil Industry Group (MOIG), launched in 2004, has 24 oil company members and commercial providers in the region. The group serves as a regional oil industry forum on oil spill prevention, preparedness and response. MOIG engages in collaborative activities with the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC).

West, Central and Southern Africa

IMO and IPIECA set up the Global Initiative for West, Central and Southern Africa (GI WACAF Project) in 2006. The project is implemented in partnership with the UNEP Regional Seas programme, the Guinea Current Large Marine Ecosystem Project, various bilateral cooperation initiatives and the recipient countries.

Latin America and Caribbean

Clean Caribbean and Americas continues active engagement in the GI programme in Latin America and the Caribbean in cooperation with the Regional Association of Oil, Gas and Biofuels Sector Companies in Latin America and the Caribbean (ARPEL), IMO and the Regional Marine Pollution Emergency Information and Training Centre for the Wider Caribbean (REMPEITCCaribe).

North West Pacific

The Marine Environmental Emergency Preparedness and Response Regional Activity Centre (MERRAC) represents the effort of four governments in the east Asia region – Japan, People's Republic of China, Russia and Republicof South Korea (the host nation) –to coordinate activities under an action plan for the protection, management and development of the Marine and Coastal Environment of the Northwest Pacific Region (NOWPAP). GI works closely with NOWPAP/MERRAC by sharing regional information.

What next ?

As East Asian economies continue to grow, increased maritime traffic could lead to a heightened risk of oil spills, therefore, this region is the next area of focus for the GI. The GI's partners, IMO and IPIECA, are currently building on established national and regional arrangements, with the aim to strengthen preparedness and response.

For further information -

The International Convention on Oil Pollution, Preparedness, Response and Co-operation 1990
IOPC Convention
The Oil Spill Preparedness Regional Initiative
http://www.ospri.moonfruit.com
The Mediterranean Oil Industry Group
http://www.moig.org
The Global Initiative for West, Central and Southern Africa (GI WACAF)
http://www.giwacaf.org
UNEP Regional Seas Programme
http://www.unep.org/regionalseas/
Clean Caribbean and Americas
http://www.cleancaribbean.org
The Regional Association of Oil, Gas and Biofuels Sector Companies in Latin America and the Caribbean (ARPEL)
http://www.arpel.org
The Regional Marine Pollution Emergency Information and Training Centre for the Wider Caribbean
http://cep.unep.org/racrempeitc
The Marine Environmental Emergency Preparedness and Response Regional Activity Centre
http://www.nowpap.org/RACs.php
The Marine and Coastal Environment of the Northwest Pacific Region
http://www.nowpap.org

Cormack's Column

In this issue of the ISCO Newsletter we are printing No. 79 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 79: KNOWLEDGE OF MECHANICAL RECOVERY

Prior to the evaluation of disc skimmers (article 78), WSL had evaluated the so-called adsorption rope on the grounds that the fibres of their adsorption nap would tend to remain in the pollutant layer rather than rigidly penetrate to the water beneath it. There were two available versions. That of Oil Mop Inc (OMI) consisted of a central rope core through which fine polypropylene strands had been passed to radiate out to a 23cm diameter nap along the length of the core; while that of Oil Recovery International (ORI) consisted of strands polypropylene woven into webs which were entwined into 31 metre lengths in three different ways i.e. as a four web core to give ropes of 15 and 30 cm diameters and as a six web core to give a rope of 30cm, these tending to lie flatter on the surface than the OMI versions.

The ORI rope passed between two variable-speed drive rollers, which squeezed the adsorbed pollutant into a sump for pumped transfer to storage while the then pollutant-free rope returned to the slick and back through a floating pulley moored at a distance sufficient to optimise contact time between rope and slick, while power was supplied to the variable speed drive/squeeze rollers and to the transfer pump by an explosion-proof 6hp diesel engine.

Variable rope/pump speed in relation to layer thickness was analogous to the variable pump speed of the SLURP weir skimmer and to the variable disc/pump speed of the Komara range of skimmers. Thus, ignoring the role of viscosity in pollutant/fibre adhesion and on the assumption of 100% selectivity of the fibres for pollutant over water, the recovery rate was expected to be proportional to rope speed, layer thickness and the capacity per unit length of differing ropes for adsorbed pollutant In fact the WSL results showed that the OMI mop adsorbed diesel oil of viscosity 6.6cSt, Kuwait crude oil of 34.8cST, Kuwait emulsion of 232cST, heavy fuel oil, and Beatrice crude oil even when solid at ambient temperature; that the recovery rate for the heavy fuel could not be measured in the absence of steam heating to reduce its viscosity for de-sorption; that the rope speed should be reduced for the thinner layers to avoid water agitation and to allow time for these thinner layers to spread to the adsorbent; and that water recovery increased with decreasing pollutant layer thickness though much ran off in the vertical lift to the rollers and did not reach the sump.

The ORI equipment came in three sizes, the 1000 (Piranha), the 2000 (Barracuda) which had two mop bands and the 3000 (Shark) which had one, the first two being intended for use from shoreline hard- standing and the third for use from an inshore workboat. While all three employed variable speed drive/squeeze rollers, the 3000 also drew the band through a ring to assist de-sorption, and the 2000 and 3000 were equipped for steam-heated de-sorption.

The results obtained by the WSL evaluation of the ORI equipment were similar to those obtained for that of the OMI and indeed for the Komara disc skimmer. Thus, it was found that maximum recovery rates could only be achieved at pollutant layer thicknesses above 20mm; that mop speed must be reduced at lower thicknesses to allow time for the pollutant layer to flow/spread to the mop band; that recovery rates were not proportional to cross-sectional area of rope or band unless saturated with pollutant; and that consequently it is more efficient to have a number of small cross-section bands rather than to have a single large band, particularly for use in unconfined layers. Evaluation of the smaller two of these devices was conducted as below, the Shark version having been unavailable.

Oil Type	Viscosity cSt	Temperature°C	Device
Diesel	7.25	12	Barracuda
		16	Piranha
Kuwait Type	10.10	12	Barracuda
Kuwait Crude	38.83	14	Piranha
Topped Kuwait	169.90	16	Piranha
Ekofisk Emulsion (40% oil)	628.80	12	Barracuda
Kuwait Emulsion (50% oil)	853.30	14	Piranha
Heavy Fuel Oil	3,200.00	20	Barracuda

Maximum recovery rates for the Piranha were $1m^3h^{-1}$ for diesel oil; 1.3 m^3h^{-1} for Kuwait, 1.25 m^3h^{-1} for Topped Kuwait, and 0.86 m^3h^{-1} for Kuwait Emulsion, while for the Barracuda they were $3.3m^3h^{-1}$ for the diesel oil, $4.0m^3h^{-1}$ for the Kuwait Type, $2.11m^3h^{-1}$ for the Ekofisk Emulsion, and $1.2m^3h^{-1}$ for the heavy fuel oil.

However, these recovery rates at 20mm layer thickness, together with the water-shedding prior to arrival at the squeeze rollers and the wave-following characteristics of the floating rope, encouraged the development of a multi-band system scaled to the pollutant layer thicknesses encountered at sea which for Phase II spreading are two orders of magnitude thinner than 20mm. The result was the Force 7 system of ORI which instead of a single endless mop, consisted of a fan-array of five lengths of mop material which was repeatedly cast and recovered through the squeeze rollers. When cast into the floating pollutant the lengths were separately

Cormack's Column (continued)

fixed at their forward ends at intervals along a bridle and maintained in a lateral position with respect to the towing/recovery vessel by means of a paravane, while the trailing ends were attached to each other. Thus, when towing, the mop lengths were displayed in fan formation to maximize swath width and pollutant encounter/absorption rate. To achieve this deployed array, the forward end of the outer mop length was attached to a ring out-hauled along a guide wire between ship and paravane thus extending the bridle to which the other four forward ends of the mop lengths had been attached at intervals as described above, while to drawn in all the mop lengths for parallel passage through the squeeze rollers, the ring was hauled inboard. Thus the array could be repeatedly deployed for pollutant absorption and subsequent de-sorption while the paravane remained in position.

The dimensions of this system were such that the saturation capacity per cast was $7m^3$ of pollutant representing the nominal capacity, while WSL sea trials with Phase II oil layer thickness recovered $0.6m^3$ of oil with $0.6m^3$ of water, while supplementary investigation in the laboratory confirmed the nominal capacity by immersing a length of mop in an oil layer of 200mm thickness which resulted in 28kg being absorbed per metre of mop length. Detailed studies of the type undertaken for the small inshore mops reported above were not possible for the larger seagoing version. However, comparison of inshore mop performance in the laboratory at the layer thickness corresponding to that of the sea trial with the ship moving through the oil layer gave a pro rata result of 10% of the nominal capacity of $7m^3$ per cast i.e. $0.7m^3$ per cast which is in good agreement with the $0.6m^3$ actually measured at sea, suggesting that for thicker layers of more viscous oils, results would again be pro rata.

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.

Science and technology

AT LAST, 5 PPM TYPE APPROVAL CERTIFICATION FOR BILGE WATER SEPARATORS

May 29 - A new milestone in oily water treatment onboard ships has been reached. Shipowners seeking Clean Design class notation can now specify a bilge water treatment system that is certified according to DNV's new 5 ppm type approval process.

DNV Clean Design class notation is a voluntary newbuilding specification which covers most aspects of ship design and operation. For bilge water, Clean Design stipulates a maximum 5 ppm of oil remaining in the water after treatment, prior to pumping overboard. MARPOL regulations stipulate 15 ppm.

In 2011, DNV introduced a 5 ppm type approval process for marine bilge water separators. Leading the wave, Alfa Laval's PureBilge is the first system to obtain the new 5 ppm DNV type approval certificate. The system has also been granted the US Coastguard Certificate of Approval.

Previously, ship owners specifying 5 ppm have had to take the word of the equipment supplier that the system really does meet the limit. Unfortunately, this has not always been enough. Some systems actually have problems reaching even 15 ppm under real life conditions. *The Maritime Executive* Read more

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USGS/BOEM STUDY IDENTIFIES SCIENTIFIC METHOD TO DIFFERENTIATE BETWEEN NATURAL SEEPAGE AND PRODUCED OILS

May 29 - Resource managers now have a scientific method to determine the source of oil found in the waters off Southern California and differentiate between naturally seeped oils and those produced by offshore oil and gas production. This method is detailed in a new joint report from the U.S. Geological Survey, the Bureau of Ocean Energy Management, and academic and industry collaboration.

The report, covering a joint USGS and BOEM 10-year series of studies of natural oil seeps mainly from the Santa Barbara Channel west of Los Angeles, Calif., is titled "Biomarker Chemistry and Flux Quantification Methods for Natural Petroleum Seeps and Produced Oils, Offshore Southern California," with references to earlier reports and peer-reviewed articles. The report is available online.

"This collaboration is such a terrific example of how collaboration between a science agency and a resource management agency can yield results that further the missions of both," explained USGS Director Marcia McNutt. "We can now reliably quantify the natural background rate of oil seepage into the California marine environment and the additional contribution from chronic or acute releases into the ocean as a result of oil production activities. The results will have far-reaching implications for understanding the energetics of coastal marine biological communities and the long-term effects of industrial activities on their health."

"While we've known the area off Coal Oil Point near Santa Barbara had prolific natural seepage, the nature and true extent of the seeps was not known until this study," said BOEM Director Tommy Beaudreau. "We now have a scientific method that will assist federal and state agencies in determining the source of oil found in the marine environment." *The Maritime Executive* Read more

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Events

OIL SPILL INDIA 2012

The following communication has just been received –

"Understanding the need for a platform to demonstrate the skills & concerns faced by the industry, ITEN Media, the organizers of the various national & International trade events on the Oil & Gas industry, is organising the second edition of Oil Spill India (OSI 2012), International conference and Exhibition with a theme 'Plan Prevent Protect', from 13 - 15 September at Holiday Inn Resort, Goa, India. The event will focus on the need of OSRO for Indian shores and need for a separate society/body to handle Oil Spill menace in India.

First Edition of Oil Spill India 2011(OSI 2011) concluded on a greatly successful note and some very important issues related to the industry were addressed. Oil Spill India 2011 (OSI 2011) an International Conference and Exhibition was of great importance as it proved to be one of the most significant to Oil Spill industry discussing the critical need for preparedness for the prevention and response to any kind of oil spill and also to have a unified approach to address the challenge. It also addressed the need for reviewing the oil spill policy of the country. Oil Spill India 2011 drew enormous global attraction as more than 225 delegates from 18 countries and 25 exhibitors from 10 countries and 2 country pavilions from UK and Norway participated in the event

Mr. Sudhir Vasudeva, CMD, ONGC has consented to be the patron - in - chief for Oil Spill India 2012.(OSI 2012)

Showcasing case studies on some of the world's worst oil spills, OSI 2012 conference would witness eminent national and international speakers including policy-makers, scientists and technologists chairing/delivering Plenary & Keynote Addresses. It would be attended by CEOs, spill experts, environmentalist, researchers and engineers associated with Oil Spill. The concurrent exhibition would showcase a host of international exhibitors displaying the latest in technology & equipments, solutions for preventions and response of Oil spill, R & D, Logistics, Communication, Safety Health and Environmental aspects of the Oil Spill.

We are sure your active participation at the mega event would provide unprecedented opportunities for business growth, technology transfer, joint ventures and identifying potential customers in the areas of Oil Spill prevention, preparedness, response & restoration. I request your participation at this mega event.

Looking forward to welcoming you at OSI 2012".

Manoj Kumar, Manager Sales & Admin, TEN Media Pvt. Ltd.
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Petrotech 2012, New Delhi - www.petrotech.in www.itenmedia.in

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KOREA: 1St INTERNATIONAL CONFERENCE ON THE SAFETY INVESTIGATION OF MARINE CASUALTY

Seoul, Korea, 13-14 September 2012

Recognizing the significance of investigation, the Republic of Korea is holding the 1st International Conference on the Safety Investigation of Maritime Casualty to provide a venue for discussion that will lead to increased global cooperation.

Global experts will be invited to address causes of collision and lessons learned, as well as implementation of IMO Casualty Investigation. More info: hong0610@korea.kr

Publications

LIABILITY AND COMPENSATION FOR SHIP-SOURCE OIL POLLUTION

An overview of the international legal framework for oil pollution damage from tankers, published by the United Nations Conference on Trade and Development (UNCTAD).

Your editor is grateful to Sam Ignarski who produces the Newsletter "Bow Wave" for providing the following synopsis written by Regina Asariotis of UNCTAD. "Bow Wave" is an excellent source of news for the marine insurance community and I recommend it to you. More info

The UNCTAD secretariat has recently published a report entitled "Liability and Compensation for Ship-Source Oil Pollution: An Overview of the International Legal Framework for Oil Pollution Damage from Tankers" (UNCTAD/DTL/TLB/2011/4). The report highlights important features of the international regulatory framework as well as issues of particular interest to coastal developing countries that may be vulnerable to ship-source oil pollution.

By way of background, it should be noted that around half of the global crude oil production is carried by sea. Much of this navigation is taking place in relative proximity to the coasts of many countries, in some cases transiting through constrained areas or chokepoints, such as narrow straits and/or canals. At the same time, the steady growth in the size and carrying capacity of ships

Publications (continued)

transporting cargo of any type means that significant quantities of heavy bunker fuel are carried across the oceans and along coastal zones. With many coastal or Small Island Developing States' economies heavily dependent on income from fisheries and tourism, exposure to damage arising from ship-source oil pollution incidents poses a potentially significant economic threat.

As concerns oil-pollution from tankers, a robust international legal framework is in place to provide significant compensation to those affected. However a number of coastal states, including developing countries that are potentially exposed to ship-source oil-pollution incidents, are not yet Contracting Parties to the latest legal instruments in the field. To assist policy makers in their understanding of the international legal framework and in assessing the merits of ratification, the report provides an analytical overview of the relevant legal instruments and offers some considerations for national policy making. While the focus of the report is on tanker oil pollution, it also highlights the importance of two related international Conventions, namely the 1996 Hazardous and Noxious Substances (HNS) Convention as amended by its 2010 Protocol (2010 HNS Convention) and The 2001 Bunker Oil Pollution Convention (BOPC).

The report is available on the UNCTAD website at:- http://unctad.org/en/PublicationsLibrary/dtltlb20114_en.pdf

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US EPA: TECHDIRECT

TechDirect's purpose is to identify new technical, policy and guidance resources related to the assessment and remediation of contaminated soil, sediments and ground water. Download the June 1, 2012 issue

Products & Services

CHELSEA'S NEW HYDROCARBON SENSOR DELIVERS HIGHER SENSITIVITIES

Press Release from Chelsea Technologies Group – "The Chelsea UV AquaTracka in-situ fluorometer has long been the industry standard for hydrocarbon detection, a reputation proven during the Macondo Oil Spill in the Gulf of Mexico in 2010. Chelsea continues to supply significant numbers of these fluorometers to oil spill areas around the world.

Selection of the UV AquaTracka by monitoring authorities has been based on the robust measurements offered by the fluorometer as well as its unparallel sensitivity and full ocean depth capability.

Recent work within Chelsea's R&D department has now yielded equivalent sensitivity performance from the UviLux in-situ fluorometer. This UV LED fluorometer is smaller and lighter than the 6000m rated UV AquaTracka. The UviLux provides a depth rating of 600 metres and offers the market a high specification in-situ hydrocarbon sensor at lower cost.

The UviLux can be configured for measurements of crude oil, refined oils or CDOM for other applications".

For further information please visit www.chelsea.co.uk.

ELASTEC / AMERICAN MARINE IS BUILDING RAPID RESPONSE WORKBOATS

Pictured left - Don Johnson, aluminum boat manager for E/AM.

Press Rease from Elastec / American Marine – "Elastec/American Marine builds and markets aluminum workboats ideal for use in oil spill response. That should surprise no one, for the Carmi, Ill.-based company is North America's largest manufacturer of oil spill recovery equipment—and a world leader in that field.

Vessels built or marketed by E/AM have plenty of other applications, as well. Their workboats are being used to keep harbors clean from Chicago to China; to ferry people from one place to another In Peru; and to cut and remove unwanted vegetation from Texas lake bottoms.

Elastec/American Marine builds rapid response workboats for use in marine firefighting, search and rescue—in fact, for a wide variety of purposes.

"We can custom-make to anything," said Don Johnson, aluminum boat manager for E/AM. "A lot of what we do is tailored specifically to our clients' needs. We have a general, broad hull design, but we can accommodate nearly anything people want. We will build to order."

Elastec/American Marine has been selling vessels for over a decade, but Johnson was brought on board two years ago to lead the company's entry into the workboat manufacturing field. Those plans had to be put on hold, however, as the Deepwater Horizon disaster occurred just a few days after he joined E/AM. Company executives Donnie Wilson and Jeff Cantrell led a team that quickly responded to the need, and the firm ultimately led the effort to burn hundreds of thousands of barrels of oil fouling the Gulf's surface.

Products & Services (continued)

E/AM responded to the subsequent Wendy Schmidt Oil Cleanup X CHALLENGE by designing and building the most effective oil spill recovery system ever devised—and that system, using the company's patented grooved disc technology, won the $1 million first prize in the 2011 international competition.

Johnson was deeply involved in both of those efforts and remains a key player in Elastec/American Marine's oil spill response team". More info: 618.384.2783/lhenning@elastec.com Workboat Gallery: http://elastec.com/workboats/landingcraft/gallery

Company news

OIL SPILL RESPONSE TRAILOR CUSTOM-BUILT FOR TOTAL E&P

News received from Canadyne Technologies – "Every oil spill prevention and response situation is unique. Varying hazards, geographies and regulations impact how you should prepare for a spill emergency. How well you are prepared and how quickly you react could mean the difference between spending thousands and spending millions.

TOTAL E&P Joslyn Ltd. understands the benefit of being prepared in a time of crisis. Because of the scope of their Joslyn North Mine Project, they were looking for a solution in which they could easily access and respond to an oil spill emergency. To aid in ease of access, Canadyne Technologies developed a custom trailer which was organized and fit to the client's specifications.

All items were strategically placed and properly labeled so that in a time of crisis, they could quickly locate the items they need. Major items included oil containment boom (RiverBoom, Silt Barrier, and MiniBoom), oil skimmers (2 types), safety and PPE equipment, oil absorbents, and much more.

While many people think that spending on a custom solution is beyond their budget, they fail to understand the implications and the costs of not being prepared. In many cases clients are working in remote areas, and if there is an incident, having equipment on hand will allow for a quicker response. An onsite customized solution will allow for greater focus on a safe and effective initial response, and provide time to assess additional requirements (equipment and personnel) going forward".

To learn more and to view pictures, check out the article here: Case Study: TOTAL E&P Joslyn Ltd. Spill Response Trailer.