



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community  
Issue 351, 10 September 2012

[info@spillcontrol.org](mailto:info@spillcontrol.org) <http://www.spillcontrol.org>

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## News

### “MSC FLAMINIA IS A BIG CHEMICAL & TOXIC TIME BOMB”



September 4 - In the most recent issue of *Bow Wave*, Editor Sam Ignarski writes “Michael Voytenko, the editor of *Maritime Bulletin*, whom we have featured from time to time in *Bow Wave*, has published a list of IMDG goods which are said to be laden on board the stricken ship. <http://www.wavyline.com/bowwave.php>

On August 29 Michael Voytenko wrote “MSC Flaminia is actually, a big chemical, toxic and miscellaneous dangerous substances floating bomb. No wonder crew fled the vessel, no wonder EU States fear MSC Flaminia just short of her being a nuclear device ready to explode. Below is the list of the dangerous goods which

are (were) on board of MSC Flaminia. the good news is, there are no radioactive materials and no explosives there. The bad news is, nearly all the list of the International Maritime Dangerous Goods (IMDG) Code is present, with some exceptions”.



The article in the *Maritime Bulletin* lists the dangerous goods on board, also giving commentary, time line reports covering the period from 14 July onwards and a series of photographs of the stricken vessel.

The most recent news reports quoted in the article –

**Latest news from NSB Niederelbe website:**

**Buxtehude, September 1st 2012**

MSC FLAMINIA on Sunday on her way to German territorial waters

MSC FLAMINIA and her accompanying tug boats are expected to start passage of English Channel on Sunday. Passage will take approximately five days.

After all fires had been extinguished on board the MSC FLAMINIA by the salvage company Smit Salvage and after the stability and floatability as well as the solidity of the hull of MSC FLAMINIA had been confirmed once more by classification society GL Germanischer Lloyd, all involved coastal states of the English Channel (Great Britain, France, Belgium and the Netherlands) had granted permission for the passage on Friday respectively on Saturday. At the moment the firefighting tugs FAIRMOUNT EXPEDITION (Fairmount Marine), ANGLIAN SOVEREIGN (L. P. Knight) and CARLO MAGNO (Augustea S.A.) are being prepared for the passage, which is expected to start on Sunday.

On site representatives of Reederei NSB in cooperation with the salvage company and the Central Command for Maritime



## News (continued)

Emergencies Germany (Havariekommando) have re-established the steering gear and energy supply on board the MSC FLAMINIA. Superstructure of the vessel is intact and usable. Precautionary measures for a safe passage have been taken jointly. Engineers of managing owners NSB and the salvage company will be on board the MSC FLAMINIA during the passage of the English Channel in order to ensure a fire watch and the operational readiness of the fire extinguishing device of the vessel at any time. In close cooperation of all involved parties the MSC FLAMINIA will be towed to German territorial waters considering all safety aspects and observing maximum possible preventive measures.

### MSC Flaminia entering English Channel

**September 3 early morning:** MSC Flaminia is entering English Channel under tow, heading for Heligoland Anchorage, see the map. The transit time is expected to be 4 or 5 days. The List of Dangerous Goods published by Maritime Bulletin on August 29 is now officially recognized by the authorities. The only way to force the authorities to acknowledge facts they'd like to keep hidden is to make the facts public.

In concluding, Voytenko Mikhail writes "I hope (in fact, I'm sure) the transit and the final stages of the salvage will pass on uneventfully, but obviously the MSC Flaminia case is far from being an ordinary accident, even MSC Napoli disaster is paling in comparison. Some kind of a sum up article is required to appreciate MSC Flaminia accident true meaning, I suppose. Those working in industry don't consider MSC Flaminia accident as something extraordinary and exceptionally rare, they're wondering why such accidents are so rare.

To put it shortly, any given minute in any given waters close to populated coastlines, or in any big port, there are dozens of container ships with a lot of unknown (even to carrier) cargoes in the containers, declared as dangerous in most general form, often stacked together with other containers loaded with goods fraudulently declared as harmless, to save on freight. The question of the next major accident is actually, the question of time, there is no system worldwide to ensure any reasonable safety in that regard".

[Read the complete text of Michael Voytenko's article in the Maritime Bulletin](#)

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## USA: POLLUTION IN AFTERMATH OF HURRICANE ISAAC

### Coast Guard investigating 90 reports of oil, chemical leaks following Hurricane Isaac

September 4 - The Coast Guard is investigating about 90 reports of oil and chemical releases associated with **Hurricane Isaac**, including a leak from a closed storage facility in Plaquemines Parish that killed several brown pelicans, officials said Tuesday. Separately, the Louisiana Department of Wildlife & Fisheries **closed a stretch of coastline** from Elmer's Island to Belle Pass after a tar mat appeared in the Gulf of Mexico and tar balls washed ashore.

The agency and Department of Environmental Quality will determine the source of the oil, but its location has stoked concerns that it is remnants of the 2010 Deepwater Horizon explosion and subsequent oil leak. *The Times Picayune* [Read more](#)

### Louisiana officials close 12 miles of coastline after Isaac washes up tar balls, oil from BP spill hotspot



September 4 -The state is closing a 12-mile section of Gulf coastline from Caminada Pass to Pass Fourchon after Hurricane Isaac washed up large areas of oil and tar balls at the location of one of the **worst inundations of BP oil** during the Deepwater Horizon disaster of 2010. Robert Barham, secretary of the Louisiana Department of Wildlife and Fisheries, said agency crews surveying damage from Isaac discovered large sections of viscous oil and tar balls floating along the coast from the beach to one mile offshore between Elmer's Island Wildlife Refuge, just west of Grand Isle, to Pass Fourchon.

"It's a very large mass that is viscous but hasn't coalesced into tar mats yet," Barham said. "But the Elmer's Island beaches are littered with tar balls of every size, from eraser size to the size of baseballs." *The Times Picayune* [Read more](#)

### Hurricane Isaac's surge, waves, wipe out BP oil berm along northern Chandeleur Islands

**Hurricane Isaac's** surge and waves swept away almost all of the sand from the 6-foot-high berm built in 2010 along the northern end of the Chandeleur Islands to capture oil from **the BP Deepwater Horizon oil spill in the Gulf of Mexico**, according to U.S. Geological Survey photos taken in the aftermath of the storm this week. *The Times Picayune* [Read more](#)

## SOUTH AFRICA: 37 PENGUINS RESCUED FROM SELI ONE OIL SPILL

September 4 - The Southern African Foundation for the Conservation of Coastal Birds (SANCCOB) will remain on high alert as the number of penguins affected by an oil spill from the stricken bulk carrier, the Seli One, at Dolphin Beach, Cape Town, continues to increase.

The numbers have increased at a rapid pace as yesterday the count was on just 5. Today at least 37 oiled penguins have already been captured near Robben Island. The birds will be treated at SANCCOB's facility in Table View for the next three weeks. *SABC News* [Read more](#)

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## USA: AIR FORCE INSISTS IT HAS ALBUQUERQUE FUEL ISSUE UNDER CONTROL

*Technician James Baca performs maintenance work at an Albuquerque well near the leak site at Kirtland Air Force Base. (Adolphe Pierre-Louis, Albuquerque Journal / July 11, 2012)*

September 3 - As environmental disaster sites go, it doesn't look like much. A scattering of rusting wellhead covers and a machine noisily sucking hydrocarbon vapors from the earth scarcely hint at what has grown into a \$50-million headache.

But nearly 500 feet beneath this spot, a plume of aviation gas and jet propellant that leaked undetected for decades from an Air Force fuel depot has sunk into the aquifer, drifting toward wells that help supply Albuquerque's drinking water.

Base officials acknowledge that millions of gallons of fuel went missing, and although they don't know exactly how close the leading edge of the plume is to the municipal water supply, they insist that there is little likelihood of contamination. *Los Angeles Times* [Read more](#)



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## USA: PIPELINE COMPANY CLEANING UP FROM ANOTHER SPILL

September 5 - West Shore Pipe Line Co., the same fuel distribution company cleaning up contaminated groundwater in the Town of Jackson after a July 17 gasoline spill, is mopping up jet fuel spilled last week at one of its lines in the Chicago area.

The U.S. Pipeline and Hazardous Materials Safety Administration has blocked West Shore from reopening the repaired line in northeastern Illinois this week and ordered the company to complete pressure tests of the pipe, according to a federal corrective action order released to the *Journal Sentinel*.

A welded seam on the pipe ruptured Aug. 27 near Palos Park under excessive pressure, according to a preliminary investigation. The 26-mile line extends from a West Shore terminal in East Chicago, Ind., to a pump station at Canal Junction, Ill.

Pressure in the pipe exceeded an established maximum load for the aging line built in 1958, the order says.

An estimated 1,000 barrels, or 42,000 gallons, of jet fuel leaked from the 12-inch pipe 16 miles southwest of Chicago. *Journal Sentinel* [Read more](#)

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## FIJI: NATIONAL OIL SPILL CONTINGENCY PLAN

September 4 - Fiji, for the first time ever, is on the verge of having a National Spill Contingency Plan.

The plan is expected to set out procedures to be followed in the event of an oil spill in Fiji's waters.

Oil spills have proven to be particularly devastating with our Pacific Island neighbour New Zealand having to deal with a similar case in the Rena incident last year. During that incident the container ship MV Rena ran aground off Tauranga Harbour and leaked oil into the sea.

Speaking to *The Fiji Times*, Maritime Safety Authority of Fiji CEO Neale Slack said the plan was being formulated through the assistance of expert stakeholders in the region and those who managed the Rena incident. *The Fiji Times* [Read more](#)

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## US ACCUSES BP OF GROSS NEGLIGENCE OVER SPILL

September 5 - The US Department of Justice intends to prove at trial that gross negligence or wilful misconduct by [BP](#) caused the [2010 Deepwater Horizon disaster](#) in the Gulf of Mexico, government lawyers have said, in the clearest statement yet that they are seeking the maximum possible penalties from the British oil group.

In a ferociously worded memo, filed with the New Orleans court that is hearing the civil case over the spill, DoJ lawyers accused BP of a "culture of corporate recklessness," as revealed by email exchanges among BP staff before the explosion on the rig.

"The behaviour, words and actions of these BP executives would not be tolerated in a middling size company manufacturing dry goods for sale in a suburban mall," the government lawyers wrote. *The Financial Times* [Read more](#)

## NIGERIA PLEDGES TO CLEAN UP DEADLY LEAD POISONING



*Village girls watch from a broken wall as local health workers remove earth contaminated by lead from a family compound in the village of Dareta in Gusau, Nigeria, June 10, 2010.*

September 4 - The Nigerian government is preparing to release more than \$4 million to clean up the site of the worst outbreak of lead poisoning in modern history.

International aid group **Doctors Without Borders** says it fears that without measures to ensure the funds reach the communities, thousands more children could be infected by what they call "staggering" levels of poison.

A few years ago, gold prices surged and small-time miners in Nigeria's Zamfara State increased their incomes as much as tenfold, to \$10 or \$15 a day. Since then, lead poisoning associated with the mining has killed hundreds of children and about 4,000 are still sick. *Voice of America* [Read more](#)

## EMSA AWARDS NEW CONTRACT TO BALLUTA BAY OIL RESPONSE VESSEL

The Balluta Bay re-entered into service on 15 August as part of EMSA's network of stand-by oil pollution response vessels. Based in Malta, Balluta Bay had previously been contracted as a replacement vessel. Both vessel and crew have plenty of experience therefore in the assigned task. She is now ready to begin a four-year service period after a renovation process dramatically improved her capabilities. Balluta Bay has increased storage capacity to 2 800m, renewed cargo handling and recovery systems and is certified to operate with products whose flash points are below 6 0°C. *EMSA Newsletter* [Read more](#)



## USA: SHELL SAYS ALASKA DRILLING STARTING THIS WEEKEND



*Noble's Discoverer drillship is assisted by tugs as it left a Seattle shipyard in June. Photo: Vigor*

September 8 - Royal Dutch Shell PLC's (RDSA, RDSA.LN, RDSB, RDSB.LN) U.S. unit said Friday drilling in Alaska's Arctic offshore will likely begin over the coming weekend, after a drillship sets down anchor over the first oil-and-gas prospect targeted by the Anglo-Dutch oil company in the Chukchi Sea.

The drillship, Noble Corp.'s (NE) Noble Discoverer, is in the process of mooring its eight anchors on the seafloor, a Shell spokeswoman said. Once operations start, the vessel's crew will drill the top portion of an oil well.

The company also said it would test an oil-spill-containment system during the weekend. *gCaptain* [Read more](#)



### EMSA'S NEW DIRECTOR COMES BEFORE EU PARLIAMENT TRANSPORT COMMITTEE



EMSA's new Executive Director, who took up his duties on 1 September, was invited to an exchange of views at the European Parliament's transport committee on Thursday 6 September.

This step marks Mr Markku Mylly's official appointment following the Administrative Board meeting held on 8 June.

Transport committee chair, Brian Simpson, paid tribute to the achievements of EMSA's former Executive Director, Willem de Ruiter,

The meeting gave Mr Mylly the opportunity to set out his vision for EMSA. "EMSA's mission is to secure and improve maritime safety at European level. EMSA must become a more and more respected body in the field of maritime safety and marine environment protection. *EMSA Newsletter* [Read more](#)

### CHANGE OF DIRECTION FOR DAVE SALT

After 31 years with the company Dave Salt retired from Oil Spill Response Limited in July 2012.

He has established himself as an independent Oil Spill Consultant with a new company called SPILLCONSULT LIMITED.

During his career Dave has had experience of tanker operations with BP, Terminal Operations in Sullom Voe and then some 30 years with the oil spill industry in both Southampton and Singapore OSRL bases.

Dave can be contacted at [davesalt@spillconsult.com](mailto:davesalt@spillconsult.com)



## ISCO news

### INTERNATIONAL RESPONSE RESOURCE INVENTORY (RRI)

Twenty corporate members have now joined the group and the Secretary will now activate the correspondence by introducing the initiative started by the US delegation to the IMO OPRC-HNS Technical Group. You can still put your name down. Just drop an email to the Secretary – [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org)

The purpose of the Correspondence Group is to assist ISCO in relaying the views of members as the project develops and to help define how ISCO can most effectively ensure that the private sector within the spill response community has a role in this important development for streamlining the mobilisation of spill combat resources during major incidents.

## Science and technology

### BOAT-TOWED DETECTORS ASSIST RESEARCHERS AND SALVORS

A number of archaeological groups and marine service companies are acquiring boat-towed metal detectors to assist in locating shipwrecks and to perform geophysical surveys. These devices can locate a variety of targets including the piles of magnetic ballast stones found on many old wrecks, gold and silver bars, cannons, anchors, pipelines, cables, and various metal debris which must be removed from an area before dredging.

The two primary pieces of equipment used in these operations are a magnetometer and pulse induction (PI) metal detectors. Magnetometers are super sensitive instruments that can detect iron and steel objects at hundreds of feet away. The boat-towed PI detectors locate all types of metals, while ignoring the high mineralization in the ocean environment.

*The Maritime Executive* [Read more](#)

[Note from Editor – Possible application in locating sunken container boxes / packaged hazardous materials?]

## FUTURISTIC 'ICEBERGS' FLOAT TO RESCUE OF POLLUTED OCEANS



*A set of floating inverted skyscraper-like structures capable of converting ocean litter into energy have been designed by architects.*

September 5 - The 'seascrapers' would be self-sustaining mobile facilities floating in the ocean. Much like icebergs, they would remain submerged largely beneath the surface, but would actively seek to collect materials such as waste plastics. They would also be capable of recycling organic matter.

Each seascraeper would comprise three zones - waste collection units at the bottom, recycling and energy recovery facilities in the middle and housing/recreational estates above sea level.

Each structure would have a central hole to allow for mass to be adjusted. When large amounts of litter are collected, water would then be released in order to stabilise the scraper and keep it floating. *Edie Ireland* [Read more](#)

## Cormack's Column



**In this issue of the ISCO Newsletter we are printing No. 93 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 93: KNOWLEDGE OF SHORELINE CLEANING

The general review in article 92 shows that shorelines self-clean as a function of water table height and wave energy. Thus, while the pollutant layer thickens against the shore under the wind-action which brought it against the most effective boom of all, and may strand in these thicker layers as the tide ebbs, we have seen that it may float off again on an offshore wind where the water table is always high enough to prevent adhesion to solid particles; it may adhere and penetrate particulate beaches where the water table rises and falls with the tide; or it may adhere to extensive solid surfaces without penetration. Thus, whether the pollutant layer is floating or solid-adhering, wave action disperses it to droplets as a function of viscosity in inshore waters and on shorelines just as it does at sea.

Again, we know that the resulting concentrations per cubic metre of seawater are limited by surface layer thickness per square metre, by the viscosity/wave-energy controlled rate of dispersion, by dilution with depth and by biodegradation; and that while the layer is thicker and the depths shallower in inshore waters than at sea, the resulting concentrations in the former are unlikely to be more than an order of magnitude greater than the latter though they may dilute more slowly; that the bio-degrade; that the concentrations can be measured; and that in any case they have never yet resulted in species-extinction/ ecological disaster. However, while the nil response option is thus always possible, it may be overruled by pressures for a faster return to amenity enjoyment particularly in the holiday season. Thus, the positive responses now available are reviewed in this and subsequent articles.

Thus, on firm sand beaches the pollutant layer together with some underlying sand can be scraped off by standard earthmoving equipment such as graders and elevating scrapers, the former producing a ridge of sand-contaminated pollutant or pollutant-contaminated sand on one side of its track which can be loaded into trucks by the latter for removal. However, sand-collection can be avoided on firm sand beaches with a high water table or with the assistance of a pumped water supply, by pushing pollutant, with heavy rubber squeegee attachments to scraper-blades into contour-parallel collection trenches for pumped recovery. An extension of this technique is to apply a surfactant which prevents initial adhesion and ensures the success of subsequent water washing to final dispersion as a re-floated slick, such preparations being known as herders as in Shell Oil Herder initially developed for application around small floating oil slicks to modify interfacial tension so that the slick contracts to greater thicknesses up to 4mm to facilitate recovery. Though this has not found application at sea, it has been applied to shorelines prior to pollutant arrival to prevent adhesion and to facilitate re-floating. Again, graders and scrapers can remove solid and semi-solid oils from sand, while in smaller quantities these can be removed manually with shovels by which means the sand content can be more easily minimised. Yet again solid lumps (tar balls) can be removed by sieving. Of course, dispersants would be effective particularly where surf-line agitation is more effective than wave agitation at sea, were environmentalist belief-based objections to be overruled by the above environmental knowledge.

## Cormack's Column (continued)

However, such techniques as scraping, flushing, sieving and manual removal are inoperable on shingle where the pollutant can run to significant depths as the tide recedes, and where heavy vehicles find manoeuvring difficult, leaving only the options of natural cleaning in the rolling and tumbling action of surf or as assisted by herder or dispersant application in jurisdictions which do not ban them. Moving from shingle to rocks, cliffs and manmade structures, we see that pollutant now has to be removed from the continuous surfaces of bodies which range from being less easy to remove than shingle to being impossible to move at all. Thus, to go beyond reliance on natural cleaning by surf action, the pollutant must be caused to disperse from these surfaces into the sea or where dispersants are banned it must be run off to a collection/recovery location, the options being to reduce its viscosity by applying heat in the form of steam treatment, or to apply greater agitation energy in the form of high pressure water jets or abrasive blast cleaning with dry or water-borne sand, though heat in the form of the burners used to remove excess tar in road repairing have been considered.

1 The *Rational Trinity: Imagination, Belief and Knowledge*, D.Cormack, Bright Pen 2010 available at [www.authorsonline.co.uk](http://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.

## Contributed article

### THE OIL SPILL RESPONSE JOINT INDUSTRY PROJECT (OSR-JIP)

**Note from Editor - Many members of the international spill response community are not well informed about the important work being done by members of the OSR-JIP. In order to help correct this situation, the ISCO Newsletter is publishing background information and briefing notes on the project. We acknowledge the kind permission of Programme Manager, Rob Cox of IPIECA to include information on the work programme being undertaken by the OSR-JIP.**



The April 2010 Gulf of Mexico (Macondo) oil spill incident, and the Montara incident in Australia which preceded it have had far-reaching consequences in prompting the re-examination by industry not only of operational aspects of offshore operations, but also of an operator's ability to respond in the event of an oil spill incident or well blowout.

In response to the incident the foregoing, the International Association of Oil and Gas Producers (OGP) formed the Global Industry Response Group (GIRG), tasked with identifying learning opportunities both on causation and in respect of the response to the incident.

Nineteen recommendations were identified and these are being addressed via a three-year Joint Industry Project (JIP) funded by fourteen oil industry industry members. The Oil Spill Response JIP (OSR-JIP) will initiate discreet projects or provide support to projects initiated by other trade associations in the nineteen subject areas resulting from the OGP GIRG-OSR project. The OSR-JIP will be managed by IPIECA on behalf of OGP in recognition of its long-standing experience with Oil Spill Response matters.



## Contributed article (continued)

The recommended nineteen areas to be addressed are -

- JIP 1 (Dispersant Advocacy): Chair- Tom Coolbaugh
- JIP 2 (SSDI/Efficacy): Chair: Tom Coolbaugh
- JIP 3 (Dispersant logistics & supply): Chair: Tom Coolbaugh
- JIP 4 (Dispersant Effectiveness and Post-Spill Monitoring): Chair: Tom Coolbaugh
- JIP 5 (In Situ Burning): Chair: Alexis Steen
- JIP 6 (Upstream Risk Assessment and Response Resource Planning): Chair: Dave Davidson
- JIP 7 (Exercise planning): Chair: Dave Davidson
- JIP 8 (Surveillance, Modelling & Tracking): Co-Chairs: Richard Wylde and Colin Grant
- JIP 9 (Strategy white paper): Chair: Dave Davidson
- JIP 10 (Subsea surveillance and tracking): Co-Chairs: Richard Wylde and Colin Grant
- JIP 11 (Common Operating Picture): Co-Chairs: Richard Wylde and Colin Grant
- JIP 12 (Re-write/new "OGP-IPIECA" GPGs): Chair: Richard Santner
- JIP 13 (Indemnification of Responders): Chair: Rob Cox
- JIP 14 (Aerial Dispersant Platform): Chair: George Franklin
- JIP 15 (Responder Management): Chair: Dave Davidson
- JIP 16 (Devices for subsea monitoring): Co-Chairs: Richard Wylde and Colin Grant
- JIP 17 (Decanting): Chair: George Franklin
- JIP 18 (Responder Health and Safety): Chair: Rob Cox
- JIP 19 (Oil Spill Response Crude Database): Chair: Ursula Dockerty

[To be continued] The website of the OSR-JIP is at <http://oilspillresponseproject.org/>

## Events

### AUSTRALIA: AIDGC ANNUAL CONFERENCE – DATE CORRECTION

Please note that this conference will take place on in Sydney on **14 September 2012** [More info](#)

[Note from Editor – Due to a communication error the date was given wrongly as 14 October 2012 in last week's Newsletter. We apologise for this mistake]

### BRAZIL: 19<sup>TH</sup> NOSCA SEMINAR 2012 ON OIL SPILL TECHNOLOGY



Rio de Janeiro, 15-18 October, 2012

**Main subject: "Lessons learnt from recent oil spills"**

Some significant but rather different oil spills have occurred over the last 5 years. Most notably the Deepwater Horizon underwater blow-out and an entirely different one, the grounding of the cargo vessel "Godafoss" in winter conditions in the Oslofjord. Both incidents had severe impacts on the environment – at different scales. This year's NOSCA seminar, being the 19th, will focus on lessons learnt and what measures seem to have been taken with regard to –

- Adjusting or even renewing response plans
- Modifications of the tool box (mechanical/dispersants/burning/surveillance applications)
- Adaptation of new response technologies

**Conference highlights -**

**Mon Oct 15** Informal dinner at the Pestana Rio Atlantica Hotel

**Tue Oct 16** **Official opening of NOSCA Seminar 2012**  
**Lessons learnt from the last oil spills and present status** - From the point of view of ... Brazil □  
Norway □ USA □ EU  
**Drilling in vulnerable areas, regulations and measures taken since 2008**  
Brazilian waters □ Barents Sea □ DNV  
**"The oil removal project from sunken wreck M/T "Kyungshin" (2011) by KOEM, Korea**

## Events (continued)

Wed Oct 17

**Prepared from offshore to the shoreline** - Northern Sea and Northern Atlantic □ Tropical Areas □ Northern Pacific □ Mexican Gulf /Caribbean Sea □ West Africa  
**Today's environmental challenges in oil spill response**  
Brazil □ Norway □ EU □ West Africa / Australia  
**New technologies/improvements in oil spill response as a result from last year's oil spills - Short presentations by NOSCA members**  
Transas □ "Cost effective oil recovery operation" (Frank Mohn) □ Presentation from Vegard Hovstein, Maritime Robotics □ "Create and maintain a Common Operating Picture" by Lars Solberg, Aptomar □ "MOS SWEEPER, a new innovative oil spill recovery solution for offshore applications" by Kristian Dalseide, MD Group □ Presentations from Trond Lindheim, H. Henriksen Mek. Verksted □ Silje Rabben, Kaliber Industrial Design □ Trond Gulbrandsøy, AllMaritim □ Mikael Rydberg, Miro □ Tormod Carlsen, Skimmer Technology

Thu Oct 18

Visit NOSCA members and sponsors for discussion of topics and challenges which are in your region.  
Depart for exercise and demo; Description of exercise  
Lunch on board vessel; Debrief of exercise, diploma for participants and summary of the days presentations and discussions  
Return to hotel and Farewell Dinner

[More info, detailed programme and booking form](#)

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## CHINA: 7TH INTERNATIONAL PETROLEUM PETROCHEMICAL NATURAL GAS TECHNOLOGY EQUIPMENT EXHIBITION

Shanghai. 26-28 September 2012 - SIPPE, as a focal project of Shanghai Municipal Government and China Council for the Promotion of International Trade (CCPIT), is jointly hosted by Chinese Petroleum Society, CCPIT Pudong Sub-Council, Shanghai Petroleum Society, and organized by the Shanghai AiExpo Exhibition Service Co., Ltd. Over the past six years, with the great support from domestic and overseas enterprises and industrial organizations, SIPPE has grown greatly in scale year by year and cumulated total 2100 enterprises from over 30 countries and regions having participated in this exhibition. At the same time SIPPE has also attracted over 89000 professional audiences from over 40 countries and regions cumulating trade total sum reaching to 1.8 billion USD. SIPPE has become one of the most influential petroleum shows in Asia. [More info](#)

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## RUSSIA: SPE RUSSIAN OIL AND GAS TECHNICAL CONFERENCE & EXHIBITION

Moscow, 16-18 October, 2012 - The [2012 SPE Russian Oil and Gas Exploration and Production Technical Conference and Exhibition](#) agenda covers all major areas of hydrocarbon exploration and production. It reflects the increase seen by the industry over recent years in the development of new oil and gas fields with complex geological structures and low reservoir quality located in adverse climatic conditions. [More info](#)

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## TURKEY: 2<sup>ND</sup> ANNUAL TIGHT & SHALE GAS SUMMIT

Istanbul, 27-28 February 2013 - The conference will create opportunities to connect with technology & solution providers to address the latest market opportunities and future potential of tight & shale gas in Europe. The conference will be looking at how Europe can benefit from US experiences with exploration and production case studies, showcasing the latest developments in tight & shale gas technologies & how regulations will be impacting future explorations. [More info](#)

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## USA: MARITIME SECURITY 2013

St. Petersburg, FL, 15-17 April 2013 and San Diego, CA, 26-28 August 2013 - The workshop sessions and presentations are built to give all participants the actionable knowledge on how to better secure their maritime areas of responsibility by highlighting available resources and best practices. Each topic will be comprehensively addressed by those who have implemented successful strategies and technology in their maritime security operations. In addition to the best practices and resources, the program will also highlight new technology and programs currently in research and development that can enhance and or offer new approaches to maritime security.

Maritime Security 2013 will also host exhibitions of between 50-70 companies that have highly relevant solutions and past performances in securing the maritime domain. Each company will be vetted by us and our advisors before they are allowed to exhibit. This process allows our participants to see only relevant solutions and our exhibitors to achieve great return on their investments. [More info \(East\)](#) [More info \(West\)](#)

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## Publications

### US EPA: TECHNOLOGY INNOVATION NEWS SURVEY

The July 16-31, 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/>

## Company news

### UK: AEA'S FINANCIAL RESTRUCTURING

There has been a lot of inaccurate reporting in the UK Press recently, and similar blog/twitter activity, about AEA's finances and our future. We want to ensure that our customers and stakeholders are informed about the actual position as we undertake our important financial restructuring.

The aim of the restructuring is to strengthen our long-term financing so that we continue not only to deliver successfully to our customers, as we are doing at present, but to support future development and growth.

AEA Group comprises 3 operating companies: AEA Technology plc, which is the trading company for UK customers and in Europe, and PPC and ERG based in the United States. The Group is profitable and operationally successful. Delivery to our customers is 'business as usual'. Our recently issued 2011/12 Annual Accounts showed:

For AEA Group	Adjusted Operating Profit	£4.1m in 2011/12
For AEA Technology plc	Adjusted Operating Profit	£4.3m in 2011/12

However, following a Trading Statement in November 2011, AEA Group decided on a financial restructuring to deal with its long-standing balance sheet issues one of which is a deficit in the UK pension scheme which dates back to our privatisation in 1996.

Although we closed the legacy 'defined benefits' scheme to new members in 2003, and to existing members in 2009, like many companies we have found the cash-call to fund the scheme increasingly difficult in the light of increased actuarial life expectancy and decreasing investment yields.

The Group has been in discussion with the Pension Trustee, the Government's Pension Protection Fund, the Pension Regulator, and our Bank, to find a solution to deal with the pension deficit, and our Bank debt.

The resultant financial restructuring, based on a new 3 year strategy and business plan accepted by all stakeholders, involves identifying a new owner for the Group, to realise value and thus discharge liabilities to the Bank and to the pension scheme. Once this new owner had been found our balance sheet will be fully repaired.

Our Bank remains fully supportive during this period of transition. This will enable the Group Board to manage the sale process in an orderly fashion to achieve the best result possible for our customers, business partners and employees.

In the meantime we continue to operate normally, to deliver to our customers, recruit new consultants and win exciting new projects. *Press release from AEA* [Source document](#)

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### UK: PETER RIDLEY WASTE SYSTEMS INTRODUCES NEW UN CERTIFIED CONTAINERS FOR SPILL KITS

The UN-BOXX is certified for storing solid hazardous materials from Authorised Packaging Groups 1 (X), 11 (Y) and 111 (Z) and approved for transport in accordance with the International Carriage of Dangerous Goods by Road (ADR). The only plastic wheeled container certified to EN 840 to also have UN certification in all the above categories. E.g. Suitable for chemical and oil spill binders, used paint pots, hazardous building materials etc [More info](#)

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