



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 362, 26 November 2012

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International news



MEDITERRANEAN SPILL RESPONSE ALLIANCE READY TO CELEBRATE FIRST ANNIVERSARY

It was in late 2011 that Paul Pisani of ISCO Corporate Member, Alpha Briggs Mediterranean Ltd., and CEOs of other leading Mediterranean-based spill response companies started to plan for the formation of a new alliance to provide an integrated spill response facility for the Mediterranean Region.

Today, the alliance, OSRA INTERNATIONAL holds offices and bases in Egypt, Malta, Libya, Tunisia, Greece and Gibraltar. This provides a Mediterranean wide response coverage to the busy shipping lanes linking the west and east Mediterranean as well as to shipping in the Greek and Turkish waters. It also holds a co-operation agreement with CASTALIA ECOLMAR of Italy providing clients of both organisations guaranteed response in all operational areas of OSRA INTERNATIONAL as well as in Italian waters.

OSRA International is committed to providing the Mediterranean with a credible and rapid marine response mechanism at a fair and competitive cost.

The current members of the Alliance are –

- **Egypt:** International Environmental and Marine Services (IEMS)
- **Gibraltar:** OSRA (Gibraltar) Ltd
- **Greece:** Oil Spill Response Alliance Greece Ltd
- **Italy:** through a partnership agreement with Castalia Ecolmar
- **Libya:** Briggs Libya Ltd
- **Malta:** Alpha Briggs Mediterranean Ltd
- **Tunisia:** OSRA Tunisia Ltd

Paul Pisani, who is a member of the ISCO Executive Committee, commented on the success of the alliance "OSRA has already responded to several high profile events. The most recent of these was to the M/V STELLA, a bulk carrier under Maltese Flag was grounded during the night of the 25/26th July at Andros island, Greece. MEGATUGS quickly responded sending a tug to the area, and was awarded an LOF by the ship's master. MEGATUGS contracted OSRA GREECE, to take all anti pollution measures to minimize the risk of pollution in the well known touristic island. The refloating operation which took several days was delicate, and the salvage team had to face unfavourable weather on several occasions. During the salvage operation, OSRA Greece provided oil spill response services until the termination of the salvage services which took place in Piraeus Port on the 8th August 2012". [More about OSRA International](#)



International news (continued)

PRESTIGE TRIAL UPDATE: CAPTAIN ARGUES AUTHORITIES DENIED HIM ACCESS TO PORT OF REFUGE

November 20 - The ongoing trial of the Prestige tanker oil spill intensifies between the tanker's captain, Apostolos Mangouras, and Spanish state attorneys. Also sitting on the bench is the former director of the Spanish Merchant Marine, Jose Luis Lopez-Sors.

Many are questioning the decisions made back in November 2002 when the old ship spilled thousands of tons of fuel into the waters northwest of Spain.

Mangouras argues that it was necessary for the Prestige to reach a port of refuge and proceed there with a smaller vessel to empty the fuel, but confirms that authorities denied him so. *The Maritime Executive* [Read more](#)

HELCOM RESPONSE GROUP MEETING TO EVALUATE RECENT SPILL OPERATIONS, EXERCISES (HELCOM)

November 20 - The annual meeting of the Helsinki Commission Response Group (HELCOM RESPONSE) will today gather authorities responsible for pollution response at sea within the nine Baltic coastal states, EU and observers for a three day meeting in Copenhagen, Denmark. The group meets one to two times per year and covers the regional HELCOM system of operational reporting, measures and procedures related to pollution response at sea and on the shore, aerial surveillance, and reimbursement of costs of assistance.

Besides a number of currently topical issues, the preparations for the upcoming HELCOM Ministerial Meeting, to take place during October 2013 in Copenhagen, give a special flavour to the event. Issues emerging from the RESPONSE Meeting will be used to identify specific areas where more work is needed.

The Baltic administrations attending the Meeting will i.e. share lessons learnt of recent events related to pollution preparedness and response in the region, including the "Kyeema Spirit" event of September 2012 where an empty 259m tanker run aground in Muuga bay, Estonia.

The Meeting will also discuss and evaluate the HELCOM Balex Delta 2012 full scale oil pollution preparedness and response exercise which took place in Helsinki, Finland during August 2012. Further, the Meeting will prepare for the next year's Balex Delta exercise, which will be organized in Germany. *The Baltic Sea Portal* [Read more](#)

EUROPEAN PARLIAMENT: SHALE GAS NEEDS REGULATION, NOT A BAN

November 22 - EU politicians rejected a ban on shale gas, while calling for a robust regulatory regime to address environmental and other concerns, in a series of votes on Wednesday in the European Parliament.

A shale gas revolution has swept the United States, lowering gas prices and helping to displace more polluting coal.

Europe is looking on with interest, if not envy, as the United States moves towards energy independence and gets an economic boost from cheap fuel.

But the prospect of extensive shale gas development in Europe is complicated by land ownership rules, higher population density and environmental concerns about the fracking process used to extract natural gas from shale. *Planet Ark* [Read more](#)

CANADA: OIL SPILL DETECTION GOES HIGH-TECH WITH AERIAL CREW

November 22 - Environmentalists worry the projected tanker traffic increase if two major B.C. pipeline projects are approved means the response to oil spills flagged by a high-tech aerial team will be inadequate.

The Marine Aerial Reconnaissance Team (MART), a joint project of Environment Canada and Transport Canada, has been using sensors in a high-tech aircraft to spot oil spills along B.C.'s rugged coastline for six years.

The team covers the coastline about two or three times per week.

But with tanker traffic along B.C.'s coastline projected to quadruple if the Enbridge Northern Gateway pipeline and Kinder-Morgan pipeline expansion are approved, some worry there aren't enough resources in place to respond when spills are flagged. *CBC News* [Read more and watch video](#)

Incident reports

NIGERIA EXXON SPILL SPREADS FOR MILES ALONG COAST

November 17 - An oil spill at an ExxonMobil facility offshore from the Niger Delta has spread at least 20 miles from its source, coating waters used by fishermen in a film of sludge.

A Reuters reporter visiting several parts of Akwa Ibom state saw a rainbow-tinted oil slick stretching for 20 miles from a pipeline that Exxon had shut down because of a leak a week ago. Locals scooped it into jerry cans.

Mark Ward, the managing director of ExxonMobil's local unit, said a clean up had been mobilized, and he apologized to affected communities for the spill.

Exxon said last Sunday it had shut a pipeline off the coast of Akwa Ibom state after an oil leak whose cause was unknown. *Reuters* [Read more](#)

LATVIA: OIL LEAK AT LIEPAJA PORT ASCERTAINED ON WEDNESDAY



November 22 - A large oil product spill was ascertained at the Liepaja Port on Wednesday, the State Fire and Rescue Service informed LETA.

Oil products have spilled into the water between two wharves in a total area of 5000 square meters.

The oil spill has been restricted with containment booms; the mop-up operation is continuing still.

On the other hand, Liepaja Regional Environmental Administration's Director Ingrida Sotnikova told LETA that the incident in Liepaja's Karosta Canal was actually not an oil spill but historical pollution leaking into water as a result of rising groundwater levels.

This is not the first time that oil products contained in groundwater in the area leak into the port's waters, added Sotnikova. *The Baltic Course* [Read more](#)

ISRAEL: GAS LEAKS DISCOVERED UNDER HAIFA BAY

November 23 - A geophysics research team from Haifa University has discovered a series of active gas springs on the sea floor under Haifa Bay.

According to Dr. Uri Schattner, head of the university's Department of Marine Geosciences at the Leon H. Charney School of Marine Sciences, "Geophysical information enables us to research beneath the sea floor and map out the entire system, from the gas sources to the penetration of the sea waters."

The gas springs discovered by Schattner's team were found at relatively shallow depths, only a few dozen meters below the surface. The findings, published in the journal *Continental Shelf Research*, described the entire system, from its sources under the sea floor through the natural springs emerging from the seabed. *Arutz Sheva* [Read more](#)



BULGARIA: SUNKEN BARGE THREATENS OIL SPILL IN DANUBE

November 21 - Oil from a barge that sank in a bay off the Bulgarian section of the Danube is in danger of leaking into the main river, posing "potentially serious" consequences, environmental group WWF said Wednesday.

The vessel went under on November 9 with around 20 tonnes of fuel in its tanks in a small bay near Bulgaria's largest Danube port of Ruse while unloading firewood, but news of the accident broke only late on Tuesday.

Ruse maritime administration chief Georgy Ivanov said Wednesday that authorities have managed to contain any pollution from the vessel within the bay, although attempts to pump out the fuel have failed so far. *Phys Org* [Read more](#)

CANADA: RENOWNED OIL SPILL EXPERT LEAVING CANADA AFTER CUTS



Six months after his federal research lab was downsized in a budget cut, an internationally respected federal government scientist based in Dartmouth, N.S. is pulling up stakes and moving to Australia.

"The opportunity was too good to turn down," Kenneth Lee told CBC News.

In May Lee was one of hundreds of federal Fisheries and Oceans employees who received so-called "affected" letters warning their jobs may be eliminated.

On Friday he told staff at his offshore energy research centre in Dartmouth that he has accepted the position of director of the Wealth from the Oceans Flagship, an Australian government organization created to promote

environmental and economic growth through innovation in marine sciences.

Lee is best known for his expertise in cleaning up oil spills. He spent four months in the Gulf of Mexico trying to contain the BP oil spill and provided scientific and technical expertise in the spill response operations. He is currently director of the Canada Offshore Oil, Gas and Energy Research Centre at the Bedford Institute of Oceanography. *CBC News* [Read more](#)

ISCO news

ISCO LETTER TO ENVIRONMENTAL NGOS

A number of beliefs and prejudices currently inhibit or prevent use of the most cost-effective means of oil/HNS spillage curtailment and response, against which ISCO argues that response plans and actual operations should be based on knowledge acquired by direct observation and scientific experimentation.

A letter on this matter was sent on 15 November to eight of the leading environmental NGOs. It is hoped that this will lead to a constructive dialogue with some of these organisations and prompt a critical review of currently held opinions that are not supported by scientific facts. [See open letter to Environmental NGOs in issue 356 of the ISCO Newsletter].

GIVE THE YOUNGSTERS A BOOST

There are advantages for employers in encouraging apprentices and trainees to develop their potential. As they develop skills and knowledge they add value to your organisation.

Professional Membership of ISCO provides a career path for aspiring professionals. There is no assessment fee for student members and the cost of student membership is only £30 per annum. For trainees that show promise, employers can give real encouragement by sponsoring student members. This demonstrates that you value them and have an interest in helping them to advance in their chosen profession. [More info](#)

Students can use the standard Professional Membership [application form](#) but are not required to complete sections 2 - 6. If being sponsored, the employer should submit the completed forms with a covering letter confirming that the applicants are in his/her full time employment as apprentices / trainees.

You may also wish to consider encouraging other members of your staff to join as Professional Members. Having professional qualifications improves staff motivation and boosts morale, encouraging pride in profession. Employing people who hold professional qualifications is positive for the company and demonstrates commitment to high professional standards.

Candidates who can meet the required standards may qualify as Associate Members (AMISCO) or Members (MISCO). More senior members of staff with at least ten years experience in a senior position of responsibility may be eligible for Fellowship (FISCO).

PROFESSIONAL MEMBERSHIP – DEADLINE FOR SUBMISSION OF APPLICATIONS

Applicants seeking Professional Membership are reminded that the deadline for being included in the first tranche of applicants to be assessed by the Professional Standards Committee is 31 December 2012. Please also note that the required £100 assessment fee must be prepaid before applications can be considered. You can do this [online](#).

NEWS REPORTS FROM NON-ENGLISH-SPEAKING COUNTRIES

Your editor is conscious that he misses out on some interesting stories from non-English-speaking countries because these are often difficult to find in English language. Readers are asked to help where they can.

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 104 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 104: KNOWLEDGE OF CURRENT CONTINGENCY ARRANGEMENTS

While compensation funding was being arranged for shipping incidents as outlined in article 103, the offshore operators on the UK continental shelf became parties to a voluntary Offshore Pollution Liability Agreement (OPOL) under which they accepted strict liability (with certain exceptions) for the costs of commercial damage and response to pollution arising from exploration or production activities for which the limit was \$25million for costs excluding those for well control and repair. This agreement was later extended to offshore operators within the jurisdictions of Denmark, Federal Republic of Germany, France, Ireland, Netherlands and Norway, and later with Belgium and Sweden it became the 1976 Convention on Civil Liability for Oil Pollution Damage from Offshore Installations. The initial limit has been periodically reviewed and as of July 1996 was \$120million with a maximum deductible \$1million, though these arrangements apply only if the operator is unable to meet claims from his own resources. In fact the UK may not require a company to join OPOL if its own resources are judged substantial enough to cover its incident-related obligations.

However, the reference to 'damage' in the offshore convention of 1976 is indicative of a move from compensation claims for commercial loss and incurred response costs to compensation for damage to the environment as claimed by environmentalist belief in species-extinction/ecological disaster. This move had been progressing from the 1969 adoption and 1975 entry into force of the International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution from Shipping Casualties. As a consequence, all subsequent shipping regulation has been directed to the limitation/prevention of operational discharges and emissions from ships whether or not these are damaging to the environment in any measurable way, the exception being those intended to avoid impact-induced releases of cargo and bunkers and to increase national and port preparedness to respond to such releases of oil/HNS.

Nonetheless, the national contingency plans of the parties to these conventions appear to say little regarding the conduct of response even in general terms other than to imply or state a preference for dispersants or for mechanical recovery. The UK plan, for example appeared more concerned with procedure than with outcome. Thus, having asked all military and civil aircraft to report oil sightings to HM Coastguard and having recognised that these sightings may be of phenomena other than oil, HMCG classified them as doubtful, probable or confirmed as best it could without actually being on scene. If confirmed, HMCG sought to attribute the now supposed-oil to a supposed source, by arranging for surface samples to taken for comparison with those taken from the supposed source as and when this could be done through the inspection procedures of the Marine Survey Service or its analogues overseas within the Paris Memorandum of Understanding. In any case such releases were and are far too small to justify spillage response operations at sea.

In contrast, the crew of a casualty reports directly to HMCG staff who, in addition to dealing with search and rescue, can seek information relevant to response such as: cargo and bunker type and physicochemical properties; quantities released; damage and stability assessment whether grounded or afloat; whether engines and pumps have power; wind and sea in relation to the likelihood of further damage; prospects for re-floating and/or for cargo and bunker transfer either on site or in a safe haven; the owners of ship and cargo, agents, charters, underwriters, P&I Club and flag state.

However, instead of applying such information to existing knowledge-bases to predict the post-release fate of the cargo and bunkers onboard, to develop the incident-specific action plan accordingly, and to promulgate it to all interested parties with a role to play in executing it; shipping administrations call a meeting of interested parties to discuss what to do, as if for the first time *i.e.* as if it were 1967 and they had just heard that the *Torrey Canyon* had grounded on the Seven Stones.

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.

ARCTIC OIL AND GAS: A REGIONAL OR GLOBAL CONCERN?

An article by **Andreas Østhagen** of the Arctic Institute

Due to environmental concerns spotlighted by NGOs like Greenpeace and Bellona, Arctic petroleum activity is being scrutinised as never before by governments, local inhabitants and the international community alike. In addition, with the Arctic now experiencing an influx of commercial interests, collaboration between Arctic states and private companies operating in the Arctic is increasing. The Arctic Council is consequently working on a binding agreement for oil spill preparedness, similar to the search and rescue (SAR) agreement signed in Nuuk in 2011. The IMO is also finalising its work on a Polar Code for shipping. Developing common frameworks for both preparedness and prevention will bring benefits to companies, in the form of regulatory certainty, and governments, in the form of capacity building and legitimisation. The general sentiment amongst the Arctic littoral states seems to be that frameworks for different aspects of petroleum cooperation will eventually come together; it is just a question of what, when and how.



The debate on which framework is best suited for Arctic oil and gas cooperation prompts the question of how to define the key actors in Arctic petroleum development. This also prompts the question of how to define relevant participants in an Arctic regulatory debate. The Arctic littoral states have kept emphasising that the Arctic is a regional concern where they have sovereignty and jurisdiction. In contrast to Antarctica, the Arctic is populated and developed, with clearly defined national boundaries and agreements governing its usage. Non-Arctic actors, on the other hand, like China and the European Union, portray the Arctic as a global concern, in need of broader international collaboration. Both points of view are to some extent valid, as the Arctic comprises both national sovereign territories and international waters.

China and the EU, along with Japan, South Korea and Italy, have subsequently applied for permanent observer status to the Arctic Council. Denmark, which welcomed the Chinese as a permanent observer, released a statement saying the position would come with some stipulations (no voting rights and a promise to recognize current boundaries), but the application is still pending for the next ministerial meeting in 2013 [1]. The Chinese ice-breaker capacity as a non-Arctic state is already beyond that of the United States, highlighting just how strongly the commercial potential of the region spurs external interest. The European Union is also developing its own Arctic Policy, wherein the European Commission has been stressing the EU's status as a legitimate Arctic actor. At the same time, The European Parliament has been flirting with the idea of a moratorium on resource extraction, while the stances of the EU member states range from opportunism to indifference.

Whatever stance interested actors take towards the region, the prospect of petroleum activity has undeniably spurred interests that lie beyond the Arctic states, and has raised the question of whether the Arctic is a regional or a global concern. Is petroleum activity in the Arctic of international significance, and should it therefore be subject to the governance of the international community at large?

Such a debate naturally holds relevance for any oil and gas activity in the region. The larger the number of participating actors, the more difficult it can prove to reach any form of agreement related to petroleum activity. In addition, a stronger international focus from actors which do not necessarily understand the complexity of the region can lead to unexpected results. The EU's ban on seal products from 2009, which completely disregarded the Greenlandic local communities' dependence on such activities, serves as a fitting example.



On the international scene, the Arctic littoral states seem to be content with the current situation, where they have retained primacy in Arctic discussions through the use of the Arctic Council. When and how to incorporate new observers – which might threaten the interests of existing members – is a question that has caused some dispute, and will likely continue to do so in the lead-up to the next Ministerial meeting in Kiruna, Sweden, in 2013. Nevertheless, the different Arctic territories still fall under the sovereignty of each state, and are subject to the decisions made by that state. From the short term perspective, it would appear that any framework for oil and gas prevention beyond the current work on oil spill preparedness must follow the non-binding line already established by the Arctic Council. Producing recommendations and best practices arguably has less effect than binding agreements, but can still serve a distinct purpose, triggering a process of harmonisation amongst the Arctic states.

Contributed article (continued)

From the long term perspective, a few factors are likely to influence the development of a framework for Arctic oil and gas. First, any major incident related to oil and gas activity might change the pace of development. The Exxon Valdez tanker oil spill from 1989 in Alaska is frequently highlighted as a symbol of the devastating consequence of human error in the pursuit of hydrocarbons in the Arctic. The 2010 Deepwater Horizon oil spill in the Gulf of Mexico has also led to questioning of the industry's safety regulations and its ability to operate in such a fragile environment. Throughout history, similar incidents have, regrettably, caused regulatory frameworks and new procedures to be put in place only *after* the harm has been done. Should another disaster occur in the Arctic, due to lack of safety procedures or comprehensive regulation, the drive for new agreements would probably follow suit.

A framework for the region might also develop independently of what is produced between the states in intergovernmental decision-making. With increased regional shipping, and members of the oil and gas industry developing individual safety requirements, frameworks for cooperation have the potential to develop outside of the littoral states' domain. Much of the projected development is dependent on capacity-building that governments do not necessarily have the funding or the short term incentives to invest in. This is particularly true in Alaska, leading to a situation in which multinational companies have great influence as providers not only of petroleum equipment, but also the capacity to serve regional needs in general. The Arctic is dominated by a few large oil and gas companies, and how much these are included in the region building will subsequently determine much of the future trajectory of the Arctic.

Whether the emphasis is placed on the environment or petroleum, it is clear that regional capacities need to be improved. A holistic and comprehensive approach must be adopted that includes the input of states, regions, companies and indigenous communities alike. Although activities in the Arctic have expanded to a whole new level in recent years, one can argue that, compared to most other petroleum sites in the world, the Arctic is still a project for the future. If Arctic oil and gas activity is to achieve the potential and safety standards so frequently boasted by Arctic companies and governments, cooperation amongst all the different actors – horizontally and vertically – is of utmost importance to both the Arctic environment and its people.

[1] <http://www.reuters.com/article/2011/10/28/us-china-arctic-idUSTRE79R28S20111028>

{This article is being reprinted with the kind permission of the author, Andreas Østhagen. The assistance of Malte Humpert and the co-operation of The Arctic Institute, Center for Circumpolar Security Studies are also acknowledged}

Science and technology

USA: ROBOT HELPS WFD DEAL WITH HAZMAT SITUATIONS

November 19 - Wilmington Fire and Hazmat crews demonstrated how their department's robot works today. Its nickname is Wall-E, and it's used to detect and monitor chemicals in the air.

It's equipped with four cameras, two microphones and a siren. The robot's purpose is to keep crews safe in hazardous material situations, sending info to the hazmat crews wirelessly.

Wall-E operates using an Xbox controller.

"This unit has everything from the capability of climbing stairs to going up to just over a half mile in a straight line from where we might have our command post, and therefore kind of sending itself in there to let us know what we have going on," WFD Hazmat Crew member Derek Mickler said.

The robot can drag up to 185 pounds. It is the same kind of robot that was used in 9/11 efforts. [ABC News](#) [View the video](#)
[Thanks to David at ADR Training]

News from the Oil Spill Research and Renewable Energy Test Facility [OHMSETT]

UNIQUE SKIMMING VESSEL TESTED

Extreme Spill Technology (EST) of Halifax, Nova Scotia, Canada was started in 2005 with the goal of improving oil recovery technology. After six years of intensive research and prototype development, EST has built an oil skimmer system that is capable of removing floating oil from the water. It is a catamaran-style vessel that advances through oil slicks and channels the oil between the integrated pontoons for recovery by taking advantage of the differences in oil and water densities.

This unique technology uses a vacuum pump system which causes the oil collection tower to fill with water. Once oil reaches the tower entrance, it rises to the top of the tower due to the difference in specific gravities. As the oil remains in the tower further gravity separation occurs over time, which increases the recovery efficiency. This system allows the operator to see how much fluid has collected and determine when to offload the product. A second pump system is used to offload the product to storage.

The vessel underwent a series of demanding tests at Ohmsett during the week of September 10, 2012 to determine how well the vessel performs in collecting oil. The whole concept of a vacuum tower and pumping system has proven to be a viable oil recovery technology. This is the first time this type of system has been tested at Ohmsett.



Extreme Spill Technologies designed a new type of oil spill response technology that uses a vessel equipped with a pump system that takes advantage of the oil and water densities to separate the fluids.

During 16 test runs, the vessel was tethered between the main and auxiliary bridges and towed through oil slicks in calm and wave conditions. Hydrocal 300 and Calsol 8240 were used as test oils. "In calm water, the vessel collected significant quantities of the lighter oil. Testing with the heavier oil revealed that the openings in our debris grid were too small to let the oil flow through easily, thus reducing throughput efficiency," commented David Prior, president of Extreme Spill Technology. "Only by observing the underwater videos at Ohmsett could we understand this problem. It's a small detail but with a big effect."

Four test runs were conducted in two different wave conditions to determine the skimmer's performance in waves. "In waves the vessel recovered oil quite well at low speeds. In higher waves the lively action of the vessel interfered with efficient oil recovery. Future vessels will contain our patented turbulence control system (TCS) which solves this problem. The underwater videos confirmed that our TCS system will work well when installed," explained Prior

At the end of each test run, the recovered oil/water mixture was transferred to the Ohmsett recovery tanks for measurements and allowed to further separate. After the free water was removed from the collection tanks, samples of the recovered oils were taken to determine Throughput Efficiency (TE) performance values. "Several other significant lessons were learned at Ohmsett which will allow us to produce a vessel capable of recovering oil in rough seas. The testing demonstrated that our concept is sound but needs refining."

"Testing at Ohmsett was a very good experience," said Prior. "The knowledge gained could not be otherwise obtained. It was absolutely essential to our company's R&D efforts."

Publications

AUSTRALIA: TECHNICAL REPORT ON MONTARA BLOWOUT



The National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) has published a report prepared by an independent expert witness in relation to the Montara wellhead platform blowout on 21 August 2009 involving PTTEP AA.

Colin Stuart, Managing and Technical Director of Stuart Wright Pte Ltd was engaged by NOPSEMA (then NOPSA) to provide an expert opinion to assist in the investigation of the incident and to support the brief of evidence referred to the Commonwealth Director of Public Prosecutions.

The report provides comprehensive consideration and analysis of the events leading up to, and immediately following, the incident and has been published by NOPSEMA to allow industry to benefit from key lessons learned, in particular improving barrier integrity awareness.

The [report](#) is available for download in three volumes from nopsema.gov.au via the Safety resources web page. [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

Publications (continued)

ITOPF: PRESENTATIONS AT THE RECENT AMSTERDAM SEMINAR – HNS & SHIPPING : R&D AND PREPAREDNESS FOR INCIDENTS

The presentations given by Patricia Charlebois, Head, Pollution Response Section, IMO, Mark Hodgson, SHELL, Mr Sjon Huisman, Head Marine Pollution Response Organisation. North Sea Directorate. Ministry of Transport, Public Works and Water Management, Dr Franck Laruelle, Technical Team Manager, ITOPF and Mr Victor Trapani, SQAS Manager, CEFIC are now available for download. [ITOPF Amsterdam Presentations](#)

Events

SINGAPORE: OSEA 2012: SINGAPORE, 27-30 NOVEMBER 2012

Established since 1976, OSEA is Asia's most important business technology event for the Oil and Gas industry. The event gathers key companies from around the globe in an extensive showcase of products, solutions and technologies for both Upstream and Downstream. [More info](#) [Editor – Apologies for late advice on this event, of which I only just became aware]

USA: SUBSEA & ARCTIC LEAK DETECTION: HOUSTON, 5-6 DECEMBER 2012

The Subsea & Arctic Leak Detection Symposium (SALDS) addresses the special challenges of leak detection in subsea, surface and arctic environments. All leak detection issues are discussed but SALDS provides a special focus on multiphase lines, where it has previously been thought leak detection was not possible. The event addresses the gaps and begins solving the problems with multiphase pipelines, as an industry.

SALDS presentations provide case studies and give technology and regulatory overviews, while the panels and breakout sessions address capability gaps and qualification methods and standards. SALDS provides vital information for Subsea & Pipeline Engineers, Regulators and Legal Professionals. [More info](#)

UPCOMING SOIL & GROUNDWATER EVENTS, COMPILED BY ENVIRONMENTAL EXPERT

Events in USA and UK. [More info](#)

CANADA: 36TH AMOP TECHNICAL SEMINAR ON ENVIRONMENTAL CONTAMINATION AND RESPONSE – CALL FOR PAPERS

The 36th AMOP Technical Seminar on Environmental Contamination and Response will be held from June 4 to 6, 2013 at the Lord Nelson Hotel in Halifax, Nova Scotia, Canada. The AMOP Technical Seminar is an international forum on preventing, preparing for, responding to, and recovering from spills of oil and chemicals in the environment. It also deals with solutions for remediating long-term contaminated sites. AMOP is organized and sponsored by Environment Canada.

The paper submission deadline is 31 December 2012. More info: Natalie Jones Technical Seminar Coordinator Emergencies Science and Technology Section Environment Canada 335 River Road Ottawa, Ontario, Canada K1A 0H3 Telephone: (613) 991-1114 Fax: (613) 991-9485 E-mail: SpillSeminars@ec.gc.ca

KUWAIT: CRISIS AND RISK MANAGEMENT SUMMIT, 24-27 MARCH 2013 – CALL FOR PAPERS

Call for papers - Crisis and Risk Management Summit, 24-27 March, Kuwait. Please write to pawan.kulkarni@iqpc.com

UK: UNCONVENTIONAL GAS & OIL SUMMIT: LONDON, 3-6 JUNE 2013

Don't miss your chance to attend the 2nd annual [Unconventional Gas & Oil Summit](#) taking place in London next June. UGOS offers you strategic and technological solutions to ensure that you are able to commercialise European unconventional oil and gas resources.

You will have the chance to **meet top oil majors, operators, technology providers and policy makers** who will ensure that you know the solutions to all of your **technological, regulatory and commercial challenges**. The draft agenda for 2013 has been released so [click here](#) to take a look! [More info](#)

Training

UK: CORROSION MANAGEMENT ESSENTIALS: 4-5 DECEMBER 2012 - ABERDEEN

The Energy Institute (EI)'s next Corrosion Management Essentials course is running from 4-5 December in Aberdeen

This workshop will describe the model process of Corrosion Management for the upstream oil and gas industry and is based on the EI publication 'Guidance for corrosion management in oil and gas production and processing'. The workshop will provide practical advice for successful implementation of a corrosion management policy using practical examples of corrosion threats and mitigation methods. [More info](#)

USA: MOLD INSPECTION, ASSESSMENT AND REMEDIATION TRAINING COURSES

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Products and services

SONARDYNE DEBUTS LEAK DETECTION AT OSEA 2012, SINGAPORE, 27-30 NOVEMBER 2012

At OSEA 2012, Sonardyne Asia Pte Ltd will present a new automatic leak detection sonar to the Asian Offshore industry. The Automatic Leak Detection Sonar (ALDS) will be on stand BV5-07 alongside products from Sonardyne's 6G® range. Held every two years, the 19th OSEA will take place at The Marina Bay Sands, Singapore, from 27 to 30 November 2012.

Sonardyne's ALDS is designed to continuously monitor one billion cubic feet of water for leaks around subsea oil and gas assets. Capable of 360° coverage, it can detect leaks at rates of less than one barrel per day at ranges in excess of 500 metres in deep water. For those keen to get hands-on with the latest acoustic positioning technology for offshore survey and construction, Sonardyne's Autonomous Monitoring Transponders (AMTs) and GyroUSBL will be of particular interest. AMTs are designed for long endurance data collection whilst Lodestar GyroUSBL requires only an initial calibration, enabling significant savings in vessel time and operational costs.

"OSEA is the premier oil and gas event in the region, attracting exhibitors and delegates from over 60 countries," said Anthony Gleeson, Vice President of Sales in the Asia Pacific region for Sonardyne. "It's a fantastic opportunity to meet with customers in the region and this year we're particularly excited to be introducing ALDS as it's the first time it has been exhibited in the region."

For more information please stop by stand BV5-07 or visit www.sonardyne.com.

Company news

ENCO INDUSTRIES' SPILLCON DIVISION ANNOUNCES THE OPENING OF OFFICES IN HOUSTON AND THE UNITED ARAB EMIRATES

[ENCO Industries, Inc.](#), a global provider of environmental control products and solutions has announced the opening of offices in Houston, Texas and the United Arab Emirates (UAE) in the Middle East.

With the opening of its office in the UAE, SpillCon International has been launched under the direction of Abe Ash, Director of Business Development, U.S. and Middle East. [SpillCon Solutions](#) is a leading provider of environmental spill response and control products and is a business unit of ENCO Industries. [More info](#)

AQUA-GUARD SPILL RESPONSE INC OF VANCOUVER, CANADA WINS BUSINESS EXCELLENCE AWARD FOR INNOVATION

Aqua-Guard were chosen as winners of this prestigious award for their innovative state of the art RBS TRITONT oil skimming technology. This technology is mostly used onboard offshore support vessels which are involved in oil spill response. Aqua-Guard has supplied large offshore systems to over 35 OSV's around the world. [More info](#)

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