



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 239 5th July, 2010

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**North America's Largest
Oil Spill Training Event & Exhibition**
October 19-20 | Tampa Convention Center | Tampa, FL

**Register
Today**

CLEAN GULF ANNIVERSARY

IMO: ELEVENTH SESSION OF THE MEPC/OPRC-HNS TECHNICAL GROUP

The 11th session of the MEPC/OPRC-HNS Technical Group, will be held at IMO Headquarters, 4 Albert Embankment, London, SE1 7SR, from Monday, 20 September to Friday, 24 September 2010.

ISCO WELCOMES PERSGA AS A NEW MEMBER

ISCO is pleased to welcome PERSGA (The Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden) as a new member.

PERSGA is an official regional organization based in Jeddah, Saudi Arabia, responsible for the development and implementation of regional programmes for the protection and conservation of the marine environment of the Red Sea and Gulf of Aden, and was formally established in September 1996, with the signing of the Cairo Declaration by all cooperating parties to the Jeddah Convention.

Major functions of PERSGA include the implementation of the Jeddah Convention, the Action Plan, and the Protocol. It has also been given responsibility for preparation and implementation of the SAP and related activities. PERSGA has played an active role in promoting regional cooperation and has recently supported regional workshops concerning environmental assessment (EA), Marine Protected Areas, navigation risks and living marine resources. In addition, a series of national workshops have been sponsored by PERSGA to facilitate the development and review of Country Reports prepared as part of the SAP process.

IOPC FUNDS ANNUAL REPORT FOR 2009

A redesigned report that summarises the Funds' activities in 2009. Includes: an overview of the Funds, recent developments in oil spill incidents, financial statements, membership details, and the decisions of the governing bodies. The report can be accessed at http://www.iopcfund.org/npdf/AR09_E.pdf

Part 2 of the Annual Report 2009, which comprises of detailed reports on incidents as well as financial information, will be available on the website shortly. <http://www.iopcfund.org/publications.htm>

USA: DEEPWATER HORIZON SPILL UPDATES

When we cut off the last report at 25th June, concerns were mounting at the potential impact of Tropical Storm Alex. Fortunately the front of the storm has been moving in a westerly direction and is (at present) unlikely to have a major impact on the main site of operations. However, increased wave heights are restricting at-sea skimming and controlled burn operations. On June 28 Admiral Allen advised "With over about five foot waves they're going to have to stop the preparations for the *Helix Producer*, which was the third production vessel we were going to bring in on the 30th of June to hook to the new vertical riser to increase our production up to 53,000 barrels per day by the end of June".

Weather has not disrupted oil recovery by the Discovery Enterprise and Q4000 and a daily figure of approx. 25,000 bbl has been maintained. As at 2nd July, the cumulative figure for recovery to date passed 19 million gallons.

The National Hurricane Center is continuously monitoring weather and projecting likely direction and severity. If gale force winds are predicted to impact the operations area within 120 hours this will trigger a requirement to disconnect and run for shelter. The Discovery Enterprise, which is directly connected to the wellhead by a fixed riser, would need 114 hours to secure and evade the storm. The Q4000, which has a flexible connection, would need only 56 hours. In an emergency faster withdrawal would be possible but damage to equipment could result with a consequential increase in the time needed to re-start recovery operations.

Waves generated by tropical storm Alex has displaced some coastal protection booms and driven some oil inland. When weather permits, overflights are being made to find where booms are not being effective and, giving priority to wetlands, snare and sorbent booms are being deployed until other booms can be re-established and oil recovery re-started. The length of shoreline affected by oil was estimated at 450 miles. By 2nd July, better conditions were allowing skimming to re-start. The Deepwater Horizon Unified Command plans to increase the number of skimmers available to a target of 750 by mid-July and more by the beginning of August.

BP has constructed an autonomous sub-sea dispersant delivery system that could be used in event that the site was abandoned for hurricane and there was no other way to mitigate the flow of hydrocarbons out of the well bore but no approval has been given and its use is only being discussed.

It has been announced that a 5 square mile area to the north of the well site has been allocated for trials with the supertanker skimming system "A Whale" described in last week's newsletter.

On July 4th it was reported that heavy winds and waves have blown sand across beaches, burying oil and boom. Reports of damaged and stranded boom have been received from Plaquemines, Terrebonne, Iberia, Jefferson and Lafourche parishes. Crews are beginning a systematic effort to repair any boom that has been damaged. Heavy waves have eroded sand along beaches exposing oil that had been buried by natural sand build-up along the coasts. Beaches in Grand Isle, La., in particular, have had sand eroded away exposing buried oil.

The drilling of relief wells continues and has not been interrupted by elevated sea states. The *Development Driller III* has drilled the first relief well to a depth of approximately 17,400 feet below the Gulf surface. The *Development Driller II* has drilled the second relief well—a redundancy measure taken at the direction of the administration—to a depth of more than 13,800 feet below the surface. BP continues the "ranging" process—which involves periodically withdrawing the drill pipe and sending an electrical signal down to determine how close they are getting to the wellbore.

EUROPE: SAFEMED II EXPERTS MEET AT EMSA

On 9 June EMSA hosted the 5th Meeting of the Maritime Safety Sub-Group of the EuroMed Transport Forum (MaritimeTransport Working Group), which acts as the Safemed II Project Advisory Committee. This EU-financed project and coordinated at REMPEC in Malta, aims to mitigate imbalances in how maritime law is enforced between EU Member States and the Mediterranean partner countries. The project promotes effective implementation of the relevant international rules aimed at improving maritime safety and better protecting the marine environment in the Mediterranean region. <http://www.emsa.europa.eu/>

USA: FIRM PROPOSES OIL INDUSTRY CLEANUP GROUP - HOUSTON'S HELIX WANTS TO LEAD EFFORT TO FORM RESPONSE ORGANIZATION

Houston-based Helix Energy Services Group, an energy company with three vessels involved in BP's oil containment efforts in the Gulf, plans to push for a new consortium to tackle deep-water well challenges should another spill occur. CEO Owen Kratz proposes an industrywide effort to design and fabricate a toolkit that would be ready to respond immediately in the event of a loss of well control where other backup systems fail.

Such systems might be refinements of some of the mechanisms BP has devised hastily in its frantic effort to contain the Gulf oil spill, but would be pre-engineered, tested, built ahead of time and staged for ready deployment. Company officials will go to Washington this week to pitch their idea to lawmakers. Kratz said it's too soon to say what form the organization might take or how it might be funded. One possibility could be to model it after the nonprofit Marine Spill Response Corp. the industry formed after the 1989 Exxon Valdez tanker spill in Alaska's Prince William Sound.

The Oil Pollution Act of 1990 required oil companies, including refiners and transportation and marketing firms, to contract for the personnel and equipment to contain and clean up oil spills. Partly

driving the Helix effort is a concern that regulators are poised to erect steep new financial hurdles to drilling in the Gulf of Mexico, including raising or removing caps on oil spill liability, and requiring that companies post large bonds to operate. "A more prudent approach would be for there to be an effort like this to have a fast response that limits the impact so that you don't need to burden the industry with a huge liability exposure," Kratz said. [Thanks to Don Johnston of ISCO Associate Member DG & Hazmat Group for providing the link to this news report.] Read the complete version at: <http://www.chron.com/disp/story.mpl/business/deepwaterhorizon/7063412.html>

INDONESIA: EAST NUSA TENGGARA FISHERMEN FEAR FOR FUTURE AFTER OIL SPILL

A blowout at Montara's West Atlas drilling platform last year leaked oil into the Timor Sea for 74 days.

Residents from fishing communities along the eastern seaboard of East Nusa Tenggara have called on the central government to do more to mitigate the impact of an oil spill that threatens their livelihood.

The spill was caused by a blowout at the Montara wellhead platform in the Timor Sea off the northern coast of Australia. The leak lasted 74 days, between August and November 2009, before the well was finally blocked, and by then the slick had already spread into Indonesian waters.



"We're not expecting any compensation," Mustafa, the chairman of a local guild of traditional Timor Sea fishermen, told the Jakarta Globe over the weekend. "We just want our fishing grounds to be free from contamination. Any compensation will be completely up to the government."

The impact of the spill on Indonesian fishermen was initially handled by East Nusa Tenggara Governor Frans Lebu Raya, who later handed it over to the central government, citing the province's lack of facilities to deal with the problem.

In May, provincial legislative speaker Ibrahim Agustinus Medah lambasted the governor for failing to abide by his promise to monitor the government's handling of the issue, saying he had witnessed firsthand the suffering of various local fishing communities as a result of the slick. Medah, who visited the three districts of Rote Ndao, Sabu Raijua and Kupang, said the slick had devastated local seaweed farms and pearl farms. The province is renowned for its exports of South Sea pearls. Read more at:

<http://www.thejakartaglobe.com/news/east-nusa-tenggara-fishermen-fear-for-future-after-oil-spill/382928>

NIGERIA: OIL SPILL: WE'VE FAILED, SAYS SHELL

June 29 - For the first time, oil giant Shell yesterday admitted that oil companies are not doing enough to deal with oil spills in their areas of operation. The company also said it was not ignorant of its obligation under the Nigerian law to clean up oil spills, but that it would not jeopardise the safety of its staff because of the law.

Speaking at the Fortune Global Forum in Cape Town, South Africa, Chief Executive Officer of Shell, Peter Voser, said oil industries must come together to be better prepared in the future to deal with spills. The Shell boss who was responding to criticisms raised at the Global Forum that Shell and other oil majors were not doing enough to clean up oil spills in Nigeria, said the complex situation in the country makes it difficult for the company to properly deal with it.

"We can contribute in the best way actually by doing our job properly (and) generate revenues for the government, but that has been quite problematic over the last few years because of sabotage and violence (targeting oil companies)," Reuters quoted Voser as saying. According to him, "Shell was obliged under Nigerian law to clean up oil spills but would not jeopardise staff safety to accomplish this. I will not send people in if they are under threat."

Voser said that last year alone, 98 percent of Shell's oil spills in the Niger Delta region, were caused by sabotage and or theft. Oil spills have been left for decades in the Niger Delta, polluting the air, soil and water of impoverished communities. This was the case even before the problems of sabotage and kidnapping in the region. In fact, years of neglect led to these vices, because communities felt that was the way to protest injustice. Read more at: <http://www.thisdayonline.com/nview.php?id=177014>

CANADA: ARCTIC VESSELS MUST REGISTER IN CANADA



The Canadian Coast Guard ship Louis S. St. Laurent breaks ice near the mouth of Bellot Strait in the Northwest Passage in Nunavut. (Jonathan Hayward/Canadian Press)

June 22 - Large ships entering Canada's Arctic waters will soon have to report to the Canadian Coast Guard, Fisheries Minister Gail Shea announced Tuesday. Under new regulations starting July 1, certain foreign and domestic vessels must

register with the coast guard's Arctic marine traffic system, known as NORDREG.

It has been voluntary for cruise ships, freight ships and other marine vessels travelling in Canada's Arctic waterways to report to the coast guard, provided they do not land. Shea said mandatory reporting will ensure the coast guard knows about the vessels entering Canadian Arctic waters, including their position and destination. "With mandatory reporting, the Canadian Coast Guard will be able to promote the safe navigation of vessels, keep watch on vessels carrying pollutants, fuel oil and dangerous goods, and respond quickly in the event of an accident," Shea stated in a release Tuesday.

Shea's announcement follows recent standing committee reports, from both the Senate and the House of Commons, calling on the government to make foreign vessels register with NORDREG. Coast guard officials have also called for mandatory reporting, saying they don't always know about every ship that enters northern waters.

Last week, the standing committee on national defence said all foreign vessels entering Canada's Arctic waters should be required to report to the coast guard, regardless of size or tonnage.

Shea said under the new regulations, certain vessels must provide information before, during, and after they travel in the government's designated NORDREG zone. Ships that will be affected by the new regulations include those weighing 300 tonnes or more, as well as vessels that carry dangerous goods or pollutants. Large ships are being targeted because they tend to carry more fuel, oil, pollutants and dangerous goods than smaller vessels, Shea said. [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group for providing the link to this report] Read more: <http://www.cbc.ca/canada/north/story/2010/06/22/arctic-nordreg-marine-regulations.html#ixzz0sWZcQFDO>

US ACCEPTS EU SUPPORT TO COMBAT GOM OIL SPILL

July 4 - The Federal On-Site Coordinator in US has accepted yesterday night an oil cleaning device to combat the environmental consequences of the oil spill that is polluting the waters of the Gulf of Mexico since the explosion of the Deepwater Horizon drilling well on 20 April. The US has accepted a high capacity, high speed off-shore skimmer offered by the European Union through the European Maritime Safety Agency and currently located in Vigo (Spain). The Framo Transrec 150 skimmer is an off-shore device that separates oil from water. Contacts are ongoing in order to arrange details for the delivery. The US coast guard has also accepted last night 1200 meters of off-shore booms offered by Norway.

The Commission's Monitoring and Information Centre, which is the focal point of the European Civil Protection Mechanism, received a request from the US for booms to contain surface oil in the evening of June 10th. Sweden, Germany, Norway, the UK, Denmark, Ireland, Spain, the Netherlands, Romania, France, and the European Maritime Safety Agency (EMSA) have all offered booms.

In a previous request, on 27th May, the US asked for a specific type of sweeping arms to be attached to ships that are gathering the oil. The Netherlands provided three pairs of sweeping arms which are already deployed in the US. EMSA and Spain have offered additional sweeping arms.

The whole list of Participating States that have offered support to US, following their requests includes Sweden, Germany, Norway, the UK, Denmark, Ireland, Spain, the Netherlands, Romania, Portugal, Belgium, Greece, France. Read more at: <http://www.maritime-executive.com/article/us-accepts-eu-support-combat-gom-oil-spill/>

PERU: MARAÑÓN OIL SPILL HAS AFFECTED SOME 4,000 PEOPLE IN LOCAL COMMUNITIES



June 19 - Some 4,000 people living in communities on the banks of the Marañón river in Peru's north-eastern Loreto department have been affected by an oil spill that occurred last Saturday.

Lilia Reyes, the Loreto representative for Peru's ombudsman, the Defensoría del Pueblo, said there are approximately 7,000 people living on the banks of the Marañón.

There are at least six communities that have been affected by the spill, including Santa Rita de Castilla, Ollanta, and Alfonso Ugarte.

More: <http://www.peruviantimes.com/maranon-oil-spill-has-affected-some-4000-people-in-local-communities/296765>

TUNISIA: SEMINAR “ASSURING SUSTAINABLE OIL SPILL RESPONSE CAPABILITY”

This seminar, organized by the Mediterranean Oil Industry Group (MOIG), took place on 30th June in Tunis. The seminar, which was focused on the implementation of the OPRC convention, was opened by Mr Khaled Becheikh, Chairman of ETAP and was attended by representatives of government and oil industry.

US EPA TECHDIRECT+ TECHNOLOGY NEWS AND TRENDS

The July 1 issue of TechDirect can be viewed at <http://www.clu-in.org:80/techdirect/td072010.htm>

The June 2010 issue of *Technology News and Trends* has been posted to the CLU-IN web site. This issue highlights...

- [PRB Expanded to Full-Scale Operation for Accelerating Treatment of Metals](#)
- [Four-Year Monitoring Shows Source-Area VOC Reductions After ERH/SVE at Naval Station-Annapolis](#)
- [Nearly Five Years of SER Approaches Full Treatment of Source Areas at Port of Ridgefield](#)
- [Update on EPA Remedial Optimization Studies](#)

This issue is available at: <http://www.clu-in.org/products/newsletters/tnandt/>

USA: T&T MARINE SALVAGE ANNOUNCES AGREEMENT TO PROVIDE RESPONSE SERVICES

T&T MARINE SALVAGE, a leading provider of maritime support services, has announced an exclusive cooperative services agreement with OSROCO and UNITEK to provide oil spill response services in Guam, Saipan and the Commonwealth of the Northern Mariana Islands.

“With equipment staged in Guam and Saipan, the T&T MARINE-OSROCO-UNITEK alliance offers customers calling on Sector Guam an unparalleled and cost-effective solution to meeting the requirements of OPA 90,” said T&T MARINE Vice President Kevin Teichman. OSROCO is a subsidiary of Cabras Marine Corporation, a Guam-based company that provides tug boats, barges and other maritime assets in Guam, the CNMI and throughout Micronesia. Also based in Guam, UNITEK provides a full range of environmental services, including oil spill response, hazardous waste transportation, industrial cleaning, vacuum truck services and oil-water separation.

T&T BISSO also has announced an exclusive cooperative services agreement with Cabras Marine. T&T BISSO is an emergency response contractor that combines the resources of T&T MARINE and BISSO MARINE. More: <http://www.maritime-executive.com/pressrelease/tt-marine-salvage-announces-agreement-provide-response-services/>

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter.