



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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

**Register
Today**



6th Annual HSE Forum in Oil, Gas & Petrochemicals
25th – 27th October 2010, Doha, Qatar



RECENT IOPC PUBLICATIONS



[ANNUAL REPORT 2009](#) (Adobe Acrobat format, 3 785 KB) 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.

[INCIDENTS INVOLVING THE IOPC FUNDS](#) (Adobe Acrobat format, 1 934 KB) Detailed reports on incidents involving the IOPC Funds that were formerly included in the Annual Report.

[The HNS Convention](#) (Adobe Acrobat format, 2 788 KB) A brochure containing information on the HNS Convention. Further information on the HNS Convention and the 2010 HNS Protocol can be found at www.hnsconvention.org.

ITOPF: PRESENTATIONS GIVEN AT LAST WEEK'S SEMINAR

Presentations given by Dr Karen Purnell (Managing Director), Richard H Johnson (Technical Director), Andrew Tucker (Senior Technical Adviser), Dr Franck Laruelle (Technical Team Manager), Dr Michael O'Brien (Technical Team Manager), Tim Wadsworth (Technical Support Manager), and Alex Hunt (Senior Technical Adviser) can be downloaded and read at http://www.itopf.com/news-and-events/#seminar_pres

INTERTANKO: COUNCIL CONFIRMS MD APPOINTMENT AND REAFFIRMS KEY POLICY DECISIONS



INTERTANKO's Council confirmed unanimously the appointment of its current Deputy Managing Director Joe Angelo as Managing Director of INTERTANKO with effect from 1.1.2011. The Council noted that Kathi Stanzel will join INTERTANKO later this month as Deputy Managing Director.

The next Council meeting, which will coincide with the 2011 Annual General Meeting and a one-day tanker seminar, will be on 10 May 2011 in Athens.

Read more: <http://www.intertanko.com/>

EUROPE: LEGACY OF ABANDONED PLANTS THREATEN THE DANUBE

When the earthen retaining wall burst on a Hungarian chemical refinery's settling pond last week, a lake of caustic red sludge burst forth, drowning or burning to death at least nine people and polluting large tracts of land and river.

But the Ajkai alumina refinery disaster also exposed an alarming, half-buried legacy of poison and potential disaster that stretches along the banks of the Danube River as it courses through the former Communist nations of Eastern Europe – a decades-old legacy of crumbling chemical plants and mines that threatens far worse accidents. Read more:

<http://www.theglobeandmail.com/news/world/europe/legacy-of-abandoned-plants-threaten-the-danube/article1759897/>

EUROPE: PERFORMANCE OF EUROPEAN CROSSCOUNTRY OIL PIPELINES

Statistical summary of reported spillages in 2008 and since 1971 Download this report at: http://www.concawe.be/DocShareNoFrame/docs/1/MFCMAAGAMALLJCBMHKOOFKLFVEVCWD9K9YBYB3BDWYG3/CEnet/docs/DLS/Rpt_10-4-2010-00114-01-E.pdf

EUROPE: NEW EU RULES TO "NAME AND SHAME" SHIPPING COMPANIES WITH POOR SAFETY RECORDS

New rules to enhance and improve the safety performance of ships were adopted today by the European Commission. The rules will introduce, from January 1st 2011, a new online register to "to name and shame" shipping companies which are performing poorly on vital safety inspections (port state controls), while those with strong safety records will be given good public visibility. Port state controls are crucial for preventing shipping disasters and the tragic loss of life and huge environmental damage that can result. Companies and states which show up as poorly performing will be subject to more intensive, co-ordinated inspections in EU ports. Manufacturers or other industries will be able to choose the shipping companies they use for freight or passengers in full knowledge of their safety record. Read more: <http://www.emsa.europa.eu/ennews20100913115243.html>

USA: THE WENDY SCHMIDT OIL CLEANUP X CHALLENGE

The \$1.4 Million Wendy Schmidt Oil Cleanup X CHALLENGE, is designed to inspire entrepreneurs, engineers, and scientists worldwide to develop innovative, rapidly deployable, and highly efficient methods of capturing crude oil from the ocean surface.

The Wendy Schmidt Oil Cleanup X CHALLENGE has two phases: **Phase I**. From August 2010 - April 2011, teams from around the world are invited to register for this competition, and to submit their approach to clean up oil slicks created by spills or leaks from ships or tankers (e.g. Exxon Valdez) land drainage, waste disposal, or oil platform spill (e.g. Deepwater Horizon). An expert panel of judges from industry and academia will evaluate all of the proposals. **Phase II**. The judges will select up to 10 of the top teams to demonstrate their ability to efficiently and rapidly clean up oil on the ocean surface in a head-to-head competition. These proofs of capability, which will determine the winner, will take place at the **National Oil Spill Response Research & Renewable Energy Test Facility** (OHSMETT) in New Jersey. The top team that demonstrates the ability to recover oil on the seawater surface at the highest oil recovery rate (ORR) and recovery efficiency (RE) will win the \$1 million Grand Purse. Second place will win \$300,000 and third place will win \$100,000 in purses. Read more: <http://www.ohmsett.com/whatsnew/XChallenge%20Press%20Release.pdf>

SOUTH AFRICA: TRANSPORT COMPANIES TO BE AFFECTED BY AARTO - COMPANIES TRANSPORTING HAZARDOUS CHEMICALS NEEDED TO PREPARE FOR THE IMPLEMENTATION OF NEW AARTO TRAFFIC LEGISLATION, THE CHEMICAL AND ALLIED INDUSTRIES' ASSOCIATION (CAIA) WARNS.

"Companies transporting hazardous chemicals and other dangerous goods have until April next year to prepare for the implementation of the Administrative Adjudication of Road Traffic Offences (Aarto) system - or they could face losing their licences and permits," CAIA said in a statement. The Aarto legislation would implement a point demerit system in which motorists would be penalised or lose their driver's licences after a certain number of traffic offences. The Road Traffic Management Corporation announced this week that Aarto would be implemented in 2011 but did not give an exact date. The CAIA said it was expected to happen in April. The CAIA statement said, under Aarto, penalties would be levied to vehicles "carrying goods not safely contained within the body of the vehicle, securely fastened to the vehicle, [or] properly protected from being dislodged or spilled".

This would carry a fine of R1000 and three demerit points, with both the driver and operator being charged. Also, a goods vehicle "carrying persons in the goods department without a partition" would incur a penalty of two demerit points, a R750 fine and both the driver and operator would be charged, said the CAIA. . [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group] Read more: <http://www.timeslive.co.za/business/article692722.ece/Transport-companies-to-be-affected-by-Aarto>

TECHNOLOGY

USA EPA: TECHNOLOGY INNOVATION NEWS SURVEY

The August 16-31, 2010 *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/>

NUTRIENTS SPEED OIL CLEAN UP



More than 20 years after the Exxon Valdez spill, toxic crude oil still lingers on the beaches of Alaska's Prince William Sound. Now, researchers at the [Environmental Protection Agency](#) and the University of Cincinnati have demonstrated that adding nutrients to contaminated sediment has the potential to speed clean-up even at sites where most of the oil has already degraded (*Environ. Sci. Technol.*, DOI: [10.1021/es101042h](https://doi.org/10.1021/es101042h)).

Researchers have long known that adding nutrients, such as nitrogen and phosphorus, to a contaminated area stimulates bacteria to degrade the oil more quickly than under natural conditions. But previous research, conducted by [Ronald Atlas](#) of the [University of Louisville](#) and James Bragg of Creative Petroleum Solutions in Houston, Texas, suggested that the technique, called bioremediation, would have little effect at highly weathered sites where only small amounts of oil remain. [Albert Venosa](#) and his team suspected that contrary to Atlas and Bragg's findings, bioremediation could be an effective tool for cleaning up lingering oil, says team member [Pablo Campo-Moreno](#), a postdoctoral research fellow at the [University of Cincinnati](#).

To confirm their suspicion, the researchers obtained contaminated sediment subjected to varying degrees of weathering from three locations in Prince William Sound. In a laboratory at the University of Cincinnati, they added phosphorus and nitrogen to the samples, and they replenished the nitrogen as it was used up. They tracked the degradation of the hydrocarbons present in the samples for 168 days, measuring at regular intervals using gas chromatography/mass spectrometry. They found that the nutrient-amended samples biodegraded significantly faster than controls without nutrients, regardless of the degree of weathering. Importantly, they also found that samples from Knight Island, the most weathered site, had the highest degradation rate for total polycyclic aromatic hydrocarbons. Read more: <http://pubs.acs.org/cen/news/88/i37/8837news5.html>

COMPANY NEWS

USA: MWCC VENTURE TO DESIGN OIL-SPILL CONTAINMENT EQUIPMENT

ExxonMobil Corp., on behalf of Marine Well Containment Co. (MWCC), awarded a front-end engineering design contract to Technip for containment equipment to be used on wells in as much as 10,000 ft of water.

The system will have initial capacity to contain deepwater oil well spills of 100,000 b/d, said MWCC, a nonprofit joint venture formed to provide emergency equipment and response services for future oil spills in the US Gulf of Mexico (OGJ Online, July 21, 2010). The subsea containment equipment is being designed to create a direct connection and seal on a subsea well to prevent oil from escaping into the ocean.

MWCC was organized after an Apr. 20 blowout of the Macondo oil and gas well on Mississippi

Canyon Block 252. The blowout caused a fire and explosion on Transocean Ltd.'s Deepwater Horizon semisubmersible, killing 11 workers and resulting in a massive oil spill. BP PLC operated Macondo. ExxonMobil, Chevron Corp., ConocoPhillips, and Royal Dutch Shell PLC pooled \$1 billion to form MWCC. BP later joined MWCC and agreed to make its underwater well containment equipment available to all oil and gas companies operating in the gulf (OGJ Online, Sept. 20, 2010). Read more: http://www.ogj.com/index/article-display/9500953974/articles/oil-gas-journal/drilling-production-2/2010/10/mwcc-venture_to_design.html

USA: DNV TO INVESTIGATE DEEPWATER HORIZON BOP

DNV has been contracted by the Joint Investigation Team (JIT) of the departments of the Interior and Homeland Security for the forensic examination of the blowout preventer (BOP) and lower marine riser package that was fitted to the Macondo well in the Gulf of Mexico, the site of the Deepwater Horizon disaster and oil spill. The BOP, a 50 foot - 300 tonne assembly has been raised and taken to NASA's secure facility in Michoud, Louisiana where it is in the custody of the JIT. Chain of custody and evidence preservation protocols to ensure the proper handling of all evidentiary material have been in effect since the BOP was first retrieved in August. Read more: <http://www.pipelinecommunity.com/Oil-News/dnv-to-investigate-deepwater-horizon-bop.html>

CANADA / NORWAY: RUTTER PARTNERS ON \$2.0 MILLION ORDER FOR INTEGRATED OIL SPILL SOLUTION TECHNOLOGY

Canadian based Rutter Technologies, a division of Rutter Inc. (TSX:RUT), and its Norwegian partner, Aptomar AS, are announcing orders for six Integrated Oil Spill Response and Management Systems. This comes on the heels of the recent certification of the technology by the Norwegian Clean Seas Association (NOFO) following the conclusion of trials in June.

The Integrated Oil Spill Response and Management System provides operators with real-time information about the volume and thickest areas of an oil slick in order to maximize recovery efforts. It combines Rutter's Sigma S6 radar processor and display with the Aptomar SECurus system. This integration gives the operator the ability make immediate decisions on oil slick detection both onboard vessels and onshore. President and CEO of Rutter Inc., Fraser Edison, says "the combined value of these orders to Rutter and Aptomar is \$2.0 million (US) and these significant purchases by industry players in Brazil, Norway and Denmark are indicative of the level of confidence in the integrated technology system".

Three systems have been purchased by Edison Chouest Offshore LLC to be deployed on three vessels operating in Brazil in support of Petrobras, the Brazilian oil company. The Rutter/Aptomar integrated system meets the Petrobras' standard for oil spill detection and relative thickness measurements. Read more: <http://www.maritime-executive.com/pressrelease/rutter-partners-20-million-order-integrated-oil-spill-solution-technology-2010-10-14/>

PRODUCTS & SERVICES

UAE : NEW TECHNOLOGY "ELIMINATES NEED FOR OIL SPILL BOOM CLEANING"

Every year millions of feet of dirty oil containment booms have to be cleaned after use. A UAE company claims to have made solving this problem much easier. EVES (Emirates Vision Environmental Services) based in Abu Dhabi has devised a new technology based on the EVES Oil-Boom-Cover, made of robust cotton-textile. This protects existing conventional oil booms from becoming contaminated by oil and avoids creation of secondary pollution resulting from boom cleaning. Another advantage is that the special cotton textile cover is oleophilic, absorbing oil and repelling water.

The EVES system is available as a complete boom system (PVC boom with inflation valve) in various sizes and lengths, with ready fitted oil absorbent cover. Alternatively, the fabric cover can be supplied in rolls of up to 200 m. length for diameters from 30cm to 75cm for customers to fit to their existing booms. The oil sorbing capacity of the textile cover, up to 2.5 cm. thick, depends on size and length but, as an example, the cover on 1 m of 35 cm. diameter boom can absorb up to 3 litres of oil. For more information: <http://www.eves.ae>

Note from editor – Typical booms (with cylindrical air chamber and ballasted skirt) don't seem to lend themselves to being easily encased in a fabric cover. In response to this question Joerg Schmidt of EVES advises – "our whole system is equipped with a special and strong velcro closing system which is working perfectly for all kind of booms. If we know the customers requests by measurement we can prepare customized oil boom covers".

EVENTS

For more comprehensive information on upcoming events & training courses click [HERE](#) and select "Events"

AUSTRALIA: BULK TANKER EMERGENCY RESPONSE – SHARING LESSONS AND IMPROVING OUTCOMES

Melbourne, 20th October 2010. This event is jointly hosted by the Australasian Fire and Emergency Service Authorities Council (AFAC) and the National Bulk Tanker Association (NBTA) and is supported and sponsored by a range of organisations involved in emergency response. It follows on from a successful inaugural event at the Melbourne Park Function Centre in September 2009 at which the commitment was made to hold an annual event to share lessons and improve outcomes of incidents involving bulk tankers. More info at: <http://www.nbta.com.au/er/brochure.pdf>

REMINDER: FREE WEBINAR ON OCTOBER 19 – THE GULF SONS SPILL OF 2010: THE REAL LESSONS LEARNED SO FAR

Tuesday, October 19 - 9:30 AM - 11:30 AM EDT Live from the Clean Gulf Conference & Exhibition

More info & register for free at: <http://video.webcasts.com/events/pmny001/viewer/index.jsp?eventid=36233>

USA: DISPERSANT TRAINING FOR THE OIL SPILL RESPONDER

Ohmsett - The National Oil Spill Response Research & Renewable Energy Test Facility will hold a **Hands-on Dispersant Training Course November 9 & 10, 2010**. This two-day hands-on training session will take place at Ohmsett, located in Leonardo, NJ and will run 7:30 a.m. - 4:30 p.m. each day. It will emphasize practical experience in full-scale dispersant applications in the Ohmsett outdoor wave tank, using the SMART Dispersant Monitoring Protocol and Fluorometry methods. The course will include: a primer on dispersant basics and operations, as well as an overview of dispersant operations in recent spills and lessons learned. Instruction is provided by leading dispersant experts from SL Ross Environmental Research Ltd. More: <http://www.ohmsett.com/whatsnew.html>

CORRESPONDENCE

Forum for letters from readers – Send letters to john.mcmurtrie@spillcontrol.org

Dear Sir,

The Deepwater Horizon Oil Spill has generated as many publications as released barrels of oil. What surprises me most is that none of the figures presented are accurate and still are used as the absolute truth. Pie charts on response results are based on assumptions in order to promote one of the response measures.

Maybe you could shed some light on these aspects and try to come to senses.

Kind regards,

Sjon Huisman

Adviseur Incidentenorganisatie | Advisor Response Organisation
Rijkswaterstaat Noordzee

Note from Editor: The above was received on 11th October. As a matter of editorial policy I try (but don't always succeed) to avoid publishing things that are misleading, speculative or partisan. I was aware that the issued pie charts were contentious and didn't use them in the Newsletter. I have to agree that a lot of the things that have been written about the incident are not correct, some penned by people who are badly informed or motivated by self-publicising purposes.

Readers are invited to send in their responses to Sjon Huisman's letter.

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.