

### **IOPC FUNDS: APPOINTMENT OF AN ACTING DIRECTOR OF THE IOPC FUNDS**

*José Maura, Acting Director*

On 21 September 2010, Member States were informed by Circular 92FUND/Circ.71, SUPPFUND/Circ.18, 71FUND/Circ.93, that Mr Willem Oosterveen, Director of the International Oil Pollution Compensation Funds (IOPC Funds), had been taken ill and was unable to act as Director of the IOPC Funds for the foreseeable future. At the 7th session of the 1992 Fund Administrative Council, held in London from 18 to 22 October 2010, a decision was taken to appoint Mr José Maura as Acting Director of the IOPC Funds, until the Director returns to perform his duties or until the extraordinary session of the 1992 Fund Assembly, to be held from 28 March to 1 April 2011 in Marrakech, Morocco, whichever occurs first.



Mr José Maura has worked for the IOPC Funds for 14 years and prior to joining the Funds, practised law and worked for a Protection and Indemnity Club. He joined the IOPC Funds as a Claims Manager in February 1996 and became the Head of the Claims Department in January 2002. Mr Maura was appointed Acting Director of the IOPC Funds on 22 October 2010. <http://www.iopcfund.org/headlines.htm>

### **ISU: SALVORS RENEW CALL FOR FAIR REWARD FOR PROTECTING THE ENVIRONMENT**

25 October - The International Salvage Union (ISU) today renewed its call for changes to the regime governing marine salvage to enable payment of environmental awards which recognize the environmental benefit conferred by salvors.

President of the ISU, Todd Busch, set out the salvors' case at the global marine lawyers' Comité Maritime International's Colloquium at Buenos Aires today.

Mr Busch noted that society is much more concerned today with protecting the environment and that the ISU supports initiatives which help to safeguard the environment. But the current system does not provide proper encouragement to salvors to assist vessels that threaten the environment but which do not represent a potentially valuable salvage service. Read more: [http://www.marine-salvage.com/media\\_information/index.asp?page=press/salvors%20call%20for%20fair%20reward.htm](http://www.marine-salvage.com/media_information/index.asp?page=press/salvors%20call%20for%20fair%20reward.htm)

### **EC: MARITIME SAFETY: COMMISSION PROPOSES UPDATED MANDATE OF THE EUROPEAN MARITIME SAFETY AGENCY**

The European Commission adopted today a proposal modifying the mandate of the European Maritime Safety Agency (EMSA) to enable it to deal with new challenges in an ever-changing world. EMSA is widely recognised as an important contributor to the European Union's maritime transport and safety policy in close cooperation with the Commission, the Member States and stakeholders from the sector. Developments since the agency's start in 2003 require now a limited update of its mandate.

Vice-president Siim Kallas, responsible for Transport, said: "Safety is a cornerstone of the EU transport policy. The European Maritime Safety Agency was created back in 2004 in response to disasters such as the ones involving the ferry Estonia or the tankers Erika or Prestige and I am very pleased to see it today as a well respected player, providing high value professional services to maritime transport and beyond. It is now time to update its mandate to allow it continuing successfully on this path."

The Commission proposes to maintain EMSA's current tasks and institutional structure, ensuring continuity for the Agency's activities which provide added value at EU-level and are well appreciated by the stakeholders. The proposal for a limited extension of EMSA's tasks reflects new needs. EMSA's updated mandate would:

- clarify that the Stand-by Oil Spill Response Vessels under contract by EMSA can intervene also in case of oil pollution caused by offshore installations;
- increase EMSA's involvement in EU research (analysis of research projects and identification of research priorities);
- extend EMSA's technical assistance to all European Neighbourhood Policy countries in order to promote the EU maritime safety policy in all the regional seas bordering the EU;
- emphasise the role of EMSA's operational vessel traffic monitoring services as basis for extended transport and maritime information services, including in the context of the development of a Common Information Sharing Environment for the EU maritime domain;
- extend EMSA's assistance in the development and implementation of EU policies, such as Motorways of the Sea, e-maritime as well as environmental aspects of shipping including climate change.

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/10/1446&format=HTML&aged=0&language=EN&quiLanguage=en>

## U.S. LOOKS TO BRITISH MODEL TO IMPROVE OFFSHORE DRILLING SAFETY



*A worker toils on a Grand Isle beach in Louisiana in June, after the BP oil spill. Britain's offshore safety record has encouraged the U.S. and others to emulate its approach. (Carolyn Cole, Los Angeles Times / October 24, 2010)*

Britain has reduced risks by putting the onus and the legal and financial responsibility on oil and gas companies to determine what could go wrong, then show regulators how they would avoid or fix any problem.

Even as the Obama administration allows offshore oil and gas operations to resume, government officials are working on a new safety strategy modeled after a British system that has substantially reduced oil spills.

Washington has long sought to head off disasters such as the BP gulf oil spill by drafting and trying to enforce hundreds of detailed rules and regulations. Not only has that approach proved cumbersome and often ineffective, it ran the risk of failing to identify potential problems.

The British system, by contrast, puts the burden — and ultimate legal and financial responsibility — on oil and gas companies to figure out the myriad ways something could go wrong on a drilling rig or production platform, then show regulators the practices and technologies that would be used to avoid or deal with the problems. Read more: <http://www.latimes.com/news/nationworld/nation/la-na-oil-spill-reform-20101024.0,5142964.story>

## NIGERIA: REMEDIATION OF LEAD CONTAMINATION BEGINS IN FIVE VILLAGES IMPACTED BY LEGACY POLLUTION IN ZAMFARA STATE.

Blacksmith Institute has dispatched a team of environmental engineers to begin cleanup of legacy lead pollution — linked to informal artisanal gold mining — that has killed more than 400 children in Nigeria's Zamfara State since March. Soil lead levels in the Anka and Bukuyyum districts, where the villages are located, are up to 250 times higher than levels permitted in residential areas in the United States. Presently, at least 30,000 people in Zamfara are at risk for lead exposure by inhalation or ingestion, which causes kidney malfunction, anemia, brain damage, and death.

Delayed by the rainy season, work has now begun on cleaning up five villages identified earlier in the year. Landfills for the hazardous waste are being constructed, and digging and safe disposal of contaminated soils in household compounds is about to begin. But additional villages have been identified as priority sites for remediation, including one large town with over 10,000 people. A lack of funding is hampering working in these new locations, said Richard Fuller, president of Blacksmith.

"We are earnestly appealing for the resources necessary to put a stop to these poisonings and deaths," Fuller said. "The problem is much more widespread than we initially realized." Blacksmith is

working with TerraGraphics Environmental Engineering, an Idaho-based firm, and is partnering with Medecins Sans Frontieres and local government authorities to usher the project to completion.

Remediating lead pollution in residential soil employs a range of clean-up activities, which are detailed in Blacksmith's 2010 Lead Summary, available at:

[http://www.blacksmithinstitute.org/files/FileUpload/files/2010\\_Lead\\_Summary\\_rf.pdf](http://www.blacksmithinstitute.org/files/FileUpload/files/2010_Lead_Summary_rf.pdf)

For more information, please visit [www.blacksmithinstitute.org](http://www.blacksmithinstitute.org), or contact Z. Amendt at [zach@blacksmithinstitute.org](mailto:zach@blacksmithinstitute.org), +1.212.647.8330.

## AUSTRALIA: HAZARDOUS SUBSTANCES INFORMATION SYSTEM UPDATE (HSIS)

Safe Work Australia is about to update the Hazardous Substances Information System (HSIS) online database to reflect changes in Europe's 31st Adaptation to Technical Progress to Directive 67/548/EEC. Note: the update will not include updated entries for nickel compounds as these classifications are currently under reconsideration and legal action in the European Union. A decision on the inclusion of these entries in HSIS will be made once the outcome of those deliberations is clear. The HSIS online database is an internet resource that allows users to find information on substances that have been classified in accordance with the Approved Criteria for Classifying Hazardous Substances [NOHSC:1008(2004)] 3rd Edition and/or have National Exposure Standards declared under the NOHSC Adopted National Exposure Standards for Atmospheric Contaminants in the Occupational Environment [NOHSC:1003(1995)]. The update comprised of a total of 456 entries of which there are 92 amendments to existing entries, 360 new entries and 4 deletions. It is anticipated all changes will be finalised by end of November 2010. Classifications and exposure standards for hazardous substances can also be obtained from the Hazardous Substances Information System (HSIS). Read more: <http://hsis.ascc.gov.au/> [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group]

## JOINT ISRAELI-JORDANIAN OIL POLLUTION EXERCISE IN THE GULF OF EILAT



A joint Israeli-Jordanian oil pollution combat exercise was successfully completed in the Gulf of Eilat/Aqaba on October 20, 2010. The exercise was held by the Jordanian unit for combating marine pollution by oil in Jordan's Aqaba Port. The exercise simulated a 100 ton oil leak to sea from a tanker anchored in Aqaba Port in which the Jordanians turned to the Israeli forces (Marine and Coastal Environment Division of the Ministry of environmental Protection) for assistance. Read more: [http://www.mfa.gov.il/MFA/Government/Communiques/2010/Israeli-Jordanian\\_oil\\_pollution\\_exercise\\_Gulf\\_Eilat\\_26-Oct-2010](http://www.mfa.gov.il/MFA/Government/Communiques/2010/Israeli-Jordanian_oil_pollution_exercise_Gulf_Eilat_26-Oct-2010)

## TECHNOLOGY

### USA: VESSEL DECONTAMINATION PROCESS – VIDEO



Lt. Theo Vaughan, the vessel decontamination leader in Port Fourchon, La., explains the vessel decontamination process during the Deepwater Horizon response, Oct. 25, 2010. The process includes a pre-assessment of each vessel and the physical cleaning to remove any residual oil related to the response. The ultimate goal is to prevent any oil on the boats from spreading to other areas. U.S. Coast Guard multimedia presentation by Petty Officer 3rd Class Anthony L. Soto

View and download this video from the [Coast Guard Visual Imagery Website](http://www.restorethegulf.gov/release/2010/10/28/video-decontamination-facility-port-fourchon-la) or click on: <http://www.restorethegulf.gov/release/2010/10/28/video-decontamination-facility-port-fourchon-la>

## PRODUCTS & SERVICES

### MSA AIR SYSTEM UNVEILS FOUR NEW BREATHING AIR SYSTEM PRODUCTS

Four new MSA Air System products offer easy to use, portable solutions for completion of a breathing air system. Components include an Industrial Air Cart that services up to four air-line respirators, a Technical Rescue Cart designed for the unique rescue needs of Fire Service and HazMat teams, a Breathing Air Filtration Box and a Point of Attachment Box. This line of products is the latest in exciting Respiratory Protection solutions from MSA. More info: <http://www.maritime-executive.com/pressrelease/msa-air-system-unveils-four-new-breathing-air-system-products/>

## EVENTS

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

### IPIECA: MOBEX AMAZONIA 2010

The coordinated efforts of the multiple participants in the International Mobilization, Preparedness and Response Exercise (MOBEX) helps raise awareness and improve capabilities for responding rapidly and effectively to marine oil spills. The next exercise (MOBEX Amazonia 2010) will be held in Manaus, Brazil, from November 30-December 3, 2010. <http://www.ipieca.org/focus-area/oil-spill-preparedness>

## CORRESPONDENCE

Forum for letters from readers – Send letters to [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org)

Received on 25/10/10 from Robin Perry & Associates

#### Deepwater Horizon - Initial Flowrate estimation

There has been much speculation about the actual flowrate from the blown out well, and as a result both BP and the US Government have attracted much criticism for the low early estimates. However, I believe that now, with the full benefit of hindsight they were reasonable at the time, until visual and pressure measurements were available later.

1. Initially the broken and bent riser pipes caused by the sinking of the rig would have restricted the initial flow, maybe by 20% = 49,600 bbls. This would have worked in the same way as the choke mechanism on a producing wellhead. This is close enough to the 50000 bbls. assessment of Dr. Peter Cornillon at the University of Rhode Island
2. Well before any other technical assessment, BP and the US Government, in the days immediately after the spill, estimated the amount of oil escaping by only considering the amount of oil visually seen on the sea surfacing using the Bonn Convention method. This is confirmed by the Obama commission report. Remember also that on the day after the spill there was no oil seen on the surface and after 2 days only about 10,000 barrels was reported or 5000 bbls/day. This in itself is very significant.
3. Visual estimation will usually give an order of magnitude volume. It may actually have been 10,000 bbls/day. It can be reasonably accurate when carried out by an experienced observer, by assessing the thickness, areal extent and coverage of the oil and at the Lyria spill, both myself and the French remote sensing aircraft gave identical results to the Incident Commander. But I imagine that they did not have a really experienced observer at the beginning, and using the Bonn Convention visual assessment method, the experience of the observer is crucial.
4. Probably about 40-50-% of this light oil had already evaporated so there could have been 15,000 bbls. reaching the surface before rapid evaporation.
5. I believe that a large proportion of the oil escaping under pressure at 5000 ft. below the sea surface was dispersing naturally into the water column as it rose or if the droplets were small enough did not rise, or may have been trapped by a thermocline. It is highly likely that this was, responsible for the "plumes" of oil aided later with the use of dispersant. We have seen other examples in major spills of massive natural dispersion. At the Braer spill off Shetland, the oil naturally dispersed within minutes of release and in these Gulf waters, at the Mega Borg spill it was seen to disperse overnight. This could easily have accounted for the missing 34,600 bbls.

6. As this oil did not surface and this factor was not understood at the beginning, this could very probably have been the major contributor to the initial erroneous flowrate.
7. It is easy to throw bricks with the benefit of hindsight and knowing what we know now, but I do not believe that the initial estimates were made with the intention to deceive, but were made in good faith as described above.

Robin Perry

## ISCO NOTICES

### MESSAGE FROM ISCO PRESIDENT, DAVID USHER



The award to ISCO of Consultative Status at the International Maritime Organization (IMO) in 2007 meant that, for the first time, professionals involved in the international spill response community were given a voice at this United Nations organization. Since then, ISCO has taken an active role at IMO, especially in contributing to the work of the Technical Group established to advance the international implementation of the OPRC Convention and the OPRC-HNS Protocol.

The work of the OPRC-HNS Technical Group (TG) includes the development of guidelines and manuals for improving oil and chemical spill response. As professionals who are involved on a daily basis in the technical development and practice of spill response, corporate and individual members of ISCO are uniquely well qualified to contribute to the work of the TG by supporting ISCO's efforts to gather practical knowledge that can be used in producing new technical guidelines and manuals. It is the international spill response community that has the hands-on experience of dealing with oil and HNS incidents and it's not surprising that IMO has high expectations of the contribution that ISCO can make.

I do therefore urge you to support the work that ISCO is doing. If you haven't already done so, you should join the organization. ISCO represents the spill control community and has members in 34 countries – most of the leading spill response manufacturers and response contractors are members, together with consultants, academic institutions, research establishments and many others. Being a member of ISCO gives positive benefits for your business and professional development.

You are also invited to share your experience and knowledge with the OPRC-HNS TG. Right now, ISCO has joined with other delegations to collate information on Marine HNS Incident Response and on Sub-Sea Oil Recovery. You can download reporting templates by clicking on these links – [HNS Incident Response](#) and [Sub-Sea Oil Recovery](#) or visit DOWNLOADS at <http://www.spillcontrol.org>

There's a pay-back for you too – The IMO OPRC-HNS TG comprises government representatives from countries that are parties to the IMO Convention, delegates from IMO regional seas organizations, and international representatives of shipping, tanker-owners, oil industry, insurance funds, ports, and others. By getting involved you can raise your profile with people who need to know who out there is developing new technologies and has the hands-on experience and knowledge in dealing with these problems. Your contributions will be acknowledged.

PS : Please bear in mind that new developments emanating from the Deepwater Horizon spill are going to affect regulations and lead to improved equipment and techniques. ISCO will help provide you with information that will help you to be better prepared for future events.

David Usher, President of ISCO.

*Note from Editor – At Mr Usher's request a copy of the Application Form for Membership of ISCO is reproduced on the final page of this Newsletter. Completed forms should be mailed to ISCO Secretariat, Balbithan House, Kintore, Inverurie, Aberdeenshire AB51 0UQ Scotland, UK. You can also submit an application electronically by clicking [HERE](#)*

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.



# ISCO JOINING FORM

Designation (Mr/Mrs/Miss/Dr/Prof/etc)	
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Last Name	
Company/Organisation	
Address for Correspondence	
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Telephone No (including country code)	
Mobile Phone No (including country code)	
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Web Site	

TYPE OF MEMBERSHIP (Please put X in box)

Corporate @ £ 1,500 (> 500 employees)		National / Int'l Association @ £ 300	
Corporate @ £ 1,200 (100-499 e'ees)		Non-Commercial/Academic/Govt @ £120	
Corporate @ £ 600 (50-99 employees)		Individual Membership @ £ 60	
Corporate @ £ 300 (10-49 employees)		Student Membership @ £ 30	
Corporate @ £ 150 (< 10 employees)			

OTHER INFORMATION

If you are a Member of a National or International Association please give details	
If you are applying for Student Membership Please state name of Educational Establishment	

In many countries you can now pay your subscription electronically. Go to the ISCO web site at [www.spillcontrol.org](http://www.spillcontrol.org) Click on MEMBERSHIP then SUBSCRIPTIONS. The automated payment system will accept the following payment cards – VISA / DELTA / ELECTRON, MASTER CARD / EUROCARD, AMERICAN EXPRESS, SWITCH / MAESTRO, SOLO. If you have a bank account designated in any major currency you may pay by sending a cheque payable to International Spill Control Organisation to ISCO Secretariat, Balbithan House, Kintore, Inverurie AB51 0UQ Scotland, UK. If not making payment in Sterling, please convert Sterling amount payable at current exchange rate. You may also pay by bank transfer of funds – for details please send Email to [info@spillcontrol.org](mailto:info@spillcontrol.org)

Upon approval of your application, your Membership Certificate will be forwarded to you by air mail and you will be allocated a password for access to the ISCO Web Site Members' Area.