



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 289, 20 June 2011

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News

REMINDER - UPCOMING IMO MEETINGS IN LONDON

IMO Council (Session 106): 27 June to 1 July, 2011

OPRC-HNS Technical Group (TG12): 4 July – 8 July, 2011

Marine Environment Protection Committee (MEPC 62): 11 July – 15 July, 2011

USA & CUBA: GROUPS SEEK WAYS FOR CUBA TO GAIN ACCESS TO US SPILL TECHNOLOGY

With a semisubmersible rig en route in a few more weeks to drill one of the first deepwater exploratory wells in Cuban waters sometime this fall, questions are being raised there and in the US whether trade embargo restrictions will deny Cuba and companies working there access to US spill control technology if an accident similar to the Macondo blowout occurs off Cuba.

The International Association of Drilling Contractors in Houston is playing a major role. Two years ago, it applied to the US Department of the Treasury's Office of Foreign Asset Control for a license to go to Cuba and learn about offshore well management issues there but was turned down, IADC President Lee Hunt said.

When it reapplied after the Macondo well accident as crude oil leaked into the Gulf of Mexico, permission was granted, and IADC officials met in Havana with chief officers of the Ministry of Basic Industries, which includes oil and gas exploration; the Minister of Nuclear and Industry Regulation, which is writing offshore drilling regulations; and the Ministry of State Affairs, Cuba's counterpart to the US Department of State, he continued.

"They know what they're doing, and they're very credible about what they're putting in place," Hunt told OJG. "They conducted in-depth research on both offshore drilling regulations and safety practices, and have gone largely to Northwest Europe, specifically Norway and the United Kingdom, as well as to IADC for the structure of their regulations."

Cuban officials also recognize the trade embargo imposed on their government by the US seriously limits them in some significant ways, he added. "They are prepared to handle transportation and industrial spills of less than 5,000 bbl," Hunt said. "Anything over that, and they do not have access to nearby resources for response, containment, and cleanup. They can't acquire first-class equipment or use any of the resources working in the Gulf of Mexico in the event of a major spill." [Read more](#)

ARCTIC SPILL "RESPONSE GAP" UNDER THE MICROSCOPE

Make no mistake about it: the Arctic is open for business. The cumulative environmental footprint of oil exploration outfits, merchant shipping, mining, eco-tourism and the cruise ship trades is thus far minor, but the potential for an exponential increase in commerce – especially if the climate trends now affecting the region continue – is seemingly limitless. For the maritime industry, the down side to this is as big as the most promising business opportunity to come along in decades.

The utility of a Northern Sea Route that follows the Siberian coastline, producing impressive time and fuel savings, a reduced emissions footprint, and elimination of canal transit fees for shippers moving goods between Europe and Asia has

already been proven. Also being discussed for similar purposes is the exploitation of the Northwest Passage. Some are even trumpeting the route as a way to avoid the risk of piracy.

As Arctic traffic begins to grow, the lack of preparedness to support such an influx is becoming apparent. Underscoring the political reaction to last year's oil spill in the Gulf of Mexico, the oceanographer for the U.S. Navy recently stated that only a matter of luck had thus far prevented a "Titanic-scale disaster". As the rapidly melting ice converges on the escalating price of oil and other precious commodities, that luck may be quickly running out.

Commerce in that Arctic is yesterday's news. Unfortunately, it will also yield tomorrow's tragic headlines unless the international community can gear up to (a.) slow the growth of commerce to reflect the region's ability to handle a potential crisis, and (b.) rapidly build spill response capability and technology in the region. Both efforts – undoubtedly tall orders – are well underway in a number of different venues. [Read more](#)

CHINA SETS DOWN RULES ON OIL SPILL COMPENSATION

June 18 - China's Supreme People's Court (SPP) has issued a set of judicial explanations specifying compensation responsibilities in cases of vessels' oil spill.

In a case where two or more vessels spill oil, both the amount and the types of leaking oil should be taken into consideration when determining the ensuing environmental damage and the amount of compensation fund that should be paid by the owner of each ship, said the document.

If the damage cannot be determined for each ship, all ship-owners involved should take joint liability and pay equal amount for the parties suffering losses.

According to the document, in a case of collision involving multiple ships, claimants have the right to demand full compensation from only those ships that spill oil.

The document will take effect on July 1. [Read more](#)

USA: WATCHING GOVERNMENT: QUESTIONING MACONDO RESPONSE

The US House Oversight and Investigations Committee strongly criticized the US Department of the Interior's response to the Macondo deepwater well blowout and accident more than a year ago in a report issued before the committee's June 2 hearing on recovery efforts in the time since.

Some of the report's conclusions may reflect a Republican-controlled committee's partisan viewpoint of a Democratic administration's hurried response to a rapidly developing emergency as oil leaked from the blown out well. Others raised some strategic questions about managing federal offshore resources going forward.

"The mosaic of evidence presents a troubling picture: Much of the suffering and loss from the spill was made worse by the poor decisions of administration officials," committee chairman Darrell E. Issa (R-Calif.) said as he released the report. When the Obama administration did act, he continued, its major step was a hasty bureaucratic reorganization instead of an economic and coastal recovery effort.

In his written testimony, US Bureau of Ocean Energy Management, Regulation, and Enforcement Director Michael R. Bromwich said bodies ranging from US President Barack Obama's independent oil spill commission and DOI's Inspector General to multiple House and Senate committees have highlighted the need to reform not only the way Interior does business, but of how oil and gas operations are carried out on the US Outer Continental Shelf.

"Many of the recommendations presented in these reports have validated the actions we have been undertaking to promote safety in offshore oil and gas operations," he said. "These changes were necessary to ensure that industry has the tools available to help prevent a spill like this from happening again." [Read more](#)

NIGERIA: GROUP SLAMS GOVERNMENT, OIL MAJORS OVER POOR RESPONSE TO OIL SPILLS

A coalition of civil society organisations, under the aegis of National Coalition on Gas Flaring and Oil Spills in the Niger Delta (NACGOND), has criticised the government and major oil companies operating in Nigeria over poor response to oil spills in the oil-rich Niger Delta region. NACGOND was formed to continue advocacy on issues concerning environmental degradation in the Niger Delta and ways to address it, after a stakeholders meeting by Chatham House, London, in May last year.

The group argued that the situation has caused the grievances and violence in the region; thus, they called for more transparent and responsive mechanism on oil spills as well as a permanent end to gas flaring in region.

News (continued)

“Government and oil majors must recognise that the current system of oil spill response does not work and has contributed to one of the core grievances of the Niger Delta region. This failure has supported the space in which violence has emerged. It is time for a non violent approach to address this critical ecological and environmental disaster,” it observed. [Read more](#)

USA: NEW WEBSITE LEVELS THE PLAYING FIELD IN MARCELLUS SHALE DEBATE

June 15 - A new website aimed at organizing the avalanche of information on all things Marcellus Shale was announced today by the Pennsylvania Environmental Council (PEC).

“MarcellusFacts” (www.marcellusfacts.org), scours the internet continuously for news and information on Marcellus Shale and aggregates it into an easy-to-read format. Material is gathered from such sources as Google News, RSS feeds and audited news sites, and organized into a clear and concise format for computers or smartphones.

“There is so much information about Marcellus Shale in cyberspace that it has become very difficult to manage it all,” says PEC president Paul M. King. “Our goal in creating MarcellusFacts is to simplify the challenge of being well-informed on this issue and to make the people of Pennsylvania better participants in the public process.”

The content aggregated in MarcellusFacts is drawn from a variety of sources in the Marcellus Shale gas industry, nonprofit environmental organizations, Pennsylvania newspapers, Google News, universities, as well as PEC’s own website. PEC does not filter the content or provide any subjective commentary on any of the articles. [Read more](#)

USA & CANADA: EPA OBJECTS TO PROPOSED PIPELINE

The Environmental Protection Agency is raising new objections to a proposed pipeline that would carry oil from western Canada to the Texas Gulf Coast.

In a letter to the State Department, the EPA said it remains concerned about the risk of oil spills that could affect drinking water and sensitive ecosystems, as well as the effect of greenhouse gas emissions associated with the \$7 billion Keystone XL pipeline.

The EPA said that despite two lengthy reports, the State Department still has not done sufficient analysis of the project's impact on the environment. The letter urged the State Department to conduct a more thorough analysis of oil spill risks and alternative pipeline routes. Until those concerns are addressed, the EPA said it will rate the project as "environmental objections - insufficient information."

"Pipeline oil spills are a very real concern," Cynthia Giles, EPA's assistant administrator for enforcement and compliance assurance, wrote. Giles cited major pipeline spills last year in Michigan and Illinois, as well as two leaks last month in the Keystone pipeline, a 1,300-mile line owned by the same company that wants to build Keystone XL. The U.S. pipeline safety agency briefly blocked Calgary-based TransCanada from restarting the pipeline last week because of safety concerns. [Read more](#)

SAUDI ARABIA: MARINE POLLUTION CAUSED BY OIL TANKER ACCIDENTS IN FOCUS

June 7 - Saudi coasts witnessed 12 oil-tanker accidents last year that polluted seawater due to the leakage of 2,103 barrels, said an official from the Presidency of Meteorology and Environment on Monday.

Sameer Ghazi, undersecretary for environmental affairs, said the leakage of oil in the sea declined in 2010 by 103 barrels compared to the leakage the previous year.

He said 12 places were affected by pollution caused by the oil slick in the Arabian Gulf and Red Sea, adding that the pollution was created by the leakage of oil and by tankers hitting corals. He said the removal of leaked oil from the sea was expensive.

“The removal of a single barrel of oil will cost about \$1,000 in normal circumstances,” he pointed out. The presidency has set aside a toll free No. 988 to receive information about marine accidents. “There is a national strategy to combat oil pollution,” he added.

[Source article](#) [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group for relaying this report]

USA: EXXON-LED SPILL CONTAINMENT GROUP DEBUTS DEEPER-WATER SYSTEM

June 15 - The Marine Well Containment Company, a non-profit consortium of major oil companies led by Exxon Mobil Corp., said today it has begun offering a system capable of containing oil spills in 10,000 feet of water in the Gulf of Mexico, an improvement over a previous 8,000-foot system.

News (continued)



The beefed-up equipment, like its predecessor, is capable of capturing 60,000 barrels of oil per day from a leaking well, roughly equivalent to the daily amount of crude that gushed from BP's blown-out Macondo well last year. But with the higher water-depth rating, it will be able to service more Gulf wells.

"This increase in our capability demonstrates our commitment to providing a comprehensive deepwater well containment system for the U.S. Gulf of Mexico," Marty Massey, CEO of Marine Well Containment Co., or MWCC, said in a statement.

Next year, MWCC plans to offer an expanded system, capable of collecting up to 100,000 barrels of oil per day and 200 million cubic feet per day of natural gas.

The equipment is a response to tougher safety and environmental regulations in the Gulf following the April 2010 Deepwater Horizon rig explosion, which killed 11 workers and launched the nation's worst oil spill. Before winning permits to drill in the deep water Gulf, oil companies are now required to prove they have access to containment systems able to halt even a worst-case spill from the wells. [Read more](#)

USA: OIL COMPANY SUED OVER CHRONIC CALIFORNIA SPILLS

Government regulators sued an oil company Friday over 21 spills of crude oil and other harmful pollutants in Santa Barbara County waterways over five years.

The complaint claims that Greka Oil & Gas Co., now known as HVI Cat Canyon Inc., failed to adopt adequate plans for spill prevention and response as required by the Clean Water Act at 12 facilities, resulting in chronic spills between 2005 and 2010.

The spills resulted from facility mismanagement that led to corroded pipelines and ruptured storage tanks, according to the lawsuit that seeks tens of millions of dollars in penalties, including cleanup costs. [Read more](#)

Publications

NEW GUIDANCE FOR WATER SECTOR IN RISK MANAGEMENT

Cranfield University's Water Science Institute is developing a practical guide for group risk managers working in water utilities across the world.

The Institute is working with the US Water Research Foundation (WaterRF) to produce the guidance. [More info](#)

NEW IMO PUBLICATIONS IN THE PIPELINE

- [Cargo Stowage & Securing \(CSS\) Code, 2011 Edition](#) in July (product code IB292E, price £20)
- [Shipboard Marine Pollution Emergency Plans \(SOPEP\), 2010 French Edition](#) in June (product code IB586F, price £10)
- [Shipboard Marine Pollution Emergency Plans \(SOPEP\), 2010 Spanish Edition](#) in June (product code IB586S, price £10)
- [IMO/UNEP Guidance Manual on Assessment and Restoration of Environmental Damage, 2009 French Edition](#) in June (product code I580F, price £13)
- [Manual on Oil Pollution - Section V, 2009 Spanish Edition](#) in June (product code IA572S, price £10)

BOOK REVIEW: BP AND THE WORLD'S BIGGEST OIL SPILL

In Too Deep: BP and the Drilling Race that Took it Down. By Stanley Reed and Alison Fitzgerald. Bloomberg Press, hardcover, 226 pp with index. US\$21.95 [More info](#)



In this issue of the ISCO Newsletter we are printing No. 31 in a series of articles contributed by Dr Douglas Cormack, with a title change reflecting the forward content.

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](#)

KNOWLEDGE OF THE FATE OF RELEASED OIL / HNS (CHAPTER 31)

The previous fifteen articles reviewed knowledge on water-immiscible systems which spread on water surfaces depending on viscosity and surface tension, which evaporate depending on volatility, which disperse as droplets depending on viscosity, which may increase their viscosities by emulsifying with water either by having natural emulsifying components or acquiring such by natural oxidation as do crude oils, or which may fail to produce emulsions as do many oil products and all liquid HNS, these in any case, being of low viscosity and of correspondingly high dispersion rates.

This series of articles will review knowledge of spreading, slick movement, windrow formation, extent of evaporation, emulsification, half-lives of dispersing slicks, sinking, chemical/biological oxidation and combustion, all of which are exhibited by actual releases of Oil/HNS while some may be promoted or countered by currently available response techniques.

As to prediction of spreading rates and extents, the first attempt by Blokker was based on gravity-induced spreading being moderated by inertia. However, while agreeing with this approach for Phase I spreading of instantaneous high volume/high layer thickness releases, Fay proposed his own Phase II spreading for thinner layers which though still gravity-driven were now moderated by viscous drag and his Phase III spreading of the thinnest layers for which surface tension became an additional moderator. However, calculations showed that for Phase I (Blokker) spreading to be sustained for one hour an instantaneous release of 10,000 tonnes would be required; that Phase III spreading requires slick thickness to be in the micron range as they are when the oil droplets dispersed in oily-water discharges migrate to the surface and coalesce; and that, therefore, Phase II spreading is likely to predominate in such releases as arise from shipping casualties and oil-well failures. Indeed, detailed spreading data obtained by the WSL team with trial releases of Ekofisk oil at sea in 1975 and 1976 complied with Fay's Phase II equation: $D = \{(\sigma^2 t^3) / (\rho^2 \eta)\}^{1/4}$ where D is the distance across the slick orthogonal to the wind direction, σ is the spreading coefficient, t is time, ρ is density and η is viscosity. In addition, determination of oil quantity per unit area of spreading slick by absorption of surface layers into polystyrene pads of known area followed by extraction in chloroform, showed that the layer thickness of Phase II spreading was of the order of 0.1mm.

In contrast, Fay had found general agreement between the observed dimension D with that calculated from the above equation only if he inserted a factor K which he found to vary between 1 and 10 in a series of observations conducted on spills ranging in size from 3.5 to 16 tonnes and from 4 to 11 tonnes and one of 20,000 tonnes. However, the WSL team noted that as slicks move downwind, their under-sides shed dispersed droplets some of which re-surface upwind of the upwind slick-edge as the slick moves downwind thus giving an appearance of surface-spreading, but to a thinner layer than that from which they originated, that this elongation is thus due to lateral slick-movement and vertical droplet-movement, not to spreading *per se*; and that the range of observed values for K beyond unity, is due to wind-induced movement of slicks which are spreading in accordance K being unity. Indeed, when the WSL team measured 'spreading' in the direction of high enough wind speeds a value of 10 for K was achieved while the cross-wind value remained unity.

The effect of wind and tide on slick-movement was further investigated by the WSL team in the northern North Sea (62° N and 0° W) in an area of residual north easterly current (066°) of about 1 knot and in a tidal area of the southern North Sea at 52° 10' N and 2° 40' E. It was expected, by analogy with drift observations for other floating objects that oil slicks would move as the vector sum of 100% of the tide and 3% of the wind vectors. In the first location over a 9 hour period the slick was observed to move on an average heading of 050° in compliance with 100% and 2.8% of the respective vectors. In the second location over 5.5 hours, assumption of 100% of the tide vector, gave successive wind vector %ages of 4.3, 4.0, 3.3 and 1.8 (average of 3.1). However, with drift angles of 0 -22° to the right of wind direction being predicted for mid-latitudes of the northern hemisphere as supported by Teeson's investigations with floating cards, and with small errors in the tidal current vector manifesting themselves as deviations from the wind direction and *vice versa* in the oil experiments, WSL saw little point in straining for greater accuracy given that local wind speed and direction cannot be accurately measured let alone predicted for sea-areas. Thus, for all practical purposes, WSL accepted 100% and 3% of the tide and wind vectors as sufficiently accurate for prediction of slick movements.

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.

THE YELLOW SUBMARINE – A STAR ATTRACTION AT THE INTERNATIONAL OIL SPILL CONFERENCE

More about the submarine system for sub-surface oil recovery – Article contributed by Jeff Taylor of Marine Pollution Control Corp.

In the picture: ISCO President, David Usher, cuts the tape to open the IOSC Conference and Exhibition in Portland, Oregon last month. Bill Lerch, IOSC Chairman (on the right) holds the tape for David to cut.

Marine Pollution Control (MPC) was a sponsor and exhibitor at the 2011 International Oil Spill Conference in Portland, Oregon. In cooperation with SEAmagine Hydrospace Corp, MPC displayed the major components of its patented method and apparatus for subsurface oil recovery using a submersible unit. This equipment includes a two man submarine built by SEAmagine; MPC's patented portable, submersible hydraulic pump, the KMA333; a diesel hydraulic power pack used to power the pump; submerged oil detection and recovery devices; and more. The voyage from submerged oil recovery concept to the display at IOSC is an interesting one.



In November of 2005, a tank barge capsized in the Gulf of Mexico spilling 65,000 barrels of slurry oil. The oil sank to the bottom almost immediately, and MPC was tasked with recovering the it, assembling a recovery team of 24 people, including 14 divers, and mounting a 24 - hour a day operation, run from the deck of a chartered 250' barge. MPC also mobilized a large assortment of submersible pumps, diesel hydraulic power packs, ancillary support equipment, and specialized submerged oil recovery devices. Despite difficulties in locating and tracking the oil over 100 square miles, the MPC team was able to recover all the oil designated by the command team.

Successful as the operation was, all parties recognized the limitations imposed by the circumstances and the method of recovery—the duration and depth of diving was limited, and divers in the ordinary course of their work, disturbed the bottom, obscuring visibility and damaging the environment. The limitations inspired Dave Usher, chairman of MPC and one of the world's experts in oil spill clean - up, to develop this new tool for the MPC toolbox: combining a two - person submarine with an underwater skimmer head connected to MPC's KMA 333 hydraulic submersible pump. In tests conducted on the Rouge River in Detroit in October 2007, the tool worked flawlessly. MPC used red clay as a surrogate for the submerged oil. An MPC barge was mobilized as an operations platform, and the two - person submarine, maneuvering the skimmer head, submerged and easily recovered all of the simulated oil.



In the picture, L to R, William Kohnen (President, Seamagine), Li Guobin (ISCO Member of Council for China), David Usher (MPC)

According to Dave Usher, most spill clean-up efforts have concentrated on oil on surfaces, but oil on the bottom does roll to shore, creating a larger impact. "Recovering oil from the bottoms of oceans, lakes and rivers has been a major problem in oil spill cleanups," said Dave Usher. "We learned a lot in tests we conducted previously at Lake Travis in Texas. Under the more rigorous conditions on the Rouge River, we've discovered the submersible goes a long way in helping solve the problems associated with underwater recovery."

In 2009 the USCG awarded MPC a research and development contract to develop a proof of concept solution and a final design for a complete system for the recovery of heavy oil on the sea floor. The Government considered MPC's proposal "The Evolution of Sunken Oil Recovery," one of the submissions "of highest technical merit," and has enabled MPC to further develop a system

incorporating the manned submersible to facilitate "skimming" and pumping at increased depths. Phase I of the contract—a proof of concept—was completed in August of 2010. The successful completion of Phase I led to the award of Phase II earlier this year for building and testing of the system prototype. Testing at OHMSETT is expected to take place in November and field testing in early 2012.

The display at IOSC, showing all of the significant components of the prototype system, was the hit of the exhibition. Few delegates could pass up the opportunity to sit in the submarine cockpit to get a sense of what the pilot would see during a real dive. Visitors included Mike Utsler, COO of BP's Gulf Coast Restoration Organization, who later gave an "Overview of the Deepwater Horizon Accident and Spill Response" at the closing plenary. During his address, Utsler declared to the audiences that he's "got to buy" the submarine.

MPC's method and apparatus for subsurface oil recovery using a submersible unit is patented under U.S. Patent No. 7,597,811. Canada Patent Pending. For more information, contact Jeff Taylor, jtaylor@marinepollutioncontrol.com.

Wendy Schmidt Oil Clean-Up X Challenge Finalists

THE SECOND IN A SERIES OF ARTICLES FEATURING THE FINALISTS IN THE COMPETITION

Hearing of this X CHALLENGE, officials at Elastec/American Marine saw a great opportunity to advance the technology of oil skimming devices. Elastec has been building drum skimmers for over twenty years. They later improved upon this technology by working with the University of California, Santa Barbara, tailoring the skimmers surface. This research* resulted in domestic and international patents which increased skimmer recovery rates by as much as 200% in independent tests.



For the Wendy Schmidt Oil Cleanup X CHALLENGE, Elastec/American Marine engineers went back to the drawing board and created a grooved disc skimmer. This new technology also holds domestic and international patents. The results were significant enough that the Elastec/American Marine team was one of ten teams from four countries selected as finalists for the competition out of thirty-seven teams that applied from twelve countries and fifteen US states.



The top 10 teams, including Elastec/American Marine team will advance to Phase II Field Testing, where they will 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 this summer at **OHMSETT – The National Oil Spill Response Research & Renewable Energy Test Facility** in New Jersey. The team that demonstrates the ability to recover oil on the sea-water surface at the highest oil recovery rate (ORR) above 2,500 gallons per minute with an oil recovery efficiency (ORE) of greater than 70 percent will win the \$1 million Grand Purse. Second place will win \$300,000 and third place will win

\$100,000. Additionally, Shell has committed to work with the X PRIZE Foundation to involve oil industry experts and other industry leaders to promote, utilize and bring the winning technologies to market.

For more information on Elastec/American Marine team, please visit www.elastec.com. For additional details on the Wendy Schmidt Oil Cleanup X CHALLENGE, visit www.iprizecleanoceans.org.

Events

OIL SPILL INDIA 2011 – CALL FOR PAPERS

OSI 2011 invites thematically related technical and policy papers under focus categories listed below. Selected authors will present their respective papers during the conference and will have their full papers with abstracts published in the OSI 2011 Proceedings.

OSI 2011 Focus Categories:

Offshore Operations □ Spill Planning and Preparedness □ Training and Drills □ Natural Disaster Preparedness, Prevention, and Response □ Spill Prevention and Response (Terrestrial & Offshore) □ Spill Mapping and Modeling □ Underwater Response □ Next Generation Technologies & Oil Spill Responders □ International Cooperation-Technology, Manpower, Equipments □ Health, Safety & Security □ Natural Resource Damages / Restoration □ Waste Management □ Biodegradation □ Economics of an Oil Spill - Social, Commercial, and Regulatory Impacts □ Ecological Impact and Assessments □ Future Spill Trends and Factors □ Recent Case Studies

Events (continued)

Abstracts for proposed papers can be submitted electronically using an online submission system. Abstracts submitted will be evaluated by the technical committee; the identities of the authors are withheld from the committee. Prospective authors are requested to make a good faith effort to preserve their anonymity as they draft their abstracts.

Abstracts must be in English and may not exceed 350 words. They will be judged on relevance, uniqueness/originality, technical content, and clarity.

The deadline for abstract submissions is 5 July 2011. In case of any queries/questions on the abstract submission process, please feel free to get in touch with our team. [More info](#)

BLACK SEA DELTA REGIONAL EXERCISE – GEODELTA 2011

The Ministry of Economy and Sustainable Development of Georgia has announced that the Black Sea Delta Regional Exercise (Geodelta 2011) will take place in Georgia on 15 September, 2011.

The purpose of the exercise is to test the Black Sea Contingency Plan, the main framework for co-operation between all the littoral countries of the Black Sea. More info: geodelta2011@maradgeorgia.org

KOREA: 13TH GLOBAL MEETING OF REGIONAL SEAS CONVENTIONS AND ACTION PLANS (GMRS)

NOWPAP (North West Pacific Action Plan) will host the 13th Global Meeting of Regional Seas Conventions and Action Plans (GMRS) in Busan, Korea, on 3-5 October 2011. The focus of this annual meeting will be on the implementation of the Global Programme of Action (GPA) to protect the marine environment from land-based activities. Previous GMRS meetings in recent years were held in Bergen (Norway), Bangkok (Thailand), Guayaquil (Ecuador) and other locations, hosted by individual Regional Seas programmes. [More info](#)

USA: NATIONAL MARITIME SALVAGE CONFERENCE AND EXPO

October 4-6, 2011 Key Bridge Marriott Hotel Arlington, Va.

The American Salvage Association and Marine Log present an intensive, two-day executive event examining the evolving responsibilities of the marine salvor. An added component is a special training seminar day. [More info](#)

ARGENTINA: SEMINARIO DE LA RAMA ARGENTINA DEL INSTITUTO IBEROAMERICANO DE DERECHO MARÍTIMO (IIDM)

Nos complace agradecerles la positiva recepción que ha tenido en la comunidad de maritimistas la realización del V Seminario de la Rama Argentina del Instituto Iberoamericano de Derecho Marítimo (IIDM), a celebrarse los días 29 y 30 de junio del corriente, desde las 17:30 hs. a 20:30 hs. en el auditorio de la Facultad de Derecho de la Universidad de Palermo (UP), ubicado en la calle Mario Bravo 1050, Ciudad Autónoma de Buenos Aires.

Por la capacidad limitada de butacas que nos ofrece el distinguido auditorio de la Facultad de Derecho de la UP y debido a la cantidad de registros ya recibidos, nos permitimos sugerir a las personas interesadas en concurrir al seminario tener a bien inscribirse, a la brevedad posible, completando y remitiendo la hoja de registro anexa por correo electrónico a la siguiente dirección: iidm.argentina@gmail.com.

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