

SpillAlert

THE QUARTERLY NEWSLETTER ABOUT THE SPILL INDUSTRY

ISSUE 1 : SUMMER 2009

PRODUCED BY

UKSpill

Could a software failure lead to an oil spill at sea?



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EDITORIAL SPILLALERT WHATS THE POINT?

What's the point? UKSpill is the national body for the UK oil spill industry, which is a world leader in manufacturing and response to oil spills both marine and inland, in the UK and globally.

UKSpill hosted Interspill in 2006 in London, and has taken a leading role in 2009 at Marseille – the point is that industry needs Promotion, whether through Conferences and Exhibitions or through relations with government agencies.

The role for a trade association as a representative body for an industry is not only to promote on a national basis, but to provide news about its industry to markets and government – the point is about delivering Information.

The final point is about a national body taking the initiative to maintain Standards within an industry, a responsible approach reflecting the hazardous risk from any spill, and the expectation of the public that both industry and government will ensure that in dealing with an emergency only those who are suitably qualified should deal with the incident.

UKSpill was launched, with the aim of providing Promotion, Information and Standards for the UK oil spill industry, almost 5 years ago. It has taken time to reorganise, relaunch, and gain recognition

for its efforts, the point is that Spill Alert is the result, it is intended to become a highly visible journal for the spill industry where none exists now.

In promoting UKSpill, and following Interspill in 2006, when PR opportunity was high it was clear that no "Mag" existed, if we needed to distribute a press release, we ended up as a side issue within another, larger, industry publication, usually in the energy, environment and marine sectors. Oil spill is pervasive, it affects almost everyone, and yet it is a small but vital industry, a niche with a high profile.

In addition, for UKSpill, the fact that London is the focus and centre for many of the global non governmental organisations concerned with oil spills, eg IMO, IOPC, ITOPE, IPIECA, adds to its capability by having ready access to these key players.

So SpillAlert is intended to become a way for this small but key industry to raise its profile, by producing a quarterly newsletter which delivers not only information about the industry but its relationships with governments and agencies, the people the places and role it plays. Going back to the original objectives for UKSpill, the point is to Promote, Inform, and maintain Standards, and that is the point of SpillAlert.

EDITOR: **Roger Mabbott** - UK Spill

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Reset button not available?

Could a software failure lead to an oil spill at sea?

Everyone knows that if your computer crashes, or for that matter any other electronic device locks up, there is an option to reset, count to ten, and start again as if nothing had happened.

This may be fine when the only consequence is a loss of data, but could a system failure lead to a serious marine incident leading to an oil spill. To date we have been fortunate but do increasing incident trends suggest that a problem may be round the corner?

At sea, as in many other industries, in the interests of efficiency, economy, and possibly reliability, much critical machinery is controlled by electronic black boxes. If one of these black boxes fails, and it is not possible to hit a reset button, if indeed there is one, then the potential exists for a loss of control which could result in a collision or a grounding – and the possibility of a spill.

In other industries, such as airlines, multiple back up systems usually exist, because of the risk inherent in flying, but at sea, a slightly different perspective exists.

Repair of a black box is usually not an option, and replacement is the normal solution, but is there a fall back which is available to prevent loss of control?

It is a welcome development that fewer major marine oil spills are occurring, but the simple fact is that smaller incidents, engine failures, navigation equipment failures and black outs are becoming evident, and these are happening in ports harbours and restricted waterways, where the risk to the environment is significantly higher.

So is there a reset threat? And what does this mean in terms of risks of oil spills? Are we seeing increased risk from the proliferation of “smart” electronics in the form of the black boxes? In many cases the systems are so complex and interdependent even tracing the fault becomes the domain of the specialist service engineers rather than ships staff. The inability to restore control of a critical piece of machinery after an electronic failure does have the potential to lead to an oil spill.

The current economic climate, where factories may be closed, spares stockholdings run down or lost, and where shipowners face collapsing freight rates and pressure on operating budgets, seems to point to the increasing possibility of a risk from the reset threat.

Risk is about probability and impact, it will happen, but managing risk is about controlling where, when and how severe, if incident risks are increasing, then the spill threat will correspondingly escalate. This question faces all the players, whether suppliers of clean up equipment, responders, government agencies and of course the ship owners, managers and cargo owners.

Do you believe that the “reset threat” from advancing technology in the current shipping environment is going to reverse the hard won trend downwards on marine oil spills over the last few years?

Your comments on this opinion are invited, send to info@ukspill.org.

In the News

UK: Vikoma announces major EMSA order at Interspill 2009

Vikoma is proud to have won the latest EMSA (European Maritime Safety Agency) contract for the North Sea.

The order was secured with Group De Cloedt, in Belgium, for 1000m of HI Sprint 2000 supplied on 4 hydraulic reels. The contract worth more than 400,000 euros will be delivered by the end of May this year.

Mike King, Managing Director of Vikoma International explained, "This order recognises the quality, durability and ease of use of Vikoma's HI Sprint boom, which was a major factor in the decision making by all parties involved, and builds on previous EMSA contracts awarded to Vikoma."

Vikoma is renowned for its high quality neoprene boom. The HI Sprint single point inflation boom is fast to deploy with just three

people and has excellent wave following characteristics to give excellent oil containment. This combined with the durability and resistance of neoprene and the bulkhead design ensures its integrity in the most challenging conditions.



Komara T-Disc skimmer

UK: RO-CLEAN DESMI announces generation change and new employment at Southampton based UK office



Michael C. Foulds

Michael C. Foulds has decided to retire as from June 1st 2009. After 25 years working for our company, Mike is an important part of our company history.

The announcement of Mike's retirement was published during Interspill 2009 in Marseille, where Ro-Clean Desmi's long history and dynamic spirit was evidenced by Mike on one side and the innovative DESMI Giant Octopus skimmer on the other side.

For the past 30 years, Mike has worked within the Oil Spill Response Business and for 25 years he has worked for OMI/Ro-Clean International/Ro-Clean Desmi as Sales Manager and subsequently General Manager for our UK office. Besides his work for Ro-Clean Desmi Mike has, as a consequence of his skills, been elected as a member of several institutes and associations.

We all wish Mike and his family the best of luck in their "new life".

We are also pleased to announce the Leslie P. Andrews has been appointed as new General Manager for our UK office. To strengthen the UK office, Marc Van der Zwan has recently joined our company, and we are confident that Ro-Clean Desmi, 100% owned by the 175 years old DESMI Group, will continue being the reliable partner for the Oil Spill Response Business.

EUROPEAN : Ecocean catamaran demonstrated at InterSpill

Ecoceane, represented in the UK by Industrial Apparatus Consultants, demonstrated one of their road trailer transportable aluminium catamaran integrated pollution clean up vessels near the Interspill show venue. These vessels are able to clean up oil spills as well as solid waste

such as rubbish and debris, and are suited to marinas, ports, harbours, rivers and estuaries. A larger vessel is available for major offshore spills. A vessel of the type shown was recently supplied to the Shannon Anti Pollution Team and the Irish Coastguard. An Ecoceane vessel may be seen at a future UK Spill event.



EUROPEAN: Smart industry: Lessons from Finland 'Cleantech will become the next Nokia for Finland.'

To that end, Finnish cleantech companies gathered together under the brand name Cleantech Finland early last year, with the government supporting global marketing activities.

"Cleantech Finland is a brand name for top Finnish cleantech companies, through which they are hoping to lead global business in each segment," said Santtu Hulkkonen, executive director of the consortium, in an interview in Helsinki.

Hulkkonen said around 100 companies are currently members of Cleantech Finland, and the alliance has offices in 60 countries, including Korea. According to Hulkkonen, the companies in Cleantech Finland together earn around 5 billion euros (\$7 billion) annually. But their revenue will increase sharply in the years to come, he says, as cleantech industries are growing 10 percent annually, with some, like energy efficiency

and renewable energy, growing at 30 percent. Five to 10 Cleantech members are global leaders in their unique fields, Hulkkonen said.

One member, Metso, sells systems to clean pulp in the paper industry. Outotec is an mining energy efficiency solutions company, while Lamor specializes in oil spill recovery and Vaisala in weather monitoring systems.

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UK: THE DANGEROUS GOODS EMERGENCY ACTION CODES LIST 2009

NCEC, the UK's national response unit for chemical emergencies, and part of AEA, energy and climate change consultancy, has been commissioned by the Department for Communities and Local Government (CLG) to produce the Dangerous Goods Emergency Action Code List 2009 (EAC List 2009), published by TSO.

The EAC List 2009 supersedes the 2007 list and is effective from 1 July 2009. The 2007 list should no longer be used from that date.

Bill Atkinson of NCEC commented: "I am pleased that once again NCEC has been given the responsibility for publishing the Dangerous Goods Emergency Action Code List. We have used this as an opportunity to take on board some feedback from users and implement some changes to the format to make it easier to use. We continue to welcome feedback on the new book and any ideas on how it can be further improved for future editions".

As well as the published volume, a free PDF download of the publication will be made available from the NCEC website. For further details see www.thencec.com.

EUROPEAN: RO-Clean release a giant octopus!

RO-Clean DESMI have announced the launch of their brand new skimmer, the "Giant Octopus", which was available to view at Interspill 2009. This revolutionary ultra high capacity offshore skimmer features a new way of collecting the oil, and is able to collect oil from a 360 degree area, due to the fact that there are no outlying floats to block the flow of the oil.

The patented skimmer design has a highly efficient belt brush recovery system and 15 belt/brushes in 3 modules of 5. The skimmer is a development from the popular Tarantula and Helix skimmers. It also features two DOP-250 dual pumps to handle the large volume of oil this skimmer is capable of recovering.



In the News

EUROPEAN: Power and pollution at heart of EU's Baltic project

The European Commission has thrown its weight behind a Swedish push to clear the Baltic Sea of pollutants, to encircle it with power cables, and to protect against the risk of oil tanker collisions.

The European Union Strategy for the Baltic Sea Region will be a priority for Sweden, which takes the helm of the EU's rotating presidency

from July, and could pave the way for similar projects in the Danube region and Mediterranean. "It marks a new way of working together in the Union," said European commissioner for regional policy Danuta Hubner. "It does not imply new laws or institutions, but is rather based of the will of governments and citizens."

Earlier suggestions of melding all national coastguard agencies into one overarching

Baltic Sea Coast Guard have been dropped, a Commission source said. Instead, the national agencies will aim for tighter coordination to deal with the risk of collisions between the many oil tankers steaming through and the dozens of fast ferries.

Reporting by Pete Harrison.
BRUSSELS, June 10 (Reuters)

Oil spill "first aid kit" on Coast Guard vessel

Acknowledging the increased risk for oil spills in Arctic waters, Norwegian authorities have decided to equip the Coast Guard vessel "Svalbard" with oil protection equipment.

The equipment includes a 300 meter oil boom, oil skimmer, aggregate and pump, Forsvarets Forum reports.

"This is a minimum kit for handling oils spills from our own or other vessels," says captain on "Svalbard" Commander Morten Jørgensen. "We will not be able to handle a wrecked oil tanker, but we will be able to provide "first aid" in case of oil spills.



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Sea Alarm at Interspill 09

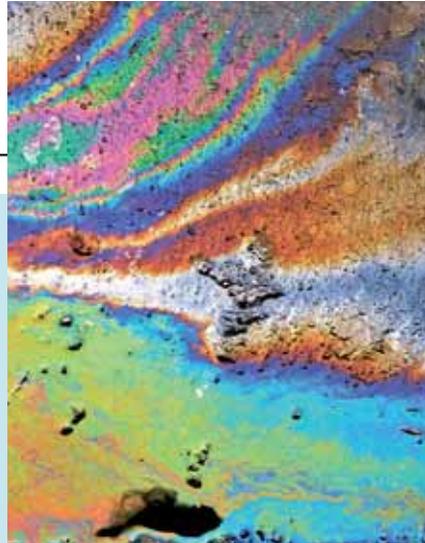
Sea Alarm had a very productive and enjoyable week at the recent Interspill Conference and Exhibition in Marseille, France.

Sea Alarm booth's benefitted from an exceptional position in the exhibition hall, just next to the entrance door. This offered Sea Alarm's staff an unparalleled opportunity to meet and consult with a large number of representatives from European governmental agencies and the oil spill industry. EMPOWER, Sea Alarm's new initiative to professionalise the response of NGOs to marine wildlife emergencies, piqued the interest of many delegates, especially as EMPOWER was highlighted in the Interspill Catalogue.

Sea Alarm's Hugo Nijkamp co-chaired a session with Dr Karen Purnell of the International Tanker Owners Pollution Federation (ITOPF) on Oil Pollution Impacts and Restoration. Hugo also attended EuroSpill's first AGM. Additionally, Rosalie e'Silva represented Sea Alarm at the International Spill Control Organization (ISCO) AGM and at the invitation of the floor, she gave an impromptu presentation on Sea Alarm's work.

Interspill is one of the three recurring global conferences on oil spill response and is organised in Europe every three years.





INTERNATIONAL: Lamor Swire Environmental Solutions provides international response to Australian oil spill

In the early hours of March 11th 2009, a general cargo vessel Pacific Adventurer battling a category 4 cyclone lost 31 deck stowed containers. At the time of this incident the vessel was positioned in the territorial waters off Brisbane, Australia.

The damage inflicted by the falling containers, penetrated 2 forward wing tanks and black fuel oil was lost to sea. The gale force winds drove the oil rapidly to the shorelines. Maritime Safety Authority Queensland took charge of the incident.

With State elections pending the response quickly escalated to State Disaster level.

Lamor Swire Environmental Solutions (LSES) was mobilised by the shipping company within hours of the incident. The Duty Manager James Thornborough assisted with the initial potential assessment and then boarded the first available flight from Dubai to Brisbane. LSES called in Oman based response partner Lamor Clean Globe to provide back-up support service. On arrival into Brisbane, James Thornborough was rapidly deployed to the Incident Control Centre acting as technical liaison for the shipper. James quickly established himself as a valued consultant to the Incident Management Team. The expert assessment

of LSES defined the need for specialised beach cleaning equipment useful for Stage 2 (stranded) and Stage 3 (final polishing) oiling. This recommendation was endorsed by the casualty owner and gratefully accepted by the State Incident Commander. The airfreight of the equipment was immediately executed.

The LSES equipment arrived just as the detailed beach assessments were complete. 3 large tractor tow beach cleaners (Lamor Sand Scrapers LS 2000 units), and 3 smaller hand driven beach cleaners (Lamor Beach Tech Sweepee units) were deployed immediately to the highest priority sites.

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THE RAW REPORT ANYTHING BUT CLEA!



As spill contractors will no doubt be aware, hydrocarbons associated with fuel spillages are among the most common contaminants in the UK. Despite this fact, there is still very limited guidance available from the UK regulators as to the risks posed by hydrocarbons to human health, or to controlled waters. Guidance is often available for specific compounds such as benzene and benzo(a)pyrene but there is limited guidance available on petroleum hydrocarbons, as a group of chemicals.

Without appropriate guidance, contractors are currently left to set their own clean up standards for soils, waters and air, and then to provide appropriate justification to regulators to achieve their acceptance of remediation works. Many are also tempted to use guidance that is out of date, or guidance from other countries which use assumptions that are not consistent with the approach recommended by UK regulators.

HUMAN HEALTH

For risks posed to human health from hydrocarbon contamination, currently, the Environment Agency have not stated when they will be publishing their toxicological guidance and Soil Guideline Value documents. The Agency published the new version of their CLEA model in January this year but at the time of writing, have only produced toxicological guidance and soil

guideline values for 8 contaminants which do not currently include petroleum hydrocarbons. The absence of toxicological information and guidance values from the EA has resulted in private companies producing their own guidance values which are commercially available for a fee!

CONTROLLED WATERS

When the Private Water Supply Regulations 2008 come into force, there will no longer be any UK drinking water standards relating specifically to petroleum hydrocarbons giving no quantitative screening standard for hydrocarbons under current legislation in the UK. In addition, the Surface Water Abstraction Directive was repealed in 2007 and will be replaced by new water supply regulations and the Water Framework Directive drinking water protected areas, although it is anticipated that petroleum hydrocarbons are unlikely to feature directly in these regulations, leaving no quantitative Environmental Quality Standards for hydrocarbons under current legislation.

AIR

There is very limited available guidance, and no specific limits, with respect to allowable concentrations of petroleum hydrocarbons in air within domestic or commercial properties in the UK. By their own admission (Madden & Davies, 2007), public health professionals responding to oil

spill incidents are faced with the difficulty of giving sound health advice on the effects of exposure to hydrocarbons and when advising on the evacuation of properties they reported difficulties with the decision-making process due to a lack of sufficient guidance. Madden & Davies (2007) acknowledged that there are methods available to derive environmental standards but these are not used consistently and require careful adaptation to the site specific circumstances.

So despite the fact that hydrocarbons are the most common pollutant in the UK, there is a dearth of guidance and defined limits relating to the clean up of hydrocarbon contaminated soils, groundwater and air. With this lack of published guidance and legislation, and without sufficient technical support, contractors are likely to come up against the regulators time and again with respect to the clean up of hydrocarbon contaminated sites. There is light at the end of the tunnel with guidance coming potentially later this year from the EA's CLEA team and with commercially available standards and guidelines, but all standards must be used appropriately ensuring sufficient technical justification is provided with their application. A way forward may be to persuade the relevant regulators and government to invest in research in this area which given the prevalence of hydrocarbon contaminants would seem appropriate.

The RAW report written by:
Dr. Jon Burton BSc PhD FGS MCIWEM CSci
Technical Director, RAW

RAW | 

InterSpill goes to the Med

Marseille sees a third of all seaborne oil traffic pass its shores, InterSpill is about how we prepare for the inevitable spill incident

In the spill industry, InterSpill now has history, started in the UK by the UK, Norwegian and French spill associations, the event has been to Brighton, Brest, and Trondheim before returning to London in 2006, and for the first time has ventured to the Mediterranean – MARSEILLE in 2009.

Welcome to Provence - Marseille potentially offered InterSpill a warm and sunny location in May 2009, against the gathering gloom of economic disasters, and even close to opening day, with the threat of a pandemic.

INTERSPILL week turned out to be cool and rainy, with sun on Monday when the delegates arrived, but the weather at least kept the delegates off the verandahs at the Palais de Congres, to the delight of exhibitors at lunch times, but the atmosphere in the conference and exhibition turned out to be warm and welcoming. We worried about the numbers as banks collapsed and the oil price fell, but despite an exceptionally good

attendance in 2006, we saw numbers in Marseille reach over 1,000, with 100 exhibitors loyally supporting the event, the same as London.

INTERSPILL operates as part of a triennial series of oil spill conferences, with the other events in Australia and the USA, but INTERSPILL differs in that it was started by the spill industry associations, and the exhibition is equally important as the conference. So what happened this year?

The 2009 event was also home for the IMO R&D Forum, bringing an emphasis on HNS to the conference. After discussions with IMO, the InterSpill Steering Committee decided that the Conference and the Forum should be integrated, offering a wider choice for all the delegates.

So 2009 went to France, hosted by the French spill association, SYCOPOL, with support of CEDRE and also the oil company Total. Listening to everyone, visitors, delegates, exhibitors and even organisers, as we came to the end of 4 days of frenetic activity, it was clear that it had been a success. The next few pages are a scrap book of impressions of INTERSPILL 2009.



InterSpill'09 Feature

MARSEILLE – DAY 1 : Monday 11 May

The sun was shining, the exhibitors working inside putting up stands, and the short courses underway, the organisers had their office set up and were starting to welcome early arriving delegates, and on the Prado beach, SYCOPOL held its equipment demonstration amongst the sunbathers.



Build-up day.



So whos who?



Prado beach cleaning demo



Is that the right way up?



Have you got your papers?



Well, it goes like this...



Beach media



SpillAlert gets attention.

MARSEILLE – DAY 2 : Tuesday 13 May

OPENING DAY, final adjustments to the stands, check the auditoriums set up, are the speakers ready, where are the VIP's. The Palais de Congres comes not only with exhibition halls, but had a large auditorium where absolutely everyone could be seated. The first morning session was opened by Bernard Tramier as Chairman of the Interspill , who was followed by Stefan Micaleff from IMO as Interspill's conference partner. The French Secretary of the Sea, the representatives of the Marime Prefecture, and the City of Marseille added their words before Willem de Ruiter inaugurated the first Triennial Marine Pollution lecture. The VIP's left for a tour of the Exhibition and the serious work began with the opening White Paper led by Karen Purnell of ITOPF and supported by IMO and Cedre.

The exhibition opened, the delegates flowed from lectures to exhibitors, the box lunch was criticised by the French, but everything seemed to be working, we were off and had just an afternoon to go before the big social event, the Gala Reception at the Palais de Pharo, high on the headland looking over the Vieux Port, and out to sea over the main harbour, where nearly 800 visitors, delegates, exhibitors relaxed to the great view, an "interesting" French jazz band, and a Total Director speaking on how oil companies see our industry as vital in protecting the environment.



Opening moments



This is how it works!



Serious attention



The welcoming party at the Gala Reception



Listening with intent at the EuroSpill seminar



Networking at the Palais De Pharo



This bit goes in here...

MARSEILLE – DAY 3 : Wednesday 14 May

The main working day for the event, not opening day, not closing day, everything was working, 300+ Interspill delegates and close to 100 IMO R&D Forum delegates moving seamlessly between the 3 conference streams, with the additional attraction of the first Eurospill Promotes Industry seminars on the conference floor. The exhibition was spread over 2 floors and intertwined with the conference rooms, and delegates were passing exhibitors all day as the event progressed. Big deals were done, the big manufacturers head to head in the main hall, but in a friendly rivalry, as this is a small industry and almost everyone knows everyone.

As the day came to an end, the Wine Trail opened with a series of stations around the exhibition offering wine tasting which worked whether you knew everything or nothing about wine, yet again a good time was had before tired delegates went to more relaxed evenings around the bars and restaurants of the Vieux Port.

MARSEILLE – DAY 4 : Thursday 15 May

Last day for both exhibitors, delegates, speakers and organisers – last minute visitors, last minute meetings, final sessions, and finally at mid afternoon, closing time.

Spontaneous reactions, from both exhibitors and delegates, were positive, Marseille Interspill 2009 had been a success, down on overall numbers, but in the difficult circumstances, respectable.

Delegates packed their conference bags, exhibitors started breaking down the stands, and thoughts went to 2012, where will Interspill be held. For Interspill organisers, the choice is wide, but now we know a Mediterranean venue has been a success, what will be decision – you will have to wait until early 2010 before an announcement will be made, keep an eye on www.interspill.com



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Are the UK press too sensationalist when it comes to the threat of an oil spill?

Scottish media reaction – “dread comes true” the aftermath of economic fallout, with fewer ships needed, and lay up needed in safe havens illustrates the state of NIMBY ism, anywhere else but our backyard!

Saturday, 27th June, 2009

Loch Striven's dread comes true, arrival of demobbed oil tankers

Argyll's Loch Striven, the long secret sea loch cutting deep into the Cowal peninsula east of Colintraive and west of Dunoon has been used before as a dumping ground for redundant and deteriorating tankers and container ships.

With the drop in oil prices, it has been rumoured lately that some companies with tankers full of oil en route to market were intending to mothball them in Loch Striven until the price goes up - at which point they will set off to unload at a higher price or go off to load up.

On Friday it happened. Into the loch came two tankers, described as 'rust buckets' by locals. The Maersk Line ship in the foreground of the photographs published here is moored bow to stern alongside the Sealand Performance - which is obscured by the nearer ship but whose black bow can just be seen protruding behind the Maersk ship's stern.

Residents are not only angry that shipping companies seem to be able to dump unwanted vessels in Scotland's lochs at will but are alarmed by a rumour that there are 20 more to come in.

Residents have told us that the environmental pollution is incessant - there is the constant noise of the engines of patrolling pilot boats and support boats coming and going; and there is the light pollution at night with the ships 'lit up like Christmas trees'.



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The Long Article:

David Hanlon discusses the implications for the UK Fire & Rescue Service provided by the new Fire & Rescue Service Manual published in October 2008

The UK Fire & Rescue Service (FRS) is rightly proud of its public safety record. The Service's fire safety and emergency response capability are recognised as world class. Many might ask though, where does protecting the environment fit into a firefighters public safety role? Put simply, every time a fire crew seal a leak, block a drain, absorb a spill or dam a stream at an incident they are protecting a water resource. That resource is continually being drawn on to provide among other things, public drinking water. Should that drinking water become contaminated, there is a real risk to human health. By protecting drinking water, FRS crews are safeguarding public

1994. What followed was a working partnership that mitigated the impact of thousands of pollution events including many high profile incidents. The MoU was subsequently updated in 1999 when a Protocol between the Local Government Association (LGA) and the Environment Agency on Fire Service issues was signed. Since then the partnership has strengthened further with agreements in Scotland and Northern Ireland. UK environment agencies now considers the partnership to be one of their most successfully water pollution prevention initiatives contributing to their stated aim of protecting and improving the aquatic environment. There are many examples of successes to support this conclusion, but to demonstrate this; in some areas around 20% of the total number of pollution incident reports received by environment agencies originate from the FRS compared to less than 5% before the partnership began. It has been estimated that in England & Wales alone the

The Environmental Protection Manual A springboard for improvement?

health as well as the wider environment. The connection between FRS pollution control activities and public safety is often overlooked but can be an essential element within a FRSS Integrated Risk Management Plans (IRMPs), which are a public safety planning tool. This connection has been for a number of years recognised by the FRS and officers at the Environment Agency in England and Wales, SEPA in Scotland and The Northern Ireland Environment Agency.

The FRS role in protecting the environment has development over a 15 year period beginning with a Memorandum of Understanding (MoU) between the former National Rivers Authority (NRA) and The Chief & Assistant Chief Officers Association (CACFOA now CFOA) which was signed in

UK FRS save the Environment agency in excess of £1 million each year by reducing the number of incidents Agency officers attend. The savings to the economy are far greater.

For the FRS, the partnership has contributed towards a change of attitude by incident commanders and firefighters alike. Allowing a building to burn out (a controlled burn) rather than pollute the local water resource with grossly contaminated fire run-off water or allocating resources to environmental protection are now routinely included within the range of tactics available to Fire Incident Commanders. Environment agencies are regularly involved in local and national training initiatives such as the Hazardous Materials and Environmental Protection Course (HMEP)

at the Fire Service College. At the College the Agency now have a permanent member of staff based on-site. The concept of environmental protection is now firmly embedded within fire service operations.

Currently all pumping appliances (fire engines) in the UK carry 'grab packs' and Environmental Protection Units (EPUs) (dedicated bulk carry vehicles) have either been provided to all regions by environment agencies or have been funded from government (i.e. in Scotland)

Despite these significant developments, in 2005 it was recognised that in the area of pollution prevention at emergency incidents,

- FRS policies and operational procedures were often ad-hoc
- Development of the EA & FRS partnership had flattened
- Technical knowledge of the subject was limited – why are we doing it?
- There was no developed understanding of local environmental risks or vulnerabilities

These shortfalls were identified by the organisation that oversees the UK partnership arrangement; The National Environmental Strategy Group (FRS & environment agencies) (NESG). They proposed a new FRS Manual (a government published book that is distributed to all UK FRSs) covering all aspects of environmental protection associated with FRS activities. An agreement to jointly fund the project was reached and between the Environment Agency & Her Majesty's



- Chapter 3: Protecting the Environment at Operational Incidents – Communication, Operational strategies & Techniques, Role of the HMEPO, Information Sources, Controlled Burn, Firefighting Foam, Hazardous Waste etc
- Chapter 4: Environmental Management – Notification and recording, Environmental Management Systems, Charging Protocols, Pollution from FRS Premises.

The manual has provided a new environmental focus for FRS in the UK. Many FRS have moved their systems, procedures

David Hanlon is the author of the FRS Manual; Environmental Protection. He has recently retired from the UK FRS after just over 30 years service and now runs his own Safety, Fire & Environment (SFE Ltd) training and consultancy practice in Oxfordshire.

In England & Wales alone the UK FRS save the Environment agency in excess of £1 million each year by reducing the number of incidents.

Inspector of Fire Services (HMI now Chief Fire & Rescue Advisory Unit (CFRAU) at CLG).

The Fire Service Manual was published in October 2008 and has been welcomed and embraced by FRSs, environment agencies and industry alike. It contains four chapters covering:

- Chapter 1: An introduction to the Environment – Basic Ecology, Environmental Science, Environmental Law, Drainage Systems, Marine Incidents etc
- Chapter 2: Planning to Protect the Environment – Liaison Protocols, Pollution Intervention Planning, Identification of at Risk Sites, High Pressure Oil Pipelines, BASIS, Open Air Storage Sites etc

and understanding of these issues to a new level to the benefit of the FRSs, the public and the environment. The Manual is available from the TSO at a cost of £18.95 or can be downloaded from the CLG website <http://www.communities.gov.uk/publications/fire/environmentprotectvol2>

A new initiative has emerged in the form of a publication or a number of publications, based on the Manual, designed for industry. It is proposed that these would focus on planning and response to polluting incidents at COMAH, IPPC or other industrial sites and provide best practice and advice to managers and practitioners. Work with the TSO is currently taking place but it is proposed to include industry groups in the development process.

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INDUSTRY EVENTS: ALL THE EVENTS, ALL THE PLACES

UK: UKSPILL09 – ANNUAL MARINE OIL SPILL SEMINAR 28th- 29th OCTOBER, SOUTHAMPTON, UK

This year's UKSPILL09 will be held at Southampton, featuring a lecture on pollution in the Antarctic at the National Oceanography Centre on the 29th October, with a visit to the global base for Oil Spill Response Ltd (OSR), and a demonstration afloat in the Solent. Details at www.ukspill.org

NORWAY: 2009 NOSCA SEMINAR ON OIL SPILL TECHNOLOGY AND RESPONSE 15-17 SEPTEMBER 2009, BERGEN, NORWAY

This year's NOSCA Seminar will be held in Bergen, in western Norway. www.nosca.com

AUSTRALIA: SPILLCON 2010 12-16 APRIL 2010, MELBOURNE, AUSTRALIA

The next event in the Triennial Oil Spill Conference series. www.spillcon.com

Vikoma Celebrates £1 Million Order from the Middle East

The deal was sealed by Vikoma with Ahmadiyah Contracting and Trading Co. to supply 31 industrial skimmers systems as part of Kuwait National Petroleum Company's project to upgrade the waste water treatment facilities at three refineries in the country, at Mina Abdullah, Mina Al Ahmadi and Shuaiba.

The Vikoma equipment includes sixteen Komara T-Disc skimmer systems and fifteen Vikoma Weir Skimmer systems, which will operate around the clock to separate oil from water in API Separators and waste oil tanks.. The deal was brokered by Vikoma's Fergus Perry, Regional Sales Manager for the Middle East, working with our local Kuwait partner.

The use of high efficiency skimmers in industrial situations has been proven to quickly generate a return on investment. One Vikoma client testified that their T-Disc skimmer had returned the initial purchase cost within 9 months of installation.

The Komara T-Discs skimmers use a patented T disc design, and are proven to be highly efficient recovering oil at a rate of 98%, effectively eliminating the need for secondary processing. The stainless steel construction and excellent design enable them to be used

continuously in the most aggressive environments with minimal maintenance and downtime. The units are powered by electro hydraulic powerpacks and are all ATEX compliant for use in hazardous areas.

The In-tank Weir skimmer systems are a new design which has been developed specifically for this project. KNPC chose Vikoma because of its excellent design and engineering capability.

Mike King, Managing Director of Vikoma, explained "Vikoma was one of a number of bidders who proposed solutions for the upgrade project. The decision was ultimately based on quality and reliability, and Vikoma's proven track record for industrial skimmers, combined with the unique technology of the T-Disc, obviously played a large part in the award of the bid."

The units will be manufactured at Vikoma's Isle of Wight production base and will be delivered in the this quarter of this year.

For more information on Vikoma's Industrial product range please contact our website, www.vikoma.com or email sales@vikoma.com

STOP PRESS

E&S joins Adler and Allan Group

Adler and Allan is delighted to announce the merger of E&S Environmental Services into the Adler and Allan Group, bringing a wealth of specialist fuel services expertise.

E&S is at the forefront of introducing new technologies to the fuel distribution and forecourt market with products and methodologies to ensure optimum fuel efficiency and extending the useful life of stored fuel.

Based centrally in the UK, E&S is one of only a handful of companies with UKAS tanker testing approval and builds and operates bespoke fuel polishing machines. E&S holds the European licence for the Masstech tank testing system and is heavily involved in the introduction of phase 2 vapour recovery.

All of E&S's business lines are entirely complimentary to Adler and Allan's, and provide significant opportunities for the Group to increase its forecourt presence and add highly technical service lines to Adler and Allan customers.

E&S directors, Nobby and Andrew Clarke join the board of Adler and Allan and will continue to run the E&S operation.

Mark Calvert, Managing Director of Adler and Allan, firmly believes the merger will further enhance the company's strength in this sector. Commenting on the merger he said: "E&S is an excellent fit with Adler and Allan and together we will be better positioned to respond to new opportunities presented by the introduction of bio fuels and assisting our customers in an increasingly challenging regulatory environment."

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