

# SpillAlert

THE QUARTERLY NEWSLETTER ABOUT THE SPILL INDUSTRY

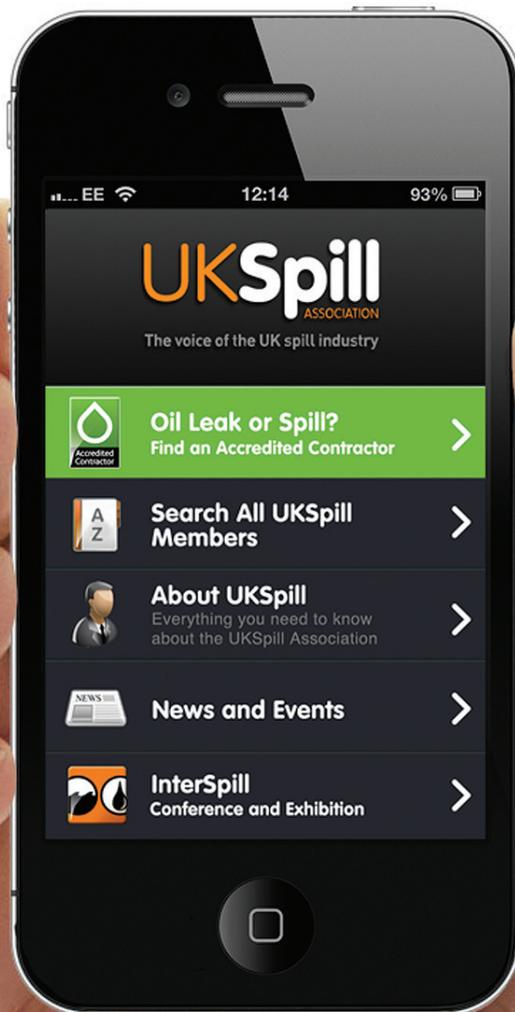
ISSUE 10 : NOVEMBER 2012

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ASSOCIATION

## UKSpill App

The best thing to happen to spill response since the telephone.



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EDITOR:  
**Roger Mabbott**  
Executive Director -  
UKSpill Association

The views and opinions expressed by the authors and those providing comments are theirs alone, and do not necessarily reflect the views of UKSpill.

## Welcome – the Editor’s view

A clear pattern emerged at Interspill this year - the growth sector amongst exhibitors was electronic detection of spills, using surveillance and monitoring, by satellite, by plane and on the surface.

This has been led by satellite surveillance, run by EMSA, the new Director gives SpillAlert his view on the coming year.

Whilst satellite is a “tier 3” type approach, “tier 1 and 2” are provided by growing use of aircraft, and also detection from aboard ships.

This issue will focus on these technologies to improve our vigilance, and consequently the ability to respond faster and reduce the spill risk.

The main article will provide an overview of satellite surveillance, and EMSA’s key role, followed in future issues by a pan European series of papers on aerial detection, and surface technologies.

This is issue number 10, and so far no brickbats! The advertisers have remained faithful and increased, a bit! The formula of

original contributions, and updates on industry and government/agencies goes out to the database from the triennial oil spill conferences, but the most exciting development in getting good information about the spill industry is contained in one LITTLE word – the APP.

UKSpill has now launched its own UKSpill App, download a copy free from iTunes Appstore, and from Android App Store, Blackberry will follow. This will revolutionise access to spill information when it is most needed, by putting it on a smartphone.

It is not just about showing sources of equipment, a major driver for this development was the need to get access to accredited spill responders in the UK into the hands of all those who need to know, from the government agencies to the public.

The App uses location to pinpoint nearest qualified responders, on a google map, and lists their status/capabilities as well as a link to their website, all in the palm of your hand.

This 10th issue looks forward with a high-tech issue, electronics delivering software will be a key feature of the world as we look forward to 2013.

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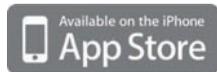
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RESPONSE

# In the News

The UKSpill mobile application is aimed at all stakeholders who may need to make decisions or advise others on who to contact in the event of an oil or chemical spill. The App targets officers of the Maritime & Coastguard, and Environment Agencies, emergency services, fuel distributors, tanker drivers, tank manufacturers/installers, forecourt operators, insurance companies, local authorities etc.

The UKSpill App provides quick and easy access to information about all members, manufacturers, service providers and accredited companies. Location based and fully filterable results highlight the most relevant companies. In an incident, contact can be made directly from within the application via integration with the mobile device's operating systems and will speed up response times.

Out now on iTunes and the Android store



## The UKSpill App

The best thing to happen to spill response since the telephone.



## Guest Editorial

# New EMSA Director speaks to SpillAlert



## EMSA in 2013 - Adapting maritime services to user needs

The year ahead will see EMSA take its mainstay activities further, combining and integrating maritime information systems with the overall goal of ensuring the maritime safety needs of the European Commission and member countries are adequately served.

Thetis, SafeSeaNet, CleanSeaNet data centre, EU LRIT cooperative data centre and LRIT international data exchange – all run by EMSA – will continue to deliver maritime data to the Commission and member countries including Iceland and Norway. EMSA's priority will be to strengthen their quality and reliability throughout the coming year. Accident investigation and the new port state control regime will also be in the spotlight as EMSA looks to take the third maritime safety package closer to full implementation.

EMSA will maintain its network of stand-by oil spill response vessels to combat ship-sourced pollution in European waters as well as its support to member countries responding to maritime incidents involving chemicals through the MAR-ICE Network. It is also likely to branch out into new areas as its founding regulation is revised. In addition to ship-sourced pollution, EMSA is set to phase in arrangements covering pollution from offshore oil and gas installations. This is expected to take place over several years from 2014 onwards.

The overall approach will be a cooperative one, with EMSA working closely with member countries and other stakeholders to seek innovative, sustainable and practical solutions to meet the new challenges ahead.

**Markku Mylly, Executive Director,  
European Maritime Safety Agency**

## Guest Editorial

# Global Initiative update from Anton Rhodes of IPIECA

The Global Initiative (GI) is an umbrella programme under which governments, through the International Maritime Organization (IMO), and the oil industry, through IPIECA, are working together to assist countries in developing national structures and capability for oil spill preparedness and response. The programme was officially launched in Cape Town in 1996.

The organisation of educational workshops, exercises and training courses aim to improve oil spill response capability in higher risk areas.

GI activities currently focus on the Mediterranean Sea, Caspian and Black Seas,

and West and Central Africa. GI adopts an adaptive approach in accordance with the regional frameworks and therefore the models are distinct from one region to another.

It is proposed that a new GI Level 2 programme be established in South East Asia, appointing a Project Coordinator to develop and implement an action plan to enhance oil spill preparedness and response in the region, and assist in the development of the ASEAN-Oil Spill Response Action Plan (OSRAP). Some of the issues identified in South East Asia include increased shipping traffic, increased exploration and production activities across the region, and a lack of consistency in the application of international legislation. It is intended to launch the GI SEA programme in 2013.

Another important area of GI development has been in China. At a Global Initiative workshop hosted by the China Maritime Safety

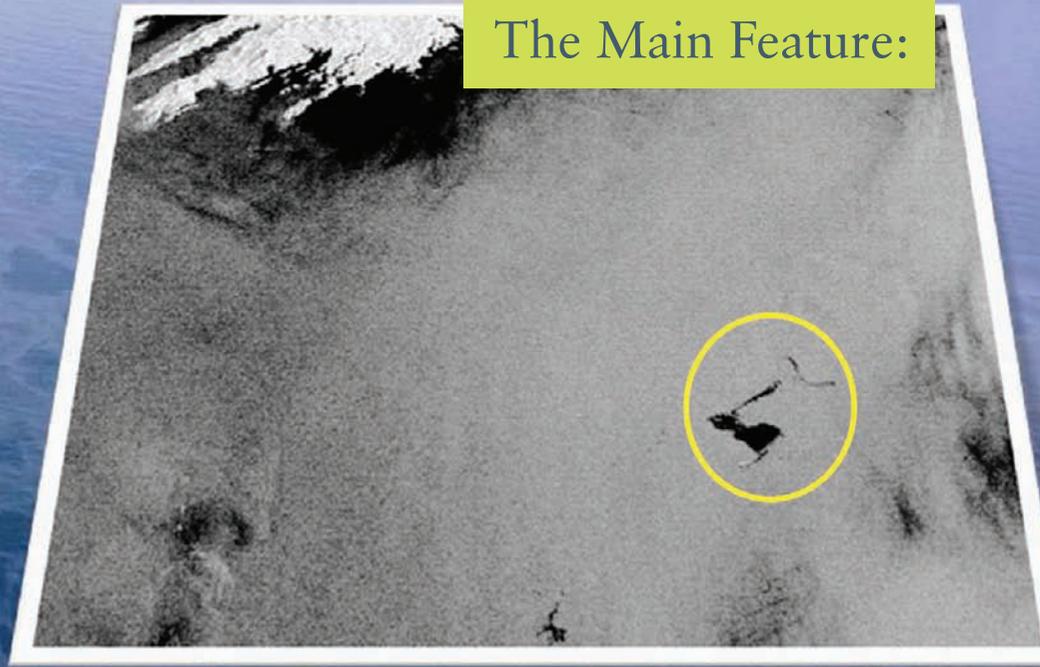
Agency, 19 – 21 June 2012, in Qingdao, delegates focused upon enhancing the cooperation of IMO, China MSA and IPIECA on preparedness and response to oil spills. With a view to achieving the objectives of the GI process through concrete and practical activities, the participants of the meeting agreed to the establishment of an informal oil spill preparedness and response technical consultative group, and approved the options for a biennial programme of joint GI activities. With the support of China MSA and a wide group of stakeholders, it is intended to commence GI Level 1 activities in 2013.

**Anton Rhodes, Project Manager, Oil Spill Working Group, IPIECA, November 2012**



off the Southern Irish coast  
17/02/2009

The Main Feature:



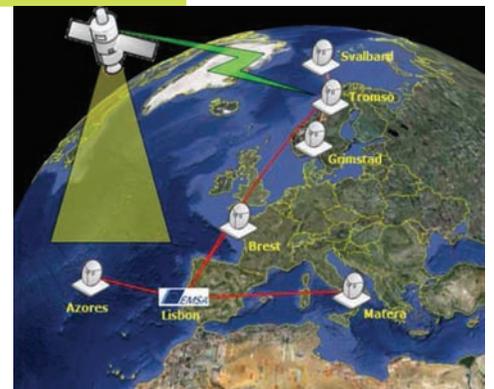
# Keeping Watch: Vigilance for Oil Spills

## *Surveillance, Monitoring, Sensing*

In the words of Olaf Trieschmann of EMSA, tackling marine oil pollution quickly and effectively with emergency services are the “Killer Apps” in future.

This article is the beginning of a series devoted to how we Keep Watch, identifying spills as soon as possible, tracking major spills and monitoring clean up. The use of

electronic technology, through satellite systems, aerial surveillance and surface monitoring, is the growth area for industry, and a major enhancement of our ability to detect, and track spills. Dr Olaf Trieschmann spoke at Interspill, illustrating the steps taken by EMSA over recent years to coordinate and develop pan European satellite surveillance under the CleanSeaNet. The following article is taken from his presentation at Interspill 2012, held in London, and will be followed



by a series of articles covering aerial surveillance and lastly surface monitoring.

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## EMSA on oil spill monitoring and vessel detection

### EMSA Objectives:

- To ensure the proper implementation of EU maritime legislation by Member States
- To foster technical cooperation and development and disseminate best practice
- To provide technical advice to the Commission and Member States
- To provide assistance to top-up Member States' capabilities for oil pollution response

### The framework

- IMO regulation on Maritime Pollution MAROL with the obligation to follow up any possible violation

### European legislation

- The EU agreed on Directive 2005/35/EC as amended by 2009/123/EC - EMSA in order
- to assist Coastal States to locate and identify polluters in areas under their jurisdiction
  - to strengthen national response and enforcement mechanisms
  - to maximise the use of allocated budget through economy of scale
  - regarding marine oil pollution caused by oil and gas installations, and using its CleanSeaNet service to monitor the extent and environmental impact of such pollution

### What are the objectives of the EMSA CleanSeaNet oil spill monitoring and vessel detection service?

To provide EU-wide information on deliberate and accidental pollution at sea in order to:

- Localise and monitor the spill
- Support MS in early evaluation of the case
- Identify the possible polluter

### CleanSeaNet core Platform monitoring

- Off-shore production since the "Deepwater Horizon" incident is politically sensitive
- Monitoring is essential to ensure public acceptance
- CleanSeaNet is well prepared to provide an "out-of-the-box" service

### CleanSeaNet satellite based service delivery

22 EU Coastal States plus Norway, Iceland, Croatia and Turkey

- More than 2000 satellite images/services per year
- Oil spill identification - alert report
- Vessel detection information
- Modelling data (forward and backtracking)
- Electronic Nautical Charts
- AIS information via EMSA SafeSeaNet service
- Associated ancillary data like:
  - Meteorological wind and wave data, and
  - SAR derived wind and swell data
- All services are provided in near real time within 30 min after satellite overpass

### CleanSeaNet results

See EMSA report summarising operational results of the CleanSeaNet service covering the period between 16/04/2007 and 31/12/2011:

- 10,954 possible spills were detected and reported by CSN;
- Over 1,250 million km<sup>2</sup> were monitored. (equiv. to more than 62,000 flight hours);
- On average, the trend has been a global reduction in the number of possible spills detected in the images: from 10.77 per million km<sup>2</sup> in 2008 to 5.08 per million km<sup>2</sup> in 2011;
- 50% of spills checked by aircraft within 3 hours of satellite acquisition were confirmed;
- Of the confirmed spills, 80% were mineral oil and 20% were other substances;
- CSN provided emergency support for 16 accidental spills.

### Enforcement –detecting discharging vessels with CleanSeaNet

Ships can be detected on SAR image (BrightSpot)

- Vessels can be identified
- This will enhance the effectiveness of the law enforcement chain in combating illegal discharges
- EMSA supports drafting of EU Guidelines on harmonised enforcement

### Concluding

- EMSA hope that the Sentinel 1 satellite will be available as soon as possible to ensure service continuity
- Emergency services will be the "killer apps" in future
- Speed and reliability of delivery are essential
- "One stop shop": Users want diverse information available from one source (oil spill information, weather forecasts, drift forecasts, navigation, ship positions, coastal features, logistics, observations, etc.)
- National services will endure; trans-national cooperation will expand
- The European Union GMES programme will provide substantial contributions to complement the service

**Dr. Olaf Trieschmann, Head of Section CleanSeaNet –Satellite Based Monitoring Services, EMSA**



The full text of this article can be found on the UKSpill website:

[www.ukspill.org/spillalertEMSA](http://www.ukspill.org/spillalertEMSA)



## OSRL on developments in surveillance

One of the biggest challenges in oil spill response is the verification, quantification and continued observation of the spilled oil. All aspects are important from an operational and a regulatory perspective and over the years various tools have been used to achieve this goal.

Experience has shown that the failure to locate then quantify a spill, quickly and with a respectable degree of accuracy, can lead to an immense problem of an operational, regulatory and even legal nature. The task of surveillance is not a simple one; skilled observers are needed to identify oil from false targets. Mission planning and data capture in different spectrums are required, but most importantly the data is only of value when back in the command centre, not on the aircraft, so an effective means of high speed data transfer is needed. Communication plays a crucial part in the operations, an ability to communicate with the pilot to direct the aircraft is an important asset to the operation.

The purpose of oil spill surveillance is to track, detect, investigate and monitor spillages of oil, then to monitor the impacts of any countermeasure. The threat posed to the environment and coastline may dictate the degree of investigation and monitoring

required. Surveillance is an important element of effective response to marine oil spills. It provides rapid and ready access to details of the oil spill. The first information about an oil spill may be received from a number of sources, not all of which will be qualified, reliable, complete or accurate. The initial response is therefore critical to validate any report by acquiring, as soon as possible, substantiated information. Skilled, trained and experienced observers can quickly obtain, interpret and communicate the following essential details:

- Conduct the most appropriate search in the circumstances
- Verification and location of the incident
- Where possible, identification of the source of the oil and the status of the Installation and / or vessel(s) involved
- Confirmation of the continuation or cessation of the discharge
- Help select the most appropriate countermeasure
- Assessment of the condition of the spill (e.g. weathering of the oil)
- Location, size, area coverage, estimated quantity and movement of all oil slicks
- Professional assessment of the fate of any slick
- Actual "on scene" weather conditions; surface wind, sea state, etc

When the surveillance information is received by the incident management team, it is used to determine the appropriate response action(s), which may include:

- The commitment of resources
- Monitoring of the situation and relying upon natural dispersion
- Undertake dispersant spraying using vessels and / or aircraft
- Advise escalation or downsizing
- Conduct in situ burn operations
- Oil containment and recovery at sea operations
- Protection of areas of interest

### Coastline clean-up

However there are a number of requirements that have been identified that need to be met in order for surveillance to be used to its full capability:

- There needs to be a methodical approach to surveillance with detailed and specific takings and objectives (verification, quantification, monitoring and evaluation and operational support).
- There needs to be well trained staff capable of not only carrying out the surveillance but are also familiar with reporting the results and integrating the results with other intelligence.
- There should be systems in place to minimise the time delays between tasking, performing and reporting the surveillance.

- Reporting needs to be consistent with calibrated observers and geo referenced data.
- The receivers of the data need to be educated to the capability and limitations of tools, technology and systems.

From the above it is clear that there is a combination of skill, planning and technology that is required for surveillance to have a significant impact on the response. The impact of inaccurate and slow reporting can lead to negative press or political pressure that diverts critical response resources from where they are required.

In a recent incident that OSRL attended in the North Sea there has been a marked increase in the importance placed on aerial surveillance with more and higher quality data being required. Incident commands expectations have been raised; they are no longer willing to have a verbal report of the situation. On scene they need images, videos and written reports to meet regulations and the requirements of stake holders. The information collected needs to get to incident as quickly as possible for it to be able to influence operational activities.

### United Kingdom Continental Shelf Aerial Surveillance service (UKCS)

The United Kingdom Continental Shelf Aerial Surveillance service has recently been upgraded with the key objective to meet increased expectations for aerial surveillance by ensuring that:

- All tools and technologies available were utilised to their full capability
- Capability to communicate directly to the aircraft was enhanced
- Highly skilled and trained surveillance pilots and observers are more readily available
- Defined operational procedures remain fit for purpose
- The airframes for surveillance provided best value for money

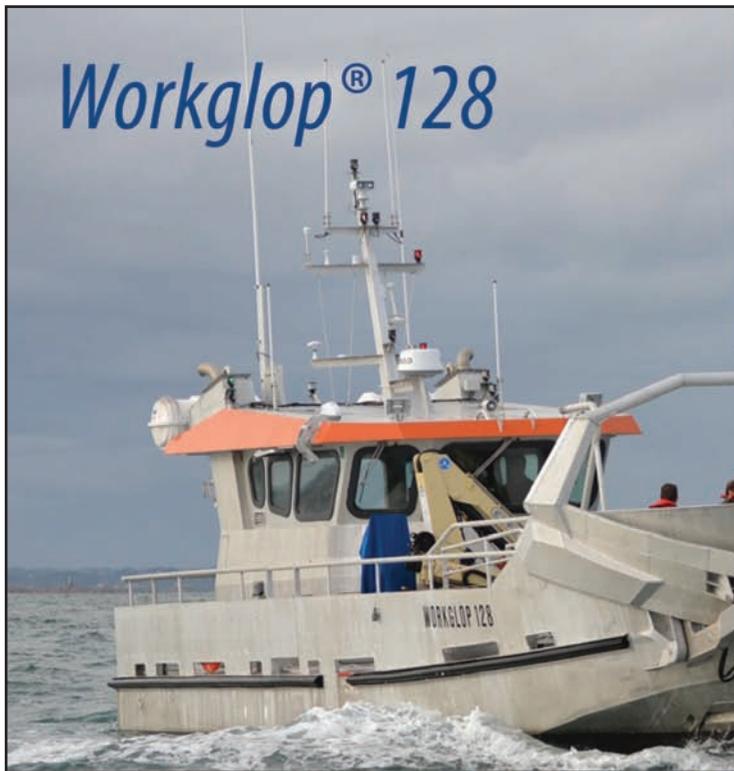
The new service has proved extremely successful for assisting in response operations, and is in continual development as we move into 2013.

### Satellite monitoring service

Satellite monitoring of offshore spills provides a wide-area perspective to help responders see the full context of the situation and guide response activities. By providing all-weather information day or night, satellite monitoring provides a safe and effective way to get a view of spills.

MDA (MacDonald, Dettwiler and Associates Ltd) will provide broad area surveillance and intelligence services that provide vital oil spill area and movement information using RADARSAT satellites, and other available satellites, to support OSRL's incident response teams deployed throughout the world. MDA's services also provide routine monitoring programs that are easily integrated into OSRL's support services provided to their members for their off-shore operations. The agreement also includes collaborating with OSRL to tailor OSRL's diverse set of monitoring-based services to meet the unique requirements of its members.

**Rob James**  
Regional Director, OSRL



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# In the News

## UK: A&A WIN ABP RESPONSE CONTRACT

Adler and Allan, the UK's leading environmental response group, is delighted to announce its latest contract win as the Tier 2 marine pollution response contractor for Associated British Ports (ABP), Britain's largest and leading port operator.

The 3-Year contract award reinforces A&A's position as the premier spill response company in the UK. Renowned for its leading role in the Buncefield major disaster, Adler and Allan brings a wealth of best-practice in spill response, environmental awareness and health & safety to the contract.

ABP owns and operates 21 ports in England, Scotland, and Wales, managing around a quarter of the UK's sea-borne trade. The company's activities cover transport, haulage and terminal operations, ship's agency, dredging and marine consultancy.

ABP's area of jurisdiction covers two of Britain's biggest ports - Immingham and Southampton - and a wide geographical spread from Ayr on the west coast of Scotland to South Wales and Plymouth in Devon. Adler and Allan, with a national network of depots, highly trained teams and specialist equipment will be on standby with strike teams to

respond to environmental emergencies for some of the largest ports in the UK.

The contract commenced August 2012 and will be for Tier 2 pollution response and hazardous and noxious substance cover on a rapid mobilisation 24/7, 365 days/year basis. Adler and Allan will also run exercises for ABP as part of its training capability.

Adler and Allan +44 20 8555 7111 [www.adlerandallan.co.uk](http://www.adlerandallan.co.uk)



## AIRBUS MILITARY ORDERS AYLES FERNIE NIMBUS AERIAL DISPERSANT SPRAY SYSTEMS

UK based manufacturer AYLES FERNIE INTERNATIONAL, who specialises in the design and manufacture of Marine and Aircraft oil dispersant spray systems has been awarded an important order from AIRBUS MILITARY for 3 aerial dispersant spray systems for the successful C295 aircraft. The system, to be designated NIMBUS C295, features a palletised tank and pump module arrangement which requires no modification to the aircraft. The spray arms are deployed

from the ramp installed pump module and the system can be quickly installed for oil dispersant spray operations and easily removed to return the aircraft to its primary role when required. The NIMBUS concept has been applied to the larger Lockheed L-382G (Hercules) aircraft and this recent development represents the first of many potential applications of the NIMBUS aerial dispersant spray system concept for modern rear cargo door type aircraft.

UKSpill, as part of the Oil & Gas UK Oil Spill Response Forum, have identified the potential to create a resource of accredited response contractors that are able to mobilise in an effective way to provide large scale shoreline clean-up resources in the event of a major offshore pollution incident. This resource is called the Accredited Responders Management System (ARMS).

of trained personnel to carry out shoreline clean-up operations. These company personnel will receive additional training in shoreline clean-up techniques and safety as described in the document "Provision of Customised Training Programmes for the Training of Spill Response Supervisors and Response Personnel".

Experienced spill response personnel, selected by UKSpill, will be used to act as interface / managers with the over-arching command structure in the event of a mobilisation. One person, or two if extended work hours are required, will be members of the Technical Team in the Shoreline Response Centre (SRC) to assign work to and direct the accredited contractor response teams and to receive regular feedback on work progress. In addition, depending on the physical extent of the impacted shorelines one or more personnel will be required to monitor and supervise the accredited contractors cleanup teams on site

Conservation Association (IPIECA), in particular, it will include and use the OGP lifesaving rules adopted in 2012.

UKSpill was approached to manage the development of the training programme, on behalf of Oil and Gas UK, and to deliver the programme to build capacity within UK territories or implement it in the event of a major oil spill emergency to induct personnel into the response effort. The programme is designated as the Accredited Response Managements System [ARMS]. The intention is that experienced spill response personnel will be used to act as interface / managers with the Command structure in the event of a mobilisation. This will require a routine training workshop to ensure that roles and responsibilities, relationships and an understanding of the safety environment and risk assessment processes are understood by these team members personnel when activated.

## UK: UKSPILL SIGNS CONTRACT WITH OIL & GAS UK TO LAUNCH ARMS

Oil and Gas UK are in support of this initiative and a workgroup has been established to deliver a number of parameters that have been identified as necessary to set up the ARMS resource.

One identified parameter is the need for a training programme to induct responders and supervisors into shoreline response operations in the event of major oil spill incident. The training programme will provide basic safety and operational information to response staff, to permit them to effectively undertake response operations in support of other professional responders, or to supervise other response teams when they are being recruited from a labour pool in support of a major incident.

UKSpill, the UK oil spill response trade association, will manage the development, maintenance and delivery of the ARMS programme, on behalf of Oil and Gas UK.

The intention is that UKSpill accredited oil spill contractors will provide the pool

and to feedback progress reports to the SRC.

A manual will describe the proposed management structure of the scheme, to describe roles and responsibilities of the supervisory and the accredited contractor cleanup personnel in a major spill. It will include job descriptions for the various positions, together with a description of the minimum experience required for the management and supervisory personnel. It will describe the relationships of the UKSpill teams with the SRC, the UKSpill Safety Policy and the basic risk processes. It will include generic risk assessments for various spill scenarios and will ensure that UKSpill management and supervisory personnel and the accredited responders on site supervisors have a user friendly reference volume for use when activated.

The manual will include the outline of the training courses being proposed and will follow good industry practices as described by Oil and Gas Producers [OGP] and the International Petroleum Industry Environment

The material is developed using lessons learnt post Gulf of Mexico spill and incorporates good industry practices as described by OGP and IPIECA. In particular, it includes and uses the OGP lifesaving rules adopted in 2012 as principle behind its safety message. The programme is designed to be practically based to provide basic information for operations teams to permit them to operate safely and effectively within the scope of their remit.

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The voice of the UK spill industry

**Oil & Gas UK**  
the voice of the offshore industry 

## THE RAW REPORT

# IMPROVING INNOVATION AND RAISING STANDARDS IN THE SPILL INDUSTRY

An aerial photograph showing a large body of water contaminated with a yellow, foamy spill. A white containment boom is visible in the foreground, partially submerged. The water surface is dark, and the spill has a complex, swirling pattern. The background shows some reeds or grasses hanging over the water.

Within the UKSpill Association we have a wide range of members, including inland and marine responders, and product manufacturers.

Jon Burton of RAW Group suggests some possible innovations which might benefit members.

There is currently no mechanism within UKSpill for members to effectively demonstrate new innovations and we can perhaps learn a lesson from other established organisations in aiding existing and new members to bring products, services or technologies, currently at a demonstration or trial stage, to a commercial reality. Within the contaminated land sector, CL:AIRE (Contaminated Land: Applications in Real Environments) have established themselves as a respected organisation whose primary focus has been to assist remediation contractors and environmental consultants in demonstrating the efficacy of new remediation or investigation techniques. They achieve this by having proposals for

new innovations submitted to and reviewed by a Technology Research Group consisting of respected academics and experts in the field, and demonstration projects being established and completed by the organisation that have the innovation with ongoing review by the Technology Research Group. The methods and results from the completed demonstration project are then compiled in a Technology Demonstration Project Report and this is published on the CL:AIRE web-site and widely disseminated within the industry.

With the Standards Committee, the UKSpill Association already have in place a group that could perform a similar role to the Technology Research Group in CL:AIRE, however, it could be argued that there is

currently insufficient academic involvement in the association and this perhaps needs to be looked at to ensure that the demonstration projects completed would stand up to scientific scrutiny if appropriate. Existing or new members of the association would submit their proposal to the Standards Committee who would review the proposal on a technical, economic and social level and successful projects would be progressed to the demonstration stage. The Standards Committee would assist in reviewing the project as it progresses through the demonstration phase and UKSpill would publish the report which would be available on the UKSpill web-site and would also be disseminated to our existing contacts database of over 6000 individuals in the spill industry across the globe. There would be a fee for each project that progresses to the demonstration phase, to cover costs of the review process and of the final publication, but hopefully companies would see the benefits from the

wide dissemination of their project information and also the benefit in having a UKSpill supported project assist in the development of their product, service or technology. Perhaps in establishing an innovation mechanism such as this it may be possible for those in the spill industry to clearly demonstrate the effectiveness of new booms, skimmers, absorbent materials or new tools for investigating or remediating spill impacted sites. This should also ensure that the UKSpill Association continues to drive innovation and raise standards in the industry. The next step to ensure that standards are raised in the industry, is to deliver appropriate training and we can perhaps again learn from CL:AIRE who earlier this year released a series of on-line training courses on remediation with the support of the Environment Agency. We have held some preliminary discussions with CL:AIRE to assist UKSpill in writing and delivering in-land spill training courses, each of which would be followed by some

form of assessment and we hope to progress these on-line training courses in the coming months. Similar discussions are to be held with the Nautical Institute for the marine modules. In putting in place a mechanism for assisting innovation, this could allow manufacturers and responders to clearly and effectively demonstrate how good their products or services are and this would be communicated to a wide audience through the project reports. In addition, in establishing a robust training and assessment programme, we want to ensure that UKSpill members will be able to reap the benefits and that standards are raised across the industry. The UKSpill Association needs to justify the support and respect of the environment agencies and MCA and perhaps these suggestions may in part continue to ensure that the strong relationships that have been established can continue, as we seek to drive innovation and raise standards.

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



# RAW

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# Inland Spill

## UK: A new and unique combination of expertise and technologies from Acumen Waste Services, for cleaning contaminated soil following spillages and pollution incidents

Acumen Waste Services now own and operate a mobile soil decontamination plant along with considerable expertise in providing solutions to remediate contaminated sites.

The innovative process utilises a series of water jet mixers to release targeted contaminants from the particulate matter forming the soil and aggregate. Cleaned particulates are subsequently size screened to produce re-useable aggregates of chosen size including a grade of sand. Often these materials can be re-used in-situ as part of the construction/regeneration plan and thereby also avoiding the need to import such fill materials.

The plant's most recent application was in inner London whereby some 50,000 tonnes of chemically contaminated material was cleaned and re-used on site. All of this was achieved within a 9 month working window and avoided an alternative huge cost of shipping the material off-site as Hazardous Waste.

Following laboratory scale evaluations, further trials can be undertaken via Acumen's mobile pilot scale plant which sits neatly in 2 shipping containers. Indeed, this plant can be used to treat smaller contaminated sites following pollution incidents tonnage.

Acumen's in-house capabilities now provide a formidable array of deliverables including; site investigation, pilot scale proving, waste elimination, waste recovery, waste minimisation and waste treatment.

### About Acumen Waste Services

Acumen Waste Services have pioneered mobile chemical treatment services and technologies for nearly 20 years. Mobile chemical treatment plant and processes are deployed with the general objective of reducing or eliminating the hazardous level of the waste and indeed the volume of waste needing off-site disposal. This can often drastically reduce the adverse impact upon the environment by far fewer truck movements.

By way of an example, Acumen recently designed, installed and operated an in-situ recovery system that re-claimed several hundred tonnes of liquid coal tar. The site was a former gas works close to the centre of Manchester and with recent property development was now a neighbour to several prestigious apartment schemes. Consequently, operating with minimal adverse impact upon neighbours was critical.

Several hundred tonnes of liquid coal tar was extracted from some 3,000 tonnes plus of demolition spoil that had been backfilled into an underground coal tar storage tank in the 1960s.

The Acumen designed recovery process stripped the liquid coal tar of free water and contaminated solids. The now clean liquid coal tar, whilst still being classed as a Hazardous Waste was able to be used as a fuel substitute. Contaminated water, now stripped of any free coal tar, was ultimately treated and safely returned to the environment.

**Acumen**  
Waste Services

Against a backdrop of zero complaints from local residents, Manchester City Council's Senior Environmental Protection Officer commented that this had been "a well-managed and uneventful remediation programme".

### Acumen Energy

Acumen Energy's facility in Wolverhampton is also capable of recovering hydrocarbon oils from a whole variety of industrial effluents and from oil spillages. Recovered hydrocarbons from this process are then converted into positive value fuel.

The advanced Acumen process strips contaminated oil and similar hydrocarbons of its particulate matter, water and heavy toxic metals content. The recovered fuel can be used in many large, energy intensive processes e.g. electricity generation, glass manufacture and roadstone coating to name but a few. The Acumen Energy process is compliant with the Environment Agency's 2011 End of Waste (EoW) PFO Protocol and the certified recovered material (AcuFuel) can be classed as a compliant fuel oil product.

**For further information please contact:**

**Ian Wray 07894 607 249**

**Leon Kirk 07834 552 697**

[www.acumenwaste.co.uk](http://www.acumenwaste.co.uk)

# UK: An alternative method of spill management

During my term as the Environment Manager for a major utility the management of spills formed a large part of the job. The key elements were to:

1. contain the spill
2. determine the extent of the affected area
3. clean-up the spill as quickly as possible

All these elements have to be done at the lowest cost possible. Many of the spills were small resulting in the movement of a high number of small amounts of contaminated ground, estimated in 2000 at costing a £1000 a tonne. Today the cost is more like £1500. The cost includes the disposal of amounts of soil of less than a tonne and the importation of new soil, usually top soil.

It was at this time that we were able to assist with the development of both remediation and detection projects by supporting local University Industrial Development Departments. From these various projects our attention was drawn to a field instrument which was both portable, quick and easy to use.

The Safe Soil Tester™ produced by Crown Bio is used to screen soil for toxicity. It operates by measuring the decay of bioluminescent bacteria when brought in contact with contaminants in a soil sample. The higher the number of dead bacteria indicates the more toxic the soil. A soil sample can be taken and tested on site within 20 minutes with the test being repeatable as the position of the sample is fixed by GPS.

This allows a spill site to be defined relatively quickly, within a day, and a plan prepared to deal with the spill. The use of a

computer mapping program can then show the site in 2D or 3D with colour determining the levels of pollution.

The SST™ instrument uses a set of consumables for each test and include the bioluminescent bacteria. It cannot determine the chemical causing the hazard but can indicate an unusual hazard as well as the hazards caused by the mixing of two or more chemicals, something a standard soil test cannot do easily. This means a standard soil test has to be done to both verify the contaminated soil and provide the basis for any Waste Acceptance Certificate that may be needed if the soil is being moved from site.

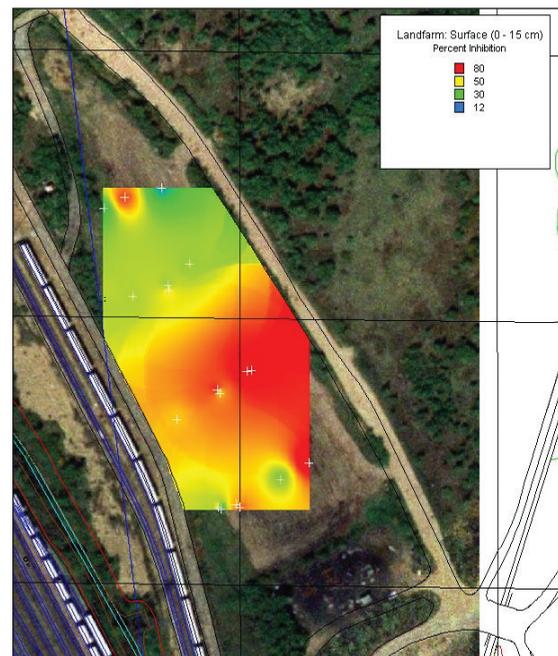
CSG (Cleansing Services Group) were contracted to provide a spill response service and as such were provided with the SST™ for use in this work. The instrument has proved beneficial in the following areas:

- Plotting land areas affected by a spill
- Lowering the cost of testing compared to traditional laboratory analyses
- Determining the extent of contamination in land prior to excavation or development
- Cleanliness of land either before sale or prior to purchase
- Quality of soil following a period of remediation

The normal method of use is to take a series of soil samples in a pattern over the affected area noting any obvious signs of pollution. These samples can be tested whilst on site in order to determine if more samples are required where high levels of toxicity are found. The samples are normally taken at three levels; surface, 0.3m and 1m.

When all the samples are analysed the results can be plotted using the mapping program to provide a visual report on the state of the ground. In order to verify and identify the hazards, if present, one soil sample is sent for chemical analysis at a rate of 1 in 10.

Whilst most of the work has been in the area of the carcinogenic Poly Aromatic Hydrocarbons (PAHs), the instrument will also



pick up other less common hazards such as, for example, certain pesticides, etc.

Where suspect soils have been found during emergency excavations the use of the SST™ can enable the soil to be checked and safety precautions put into place for the staff as well as isolating any soil for disposal with the minimum of downtime.

During the period that CSG have been using the SST™ it has saved a lot of time and cost by quickly checking to see if there is a problem or reducing the amount of land that may have to be remediated or sent to waste.

In 2011, a new BSI standard was published for guidance on 'new screening technologies' – BS ISO 12404:2011 – Soil Quality – Guidance on the selection and application of screening methods.

Whilst there are several other methods available for soil testing which provide good service for the management of spills the SST™ does provide a fast, repeatable and cheaper screen of any land that may have been contaminated.

Details of the SST™ can be obtained from Crown Bio on 01895 253353 and CSG are available to carry out surveys using the instrument.

**Tim Lawrence BSc**  
**Environmental and Electrical Operations**  
**Advisor to CSG**

## WHAT ARE DESMI-AFTI OIL HERDERS?

DESMI-AFTI oil herders are liquid agents designed to contract, thicken, and control the spread of petroleum spills on water surfaces. They were primarily developed to control fairly fresh, liquid oil on calm water with drift ice where boom and mechanical recovery devices may not be effective.

Under these conditions, the herders concentrate the oil to a thickness suitable for in-situ burning.

### HOW DID DESMI-AFTI OIL HERDERS EVOLVE?

A multi-year, multi-partner research programme was initiated in 2003 by SL Ross Environmental Research to advance oil spill response in ice. The programme included many laboratory tests along with tests at the National Oil Spill Response Research & Renewable Energy Test Facility (Ohmsett),

the Ice Engineering Research Facility Test Basin at the US Army Cold Regions Research and Engineering Laboratory (CRREL), and the Fire Training Grounds in Prudhoe Bay. The tests found that herding agents persisted long enough to enable in-situ burning of relatively fresh, fluid oils in broken or drift ice and that ThickSlick 6535 and Siltech OP-40 were effective herding agents on cold water and in ice conditions. One field test in Barents Sea pack ice involved the release of 630L of fresh Heidrun crude in a large lead. The free-drifting oil was allowed to spread



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for 15 minutes until it was far too thin to ignite (0.4 mm), and then DESMI-AFTI herder was applied around the slick periphery. The slick contracted and thickened for approximately 10 minutes at which time the upwind end was ignited using a gelled gasoline igniter. A 9-minute long burn ensued that consumed an estimated 90% of the oil.

As a result of the success with herders for in-situ burning in ice, a two-year programme of R&D in the lab and at Ohmsett was undertaken in 2009 to determine if there was a potential to use herding agents to improve other areas of marine oil spill response, specifically:

- o Employing herding agents in drift ice to enhance recovery of spilled oil with skimmers;
- o Using herders to clear oil from marsh areas; and,
- o Applying chemical herders around oil slicks on the open ocean to improve the operational effectiveness of subsequent dispersant application.

These research studies were variously funded by the ExxonMobil Upstream Research Company; the Bureau of Safety and Environmental Enforcement (BSEE) of the U.S. Department of the Interior; the SINTEF JIP Oil in Ice funding consortium (Shell, Statoil, ConocoPhillips, Chevron, Total, Agip KCO

and the Norwegian Research Council); and, the Petroleum Environmental Research Forum (PERF) partners Agip Kashagan North Caspian Operating Company, ExxonMobil Upstream Research, Sakhalin Energy Investment Company and Statoil ASA.

### HOW DO DESMI-AFTI OIL HERDERS WORK?

Herders are applied at a very low rate on the clean water around the perimeter of an oil spill where the herder will form a monolayer. When the monolayer reaches the edge of a thin oil slick it changes the balance of interfacial forces acting on the slick edge and causes those forces to contract the oil into thicker layers. Herders do not require a boundary to “push against” and work in open water. Since the herder forms a monolayer, a small quantity of herder will quickly clear thin films of oil from large areas of water surface. The monolayer will survive for more than 45 minutes in a calm sea thus allowing time to initiate in-situ burning, or for mechanical oil recovery equipment to arrive on scene. Herders confine the oil on the water surface. Neither the oil or chemicals are forced into the water column. Herders do not burn up during an in-situ burn and will continue to act after the fire is extinguished.

### CAN DESMI-AFTI OIL HERDERS AID IN CONVENTIONAL OIL RECOVERY?

Herders concentrate the oil into a thicker layer occupying a smaller water surface area which will increase the encounter rate for any type of static or advancing skimmer. Herders can provide a quick response to slow or halt the spread of oil before booms can be deployed and skimmer operations started. With small, periodic applications of additional herder, the oil can be held in a thickened, fluid layer until recovery equipment can be deployed.

### DO DESMI-AFTI OIL HERDERS HAVE OTHER POTENTIAL USES?

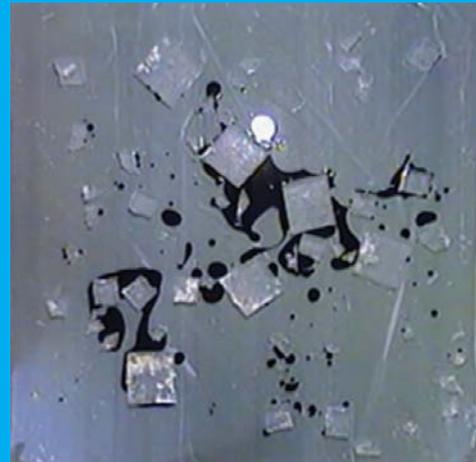
- Herders may help clear oil from areas inaccessible to equipment if they’re not working against the current or wind.
- Herders may protect the shoreline if the wind is parallel to or away from the shore under calm conditions.
- Herders have been used to clear thin oil and sheens from under dock piles and other waterside structures where it was difficult to access the oil.



Oil is introduced into a test pan with simulated ice drift



The oil rapidly spread throughout the ice



Herders change the surface chemistry of the water forcing the slick into a smaller area thereby thickening it.

# Arctic Spill

## Overcoming challenges of Arctic oil drilling

Originally published in the Daily Telegraph  
3rd December 2012 - Emily Gosden

Energy giants are investigating the potential riches in the Arctic region, but one has already broken ranks.

Drilling for oil and gas has always been a risky business. The world's precious hydrocarbon resources are rarely found in convenient locations; overcoming technical, political and environmental challenges is part of the job. But recently Christophe de Margerie, chief executive of French oil giant Total, broke ranks. When it came to the Arctic Ocean, he declared, the risk of a spill was simply too high.

While many of his peers clearly disagree with his assessment that drilling for oil should not proceed, few would dispute the unique

risks of the fragile region. For the environment and the companies involved, a spill in the Arctic could be catastrophic.

In the Alaskan Arctic, where Royal Dutch Shell began drilling offshore last month, temperatures drop to minus 20 degrees celsius in summer. Gale force winds move giant ice floes – Shell's drilling rig has already had to get out of the way of one block bigger than Manhattan. And in winter, when daylight lasts barely a few hours, sea ice forms, makes the region inaccessible.

"The drilling conditions facing oil companies operating in the Arctic are some of the most challenging on Earth," Greenpeace argues. "The hostile weather, freezing conditions and remote location present unprecedented challenges for dealing with a spill."

Vicky Wyatt, a campaigner with the group, says the lack of infrastructure and the winter

advance of sea ice could make cleaning up almost impossible. "If you can't cap a leak in time before the Arctic winter, the well will continue flowing until the ice melts again and you can get to it," she says.

The oil could become frozen underneath individual ice floes – floating hundreds of miles away over the course of the winter before being released into the ocean in the spring.

From a reputational point of view, there could be no worse place to spill the black stuff. "You have a very stark image there with the white of the Arctic ice," says Dr Mark McClelland of risk consultants Maplecroft. "It would be devastating. It would be as bad, if not worse, as the reputational damage that BP experienced in the Gulf of Mexico."

Yet despite the risks, most of the world's biggest oil companies are eyeing the Arctic. Shell has faced numerous setbacks and delays



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but is pressing ahead off Alaska; US giant ExxonMobil has signed an exploration deal for the Russian Arctic with Rosneft, as have Italy's Eni and Norway's Statoil. Statoil is also working in the Norwegian Arctic and is partnering Cairn Energy off Greenland. And future Arctic exploration is seen as the implicit long-term goal of BP's declared interest in Russia.

The reason: the sheer volumes of oil and gas that are thought to be there. The US Geological Survey estimates that the Arctic may hold 90bn barrels of oil – almost three times annual global consumption and some 13pc of the world's undiscovered oil reserves. There may also be 1,669 trillion cubic feet of natural gas – 30pc of global undiscovered reserves. And the vast majority of it lies offshore.

As production in easier-to-access areas declines, oil companies are turning to new, more challenging frontiers. Meanwhile, melting sea ice is making the Arctic more accessible.

In the US, questions remain over political tolerance for drilling. "You have had some

senior Democrat senators requesting that the Arctic is removed from the interior department's leasing programme over the next five years," McClelland says. But most of the governments in the Arctic region are eyeing the potential riches, with Canada, Greenland, Norway and Russia seen as key growth areas.

Meeting the high standards required to drill in the Arctic does not come cheaply. Shell has so far spent \$4.5bn without even gaining permission to drill into oil-bearing rocks. "It needs very high oil price to make it sustainable – at least \$90-\$100 a barrel," McClelland explains. With infrastructure almost non-existent, development costs are also huge.

The challenges of the Arctic mean the region is likely to remain the province of the supermajors, Stuart Joyner of Investec says "You need a lot of capital, the balance sheet to withstand things going wrong and the expertise of running great big multi-billion barrel projects".

Meaningful production is unlikely to emerge until well into the next decade at the earliest.

But, Joyner says, the challenges will eventually be overcome, "I think you will get commercial production from there in quite large volumes – in the US, potentially in Greenland, and certainly in Norway and Russia. Technology is moving on all the time and the industry is becoming more capable. It is within the competencies of the industry to get to a position where we can get commercial discoveries".

### 'Oil Spills in Arctic Waters' Published by US ARC

The US Arctic Research Council (ARC) in association with others, reports on research and mitigation measures for oil spills in the Arctic marine area.

This "white paper" is a compilation of research on oil spills in ice-covered Arctic waters and recommendations for future work. ARC identify research entities in governmental, non governmental, industrial, and private organisations, and provide an inventory of research projects.

Read the full report [www.ukspill.org/spill-archive.php](http://www.ukspill.org/spill-archive.php)

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## EUROPE: BIGGEST BALTIC SEA OSR EXERCISE IN HELSINKI

This year, Balex Delta was hosted by Finland and was exceptionally large with approximately 20 specially equipped OSR vessels from all the nine Baltic coastal countries, along with over 50 other ships and boats and aircraft support. Finnish Environment Institute (SYKE) was responsible for coordination and a national coastal response exercise coincided with the operation on 28 August.

The drill simulated a large real life oil catastrophe in one of the most vulnerable and busiest sea areas in the world. The goal was to recover as much oil as possible in the open sea before it can reach the shores of the islands or mainland, since this is roughly ten times more cost-efficient than shoreline clean-up.

Specifically, the exercise simulated a major oil tanker accident in the Gulf of Finland. The exercise was based on a scenario where a ro-pax (cargo and passenger) vessel collides with an oil tanker and 15,000 tons of crude oil spills into the sea. For the purpose of the exercise, peat was used to simulate the oil.

Balex Delta oil spill response exercise, which is held annually under the Convention on the Protection of the Marine Environment of the Baltic Sea Area governed by HELCOM, took place just outside Helsinki. The exercise was larger than ever before, involving several international organisations and responders and overall more than 500 people.

The Helsinki City Rescue Department, the Finnish Border Guard, the Finnish Defense Forces and Meritaito Ltd provided a significant input with their OSR vessels, aircraft and personnel. Equipment and staff from the Helsinki (western and southern coastal region) and Kymenlaakso rescue authorities also took part in the exercises.

### With purpose and mission

Ultimately the drill was designed to test the



cooperation within and among national and international oil spill response organisations and vessels. All aspects of the oil spill response operations were tested during the exercise, from alarm procedures to the disposal of recovered waste.

Crews at sea and ashore practised the deployment of oil containment booms, oil recovery, shoreline protection, oil spill mapping, preparedness for shoreline clean-up, logistics and oiled wildlife response. A significant new element in the exercise is the regional Boris 2 situation awareness system, which is used for distributing information among the different organisations, and for oil spill response operational command.

The number of vessels transporting oil on the Baltic Sea and particularly in the Gulf of Finland has increased remarkably in recent years, which means a growing risk of a major accident involving oil pollution. The Baltic Sea states have signed a contract under HELCOM to combat oil spills in their respective regions, and to assist each other with oil response. Assistance from neighboring countries is essential in the event of a major oil disaster, which is why the countries arrange a joint exercise annually.

### Unified input

A significant part of the funding for this year's exercise came from the Humanitarian Aid and Civil Protection department of the European Commission (DG ECHO). As such, the scope of Balex Delta 2012 was widened and included the following operations: alerting, open sea pollution response with specialised vessels, open sea pollution response using non specialised vessels in laying and towing the oil booms (oil trawling), FIFI, emergency towing, laying protective booms in the archipelago, shallow water oil response with specialised response boats, oiled coastline mapping, beach cleaning, oiled wildlife cleaning, information sharing with a situational awareness system, aerial surveillance and possibly equipment transfer with aerial assets.

"As an observer and participant in the exercise, I was very pleased to see our equipment on board the OSR vessels being used during the Balex Delta drill. Our equipment worked efficiently throughout the exercises and responders operated the equipment with ease and control," says Lamor's COO Rune Högström proudly.

**Thomas Barbieri**

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# Briggs

## An oil spill pioneer

Leading marine contractor, Briggs Marine and Environmental Services became involved in the marine industry in the 1970s, when chairman Robin Briggs saw the need to provide tough, dependable workboats to support marine-based construction works off the Scottish coast.

A family run business, the company is headquartered in Burntisland on the Firth of Forth in Scotland and has further operations in Aberdeen and Baku, Azerbaijan.

An early addition to the company's now 40-strong fleet was BP's oil spill response vessel Fasgadair, which was acquired by Briggs in 1987 and renamed the Forth Explorer. 1988 saw the Forth Explorer mobilised to the North Sea in response to the Piper Alpha oil spill incident.

In the aftermath of the Piper Alpha incident, Briggs identified the need for an offshore oil spill response organisation and formed the Offshore Oil Spill Response Club. The organisation was backed by oil majors working in the UK sector of the North Sea. Briggs subsequently went on to form the NOPCC (National Oil Pollution Control Club) in the 1990s to cover oil spill response for land, ports and coastal areas within the UK.

Now a major international player in worldwide oil spill response, Briggs operates in countries around the world delivering a full suite of environmental solutions including

consultancy, training and planning as well as Tier 1, 2 and 3 spill response services.

Briggs has also developed a growing Oil and Gas Terminal Operations (OGTO) service and has been providing suitably qualified and experienced personnel for various oil majors since 1984. The company aims to provide its clients with a consolidated site-specific product movement package dedicated to ensuring that cargoes are safely handled at all stages of the process from arrival to departure. The company's skilled site-based teams work closely with terminal managers to ensure that all products are transferred as efficiently as possible.

Since its early beginnings in the 1970s, the Briggs Group has grown in strength and has expanded across a range of industries working offshore in the marine sector. In addition to its international emergency oil spill response service and oil and gas terminal operations, the Briggs Group's services include vessel charter and management, marine civil engineering, subsea cable repair and maintenance, operation and maintenance of aids to navigation, salvage and wreck removal and environmental consultancy.

Over more than 40 years in business, the Briggs Group has developed a strong reputation within the maritime and oil and gas sectors and, in more recent years, has expanded that reputation into the growing renewable energy sector.

**Captain Bill Boyle MNI**

**General Manager,  
Briggs Marine and Environmental Services  
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Briggs oil spill response training in the Firth of Forth, Scotland and Falkland Islands

# Stop Press

INTERNATIONAL:

## The Little Black Book of Oil Spill Contractors 2012

Providing responders with accurate information is a key component to any spill response. To this end Cleanupoil.com has been working for the last ten years to compile the most comprehensive list of oil spill contractors. This information is published in a book titled - The Little Black Book of Oil Spill Contractors. The 6th edition has just come off the press (Sept 2012) and follows 12 months of revisions and updates. The book contains contact information for over 1,000 organisations that provide some form of emergency oil spill response support and spans 155 pages. This valuable resource is recognised as providing a unique resource for responders and receives extensive support from the industry with over 60 companies advertising in the book. Copies will be made available at the Clean Gulf conference. If you would like more information visit [www.cleanupoil.com](http://www.cleanupoil.com)

## UK: IAC UPDATE

Industrial Apparatus Consultants (IAC) announce that their principals Ecoceane, who design and build a range of integrated pollution clean-up vessels, will be on exercise on the Thames with the PLA.

The Workglop 128 is the biggest of three different configurations available, with a design for a 16 metre unit now developed. The 13 metre vessel has twin 260hp engines and is designed for use in open waters and in the area of wind farms and offshore platforms. This represents a major new development to the Ecoceane range which was originally a series of road transportable aluminium catamarans. Workglop 128 will take part in a Port of London/TOSCA spill response exercise on the Thames on 6th December 2012. For further information on this exercise or to see the Workglop 128, contact IAC [www.iacuk.com](http://www.iacuk.com).



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SpillAlert | PAGE 24

## INDUSTRY EVENTS: PREVIEWS

**CHINA: THE 2nd OIL SPILL RESPONSE WORKSHOP**  
12 DECEMBER 2012, BEIJING

Details at [www.oilspillchina.com/osrw\\_2012/index\\_en.html](http://www.oilspillchina.com/osrw_2012/index_en.html)

**UK: UKSPILL ANNUAL MEMBERS MEETING & ANNUAL DINNER**  
5 FEBRUARY 2013, WATERMENS HALL, LONDON, UK

Details at [www.ukspill.org](http://www.ukspill.org)

**FRANCE : CEDRE INFORMATION DAY 2013**  
27 MARCH 2013, PARIS- LA- DEFENSE, FRANCE

Details at [www.cedre.fr](http://www.cedre.fr)

**AUS: SPILLCON 2013**  
8-12 APRIL 2013, CAIRNS, QUEENSLAND, AUSTRALIA

Details at [www.spillcon.com](http://www.spillcon.com)

**UK: INLANDSPILL 13**  
16 APRIL 2013, THE FIRE SERVICE COLLEGE, MORETON IN MARSH, UK

Details at [www.ukspill.org](http://www.ukspill.org)