

# SpillAlert

THE QUARTERLY NEWSLETTER ABOUT THE SPILL INDUSTRY

ISSUE 12 : OCTOBER 2013

PRODUCED BY

UKSpill  
ASSOCIATION

## POLLUTION PREVENTION

### IN TODAY'S WORLD



© MAX ROSSI/Reuters/Corbis

2	EDITOR'S VIEW
3-5	THE MAIN FEATURE – POLLUTION PREVENTION : SHIPWRECKS
6-7	THE RAW REPORT
9	IN THE NEWS
10-12	COMPANY PROFILE - LAMOR
13	IN THE NEWS
14	IN CONVERSATION
17-18	IN THE NEWS
20	EVENTS



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

The concern about risk posed by the new generations of 'mega' cruise and container ships was illustrated vividly last year with the grounding of Costa Concordia in Italy.

The cruise ship, 290m long 113,000 GRT, with 4,252 persons on board ran aground and resulted in the loss of 32 lives on 13 January 2012. At the vessel's launch at Sestri Ponente, in Italy, on 2 September 2005, the champagne bottle, released by model Eva Herzigová, failed to break, an inauspicious omen in maritime superstition.

Both mega cruise ships and the similar sized mega containerships have one thing in common, and that is a high pollution risk - specifically several thousand tonnes of bunker fuel.

For Costa Concordia, the defuelling was carried out by SMIT, and completed within 2 months of the grounding without any pollution, reflecting the skills of the salvage contractors.

However, whilst the salvors were the key to the defuelling, it is the spill industry that provides the equipment to contain and recover spills.

This synergy of interests between the salvage and spill industries is further illustrated by the priority given to pollution prevention by International Salvage Union (ISU), and its annual survey of salvors, to establish how much oil was NOT spilt.

In this issue we will look at Pollution Prevention, and the overlap between the salvage industry and the spill industry.

## Everything you need to protect your business

The OAMPS Team - your partners in petrochemical insurance and risk management, environmental, staff training and emergency response.

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

A  Wesfarmers Company

Insurance Managers for the UKSpill Association

**UKSpill**  
ASSOCIATION



 **OAMPS** 01372 467 266  
PETROCHEMICAL

 **OHES** 08702 403 329  
ENVIRONMENTAL

 **PTF** 01553 769 666  
TRAINING

 **24-7** 0118 902 9373  
RESPONSE

The Main Feature:



# Pollution Prevention: *Shipwrecks*

In the last issue of SpillAlert we featured ITOPF and its annual survey of marine spills, where in 2012 they declared nil major marine spills - a major milestone for everyone from the environment to individuals.

The ISU survey in 2012 shows the other side of the coin, and illustrates what might have been a spill, but was prevented by salvage actions of their members.

This synergy of interests between the salvage and spill industries is further illustrated by the priority given to pollution prevention by International Salvage Union (ISU), and its annual survey of salvors to establish how much oil was NOT spilt.

In this issue we will look at pollution prevention, and the overlap between the salvage industry and the spill industry.

Whilst the 2012 ISU survey (the latest published) saw a 59% fall in saved oil, over 2011, this still represented more than 188 incidents and 104,000 tonnes - a historic low.

That figure contrasts sharply with the actual nil marine oil spills over 7 tonnes recorded by ITOPF in 2012. It is worthwhile noting that in the 18 years that this survey has been carried out, almost 18 million tonnes have been prevented from polluting the environment, over 30 times the oil spilt in the Macondo disaster!

This is a sharp reminder of the oil spill risk that remains, and why the salvage and spill industry remain close companions. Recently, the President of the ISU, Andreas Tsavlis, wrote about the role that salvors play in preventing pollution, and the risks that responders take.

Image © View Apart/Shutterstock.com

## The Main Feature:

### Defuelling

SMIT was awarded a contract by the owners of Costa Concordia for the removal of the bunker oil and pollution control.

The amount of bunkers in the vessel was 2200 MT of IFO (intermediate fuel oil), 185 MT of MGO (marine gas oil/diesel) and lubricants, distributed over 17 tanks.

2 months later on 24 March SMIT Salvage successfully completed its assignment on the removal of fuel from the Costa Concordia. The entire oil removal process lasted just over one month, and was executed in line with expectations with no pollution.

### Righting

Recovering the Costa Concordia, which heeled over and partially sank after striking rocks in January 2012, has been described as one of the largest and most daunting salvage operations ever attempted.

On 16 September 2013, after 612 days partially submerged in 50ft (15 metres) of water, the huge vessel was painstakingly hauled upright in the most critical phase of the salvage operation.

### Environmental threat

The vessel still contains tonnes of rotting food, furniture, bedding and passengers' belongings, and environmental contamination has been a constant risk during the operation.

One of the project's directors, Franco Porcellacchia, told the BBC: "This is a very delicate and unusual operation. We have no reference here".

"So far we have recorded no pollution and the situation is being constantly monitored by the authorities."

With the ship considered a write-off, its final destination is expected to be a dry dock in Sicily, where it will be cut up.

## Pollution Prevention

By Andreas Tsavlis, President of the International Salvage Union

Zero tolerance of spills and marine pollution is now accepted and coastal states' requirements have become more and more stringent as wider public awareness of the importance of environmental protection has grown over the past decades.

It is against this backdrop that salvors conduct operations to save casualty vessels – each one of which represents a pollution threat even if it is carrying non-hazardous cargo.

The International Salvage Union conducts an annual survey of its members' success in preventing pollution. This survey began in 1994 and in the 17 years to end-2011, ISU members salvaged 17,047,014 tonnes of potential pollutants, an average of over one million tonnes per year. This consists of 12,871,947 tonnes of crude oil and fuel oil; 1,060,704 tonnes of chemicals; 1,404,897 tonnes of bunker fuel and 1,709,405 tonnes of "other pollutants".

Not all of the pollutants were at risk of

leaking into the sea but there can be no doubt that collectively salvors' actions have been of great benefit in helping to protect the marine environment from potential damage. Some context is given by the fact that in the United States' worst environmental disaster, 700,000 tonnes of oil was released into the Gulf of Mexico in 2010.

It is a fact that in most locations only commercial salvors have the equipment and expertise to prevent environmental catastrophe and as well as concerns about salvage awards, criminalisation following marine incidents is also a real worry. Creeping criminalisation is both counter-productive and in direct conflict with the goals of safer ships and cleaner seas. There are close links between the issues of criminalisation and lack of responder immunity for salvors and other emergency responders. Set in the context of pollution prevention efforts it is particularly troubling.

The shipping industry has suffered many examples of unfair treatment in recent years. For example, the case of the crew of the Hebei Spirit in Korea became a cause celebre, and there has also been the imprisonment of the Master of the tanker Eoikos in Singapore,

followed by the confinement in Spain of the Master of the Prestige. Of particular note for the salvage industry was the detention in Pakistan of seven crew members from the Tasman Spirit because in this case the Salvage Master was also detained. In short there has been no real progress on responder immunity in the past decade. For example, IMO member governments rejected responder immunity when adopting the Bunker Spills Convention. This is a concern for salvors, as the removal of bunkers is the first priority in many salvage operations. At that time, various IMO delegations admitted that they did not wish to rule out the possibility of prosecuting salvors. Of course salvors are commercial and wish to earn income from their operations but they deal with problems that are not of their making. But lack of immunity does nothing to encourage the kind of swift, decisive response which can prevent pollution costing billions. Salvors accept that if they are negligent there should be consequences but that is very different from being strictly liable during what are necessarily uncertain and risky operations. The risk of criminalisation feeds a blame culture more interested in scapegoats than prevention and conflicts with the very essence of salvage.



## What is left of the stricken ship Rena on the Astrolabe Reef off the coast of Tauranga?

Heavy fuel oil on board Rena is expected to leach out over time, but the ship's owners and insurers say leaving the wreck behind is still the preferred option. About one to two tonnes of oil is believed to be on board Rena's sunken stern, clinging to containers, pipes, cargo, plus hydraulic oil. There were about 1646 tonnes of heavy fuel oil on Rena when it grounded. Salvors using the Awanuia bunker barge removed about 1425 tonnes and about 230 tonnes were lost to sea or collected from beaches. This did not include the 21 tonnes of diesel oil on the ship at the time. Of this, 17 tonnes were removed and 4 tonnes were lost at sea.

# ISU POLICY

## is to protect the marine environment

Concern for the environment is rightly at the heart of all modern salvage operations.

Almost all marine casualties, regardless of their cargo, represent a potential threat to the environment. Time and again the skill, commitment and equipment of the members of the ISU have prevented disaster and minimised environmental damage.

In most cases there is no state provision of salvage and environmental protection services. It is only commercial salvors who stand between a shipping casualty and an environmental catastrophe.

Not all spill risks are from shipping today, history offers risk from long sunken vessels – a NOAA report (right) identifies a national spill threat from shipwrecks.

### Report presented by NOAA to U.S. Coast Guard for use in contingency plans

The NOAA report presented to the U.S. Coast Guard finds that 36 sunken vessels scattered across the U.S. seafloor could pose an oil pollution threat to the nation's coastal marine resources. Of those, 17 were recommended for further assessment and potential removal of both fuel oil and oil cargo. The sunken vessels are a legacy of more than a century of U.S. commerce and warfare.

The report, part of NOAA's Remediation of Underwater Legacy Environmental Threats (RULET) project, identifies the location and nature of potential sources of oil pollution from sunken vessels. Knowing where these vessels are helps oil response planning efforts and may help in the investigation of reported mystery spills - sightings of oil where a source is not immediately known or suspected.



14 May, 1942, U. S. Army Air Corps photographs of the burning tanker Potrero del Llano location.

# The Raw Report

# Assessing the Inland Spill Market in 2013

Since 2004, when the UKSpill Association was first established, several reports and articles on the general state of the inland spill industry have been published. One of the more comprehensive reports on the subject was published in 2005 by Oakdene Hollins Ltd who were commissioned by the Environment Agency's Oil Care Campaign (OCC), sponsored by Shell, to identify the areas that the OCC should focus on in order to drive down the number of incidents of inland oil and fuel spillage in England and Wales.

## Key findings from the study included the following:

- Over 70% of incidents which would be classified by the Environment Agency as serious incidents (category 1 or 2) were not captured by established systems, and these incidents were handled by spill contractors who therefore represent a significant source of data.
- The Environment Agency's National Incident Recording System (NIRS) recorded a high percentage of actual incidents occurring in watercourses but lower percentages of incidents retained on land.
- NIRS data showed a high level of reporting by third parties, with the associated increase in time between occurrence and containment.
- There were gaps in the information reported to the Environment Agency and improvements could be made to increase the amount and accuracy of the data captured.

## The report went on to make the following recommendations:

- The OCC should further encourage the early reporting of incidents.
- A recording system for spill contractors should be considered.
- Tackle the four significant causes of oil and fuel incidents (tank failure, the

overfilling of tanks, pipe failure and vehicle fuel tank failures) that account for over half of serious incidents captured on NIRS, OAMPS and ISAA and 30% of minor incidents. More specifically we recommend that the OCC focus on:

- › Investigating the alternative options for tank overfill prevention in terms of cost, ease of introduction (on old tanks and new build) and speed of implementation.
- › Investigating the alternative options of ensuring that tanks and installations are "fit for purpose".
- › Investigating the options to ensure that below ground pipework is installed appropriately.
- › Assembling a stakeholder group to review the design of vehicle fuel tanks to reduce incidence of rupturing.

So, eight years on from the publication of this report, what progress has been made with respect to the above recommendations? Taking each in turn, with respect to the early reporting of incidents, some progress has been made with respect to commercial spill incidents. As a result of the transposition of the Environmental Liability Directive into domestic legislation, through for example the Environmental Damage (Prevention and Remediation) Regulations 2009, it is a requirement to inform the relevant regulator 'without delay' if a spill has occurred that has caused, or has the potential to cause,

environmental damage. However, with respect to domestic spill incidents, which make up a significant proportion of the inland spill incidents that occur across the UK annually, there is still no legal requirement to inform the regulator if a spill has occurred, although if pollution of the environment does occur then the 'polluter' could be liable for prosecution.

The Oakdene Hollins report for the OCC identified that spill contractors deal with a significant proportion of spill incidents that go unreported to the regulators and recommended the set-up of a spill reporting system for spill contractors. Such a reporting system has been established by UKSpill for all UKSpill accredited contractors who are asked to provide a report on the number of spills they have attended, and the volume, type and cause of spill on a monthly and annual basis.

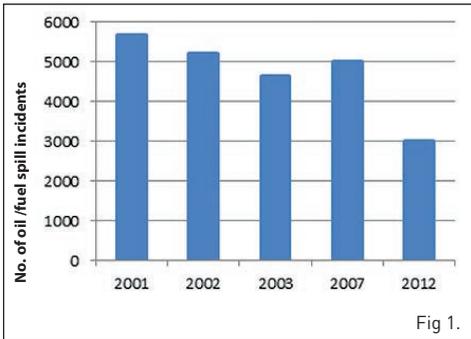
With respect to the recommendations to deal with the causes of spill incidents identified in the report for the OCC, since the publication of the report, through their support from the regulators including the EA, NIEA and SEPA, the OCC have published some useful guidance on oil storage (e.g. 'Get to know your oil tank'; 'Be oil care aware at work'). Perhaps the best way to assess the impact of this guidance and the efforts of the OCC, is to review the number of oil/fuel spill incidents occurring today compared to the number prior to the publication of the guidance.

The Environment Agency has published several estimates of the number of oil/fuel spill incidents occurring annually recorded through their NIRS.

Figure 1 (right) provides a summary of the data on oil/fuel spill incidents published by the Environment Agency.

The figures from the Environment Agency appear to show a decreasing trend in these spill incidents, although as recognised in the report for the OCC, there are likely to be many spill incidents that go unreported to the

**OVER  
70%  
OF SERIOUS INCIDENTS  
WERE NOT CAPTURED BY  
ESTABLISHED SYSTEMS**



Environment Agency. Many of these 'unreported' spill incidents will have been attended by UKSpill accredited contractors and should be being picked up through the UKSpill reporting scheme. Speaking for my own company, RAW, during 2012 we attended over 800 spill incidents and no doubt several accredited contractors would also have attended a similar number of spills over the same period, suggesting the Environment Agency figures could indeed be significantly underestimating the number of oil/fuel spill incidents. In reality, the level of reporting from

UKSpill accredited contractors is significantly lower than the level that was hoped for under the accreditation scheme and improvements do need to be made. At the end of 2013 it is our intention within UKSpill to produce an up to date summary of spill incidents reported by our accredited contractors which should provide a snapshot of today's spill market and I would actively encourage accredited contractors to report their incidents to provide the regulators with as accurate information as possible on the number of these incidents.

In an attempt to highlight the impact and importance of inland pollution incidents, the Environment Agency is undertaking a project seeking to establish the true cost of pollution incidents. The project was the subject

of a presentation at the Inland Spill 2013 conference in April 2013 and the slides are available through the UKSpill website. UKSpill has engaged in discussions with the Environment Agency to assist them with this project and accredited contractors have been encouraged to provide information on this subject to the Environment Agency.

So in summary, some progress has clearly been made with respect to the recommendations of the report produced for the OCC in 2005, but through the assistance of UKSpill and our accredited contractors, further progress should be possible to get a better understanding of the real number and cost of oil/fuel spill incidents occurring across the UK and to truly understand the state of the inland spill market. It is also hoped that UKSpill can continue to engage with the regulators and the OCC to produce relevant and up to date guidance on the subject.

The RAW report written by: **Dr. Jon Burton**  
**BSc PhD FGS MCIWEM CSci MAE**  
**Technical Director, RAW and Chairman of UKSpill**

**RAW**

Spill Response  
& Remediation Specialists

*...taking our solution to your problem*



**Working  
successfully with  
clients in the UK,  
Ireland & across  
the globe.**

*Why not contact  
us to see how  
we can help.*

RAW are the leading specialists in inland spill response and remediation, providing a high quality service to the insurance, utilities, construction, and petroleum industries. Providing expert services and advice across the world.



Cert No. 11085  
ISO 9001, ISO 14001,  
OHSAS 18001

**Tel: +44 (0) 845 166 8491 • [www.raw-group.com](http://www.raw-group.com)**

# MARINE POLLUTION CONTROL

Contain, Control and Clean Up Debris and Liquid Pollution On Land and Water



## Selected ranges of booms available from stock for immediate delivery.

Containment booms



Skimmers



Boom accessories



Debris booms



Floating storage tanks



Oil water separators



Call **0800 0370 822** for further details

**24/7 EMERGENCY RESPONSE SERVICE**  
Nationwide rapid response to spills.  
For emergency product supply, advice and spill clean up. Call 24/7 on 01622 715100 (UK only)



UK Spill ASSOCIATION

UK Spill Contractors ACCREDITATION SCHEME

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



## Speed, service and environmental integrity

Offshore Environmental Services • Lightering Pollution Services • Ports and Harbours Marine Response

Oil and Environmental Services  
**0800 592827**  
24hr Emergency Response

- Vessel Tank Cleaning
- Oily Waste Disposal
- Renewables Spill Response
- Oil Rig Cleaning
- Contingency Planning
- Training



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

## The Role of the Oil Spill Consultant/ Contractor in the Insurance Claim Process (A Loss Adjuster's View)

To better understand the role of the contractor, it is imperative to understand the insurance claim process in respect of these claims and the role of the principal parties including adjusters/insurers.

Whilst focusing in this piece principally on oil spills, many UKSpill members are actively involved in other types of pollution incidents including chemical spills, sewage, E-Coli and microbial issues and asbestos contamination.

The end result of an insurance claim is about insurers delivering on a promise (i.e. to provide indemnity to the insured party in the event of loss or damage covered under the insurance policy).

The claim process commences with the first notification of loss (FNOL) to insurers whereupon ordinarily specialist environmental adjusters are instructed to proceed with the claim from cradle to grave on behalf of insurers.

Such is the urgency of these claims that an initial claim assessment is frequently undertaken on the same day as instructions are provided to initially assess among other things the nature and extent of loss/damage, whether or not policy cover is likely to engage and what potential legal liabilities arise from the incident and whether a recovery of insurer outlays is likely to arise.

Experienced oil spill consultants/contractors are likely to be appointed on day one to undertake an initial attendance and to provide a site investigation, undertake emergency mitigation measures and prepare a remediation strategy as appropriate going forward. Subject to the adjuster's agreement in terms of pricing and scope, and liaison with

regulators where applicable, remediation works are implemented and a robust environmental validation/sign off is obtained from the consultant/contractors in order to conclude the claim.

To assist this process QuestGates employ in-house environmental consultants with experience in the field of oil spill response and whose role it is to provide impartial independent advice to reassure insurer clients that the remedial proposal presented is both proportionate to the risk and is cost effective. It should be stressed however that QuestGates are primarily loss adjusters and claim specialists and therefore are not environmental consultants or contractors and neither is there any desire to be so.

There are, in addition to the above, peripheral issues to consider including the arrangement of alternative accommodation, settlement of contents claims, potential underwriting issues etc.

Underlying every aspect of the claim process is the requirement to understand and manage the expectations of all stakeholders be they the Insurer, the Insured, Third Parties, Contractors, Regulators and a range of other parties to include media, environmental groups etc.

It is the contractors requirement to provide appropriate geographic coverage and technical expertise to provide and deliver a cost effective remedial solution utilising innovative and sustainable remedial strategies and technologies to provide a solution that is sustainable in terms of cost, timing and environmental impact. There is a requirement to exit the remediation scheme quickly whilst avoiding, where possible, long term monitoring obligations always mindful of the requirement to comply with CDM and Health & Safety issues.

To fulfil the above requirements the adjuster/insurer will require and expect prompt response/attendance, the introduction of effective emergency/containment measures and an early assessment of risk to receptors whilst liaising with regulators as appropriate to arrive at a proportionate and cost effective remediation scheme. There is a requirement to acknowledge the adjusters role in the claim management process and to ensure that the policyholder is regularly updated and that the contractor is able to deliver on assurances made to the policyholder to satisfy claim expectations.

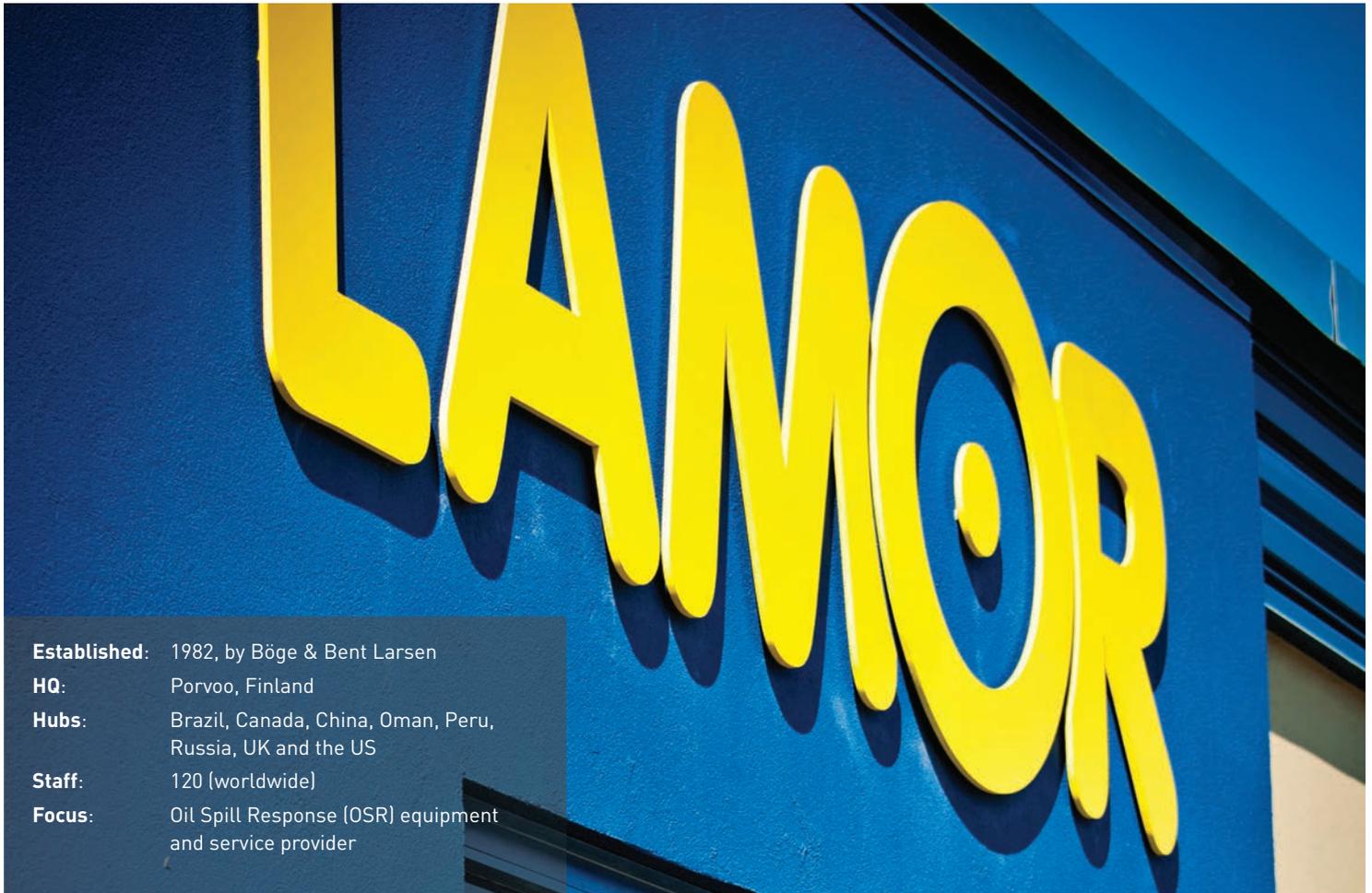
Whilst the majority of contractors meet reasonable claim expectations unfortunately some don't. Implementation of non cost effective/inappropriate claim solutions is often attributable to a failure to fully appreciate and understand the insurance claims process. Whilst speed of response is encouraged there is a fine line between a prompt effective response and what can only be regarded as effectively ambulance chasing often linked with contractors proceeding without instructions providing clients with false expectations and ultimately failing to achieve these expectations resulting in customer dissatisfaction.

Ultimately what we should, as an industry, be looking to achieve is a situation where adjusters and contractors work effectively together to enable Insurers to fulfil policy obligations and to ensure that the claim process is a satisfactory experience delivering to all stakeholders the fulfilment of claim expectations.

**Alan Dobson**  
Director, Environmental Claims  
QuestGates Ltd  
Chartered Loss Adjusters & Claim Specialists  
[www.questgates.co.uk](http://www.questgates.co.uk)

# Company Profile

Courtesy Lamor Corporation



**Established:** 1982, by Böge & Bent Larsen  
**HQ:** Porvoo, Finland  
**Hubs:** Brazil, Canada, China, Oman, Peru, Russia, UK and the US  
**Staff:** 120 (worldwide)  
**Focus:** Oil Spill Response (OSR) equipment and service provider

## The Source of Knowledge is Experience

Lamor (Larsen Marine Oil Recovery) Corporation is a family business based in Porvoo, Finland. The company has strategically located its offices and hubs in Brazil, Canada, China, Peru, Russia, UK and the US coupled with a distributor and agent network in more than 90 countries.

Lamor provides expertise coupled with solutions that protect the environment and ecosystems through in-depth knowledge

and investment in technologically advanced oil spill response (OSR) equipment that has a proven track record in all scenarios and climatic conditions. Lamor's OSR equipment is manufactured in Finland, the US and Asia.

Lamor's arsenal of oil spill prevention and recovery equipment has been designed, tested and utilised in several offshore and inshore accidents and in Arctic conditions. It offers skimmers, oil booms, pumps, power packs, landing crafts, workboats, and storage and ancillary equipment. The company also provides beach and shoreline containment and recovery equipment, containerised harbour systems, vessel-deployed oil spill recovery systems and arctic oil recovery equipment.

The company's patented and certified solutions guarantee reliable and efficient oil recovery operations in any environment; land spill clean-up, port and marina service, shoreline clean-up, near shore oil recovery, offshore oil spill response, salvage operations, wreck oil removal, Arctic oil spill response on the ice, in broken ice and under the ice.

Lamor is ISO 9001 certified and its equipment are inspected and certified by Bureau Veritas.

### Responsible training

Lamor offers customers and governmental agencies that are responsible for OSR, monitoring, and control, a three-level International Maritime Organization (IMO)

which is offered locally or on-site at the customer's location, and accredited by the UK Nautical Institute; an important achievement for Lamor considering the Institute's strict accreditation policies and procedures. In addition to this, Lamor always provides intensive training when it delivers its equipment.

### Working for a common purpose

The company has extensive experience in cooperation with governmental agencies worldwide i.e. Swedish Coastguard, North and South American authorities and representative agencies, Russian authorities and ministries, European Union environmental administrations, European Maritime Safety Agency (EMSA), Chinese governmental and maritime departments and Middle Eastern environmental and representative agencies in several countries.

### Surging demand

The exploration for oil in the Arctic region, deep offshore e.g. in Brazil and oil producing nations in Africa continues full steam ahead. Demand for oil continues to surge and Lamor continues to develop technologically advanced solutions to provide the best available technology in equipment and support for oil spill clean-ups around the world.

As the need for energy continues to rise and while onshore oil reserves dwindle, the search for oil offshore continues to surge.

This increases the risks for accidents. The harsh climatic conditions in the Arctic Ocean make the exploration and extrapolation very dangerous. The waters of the Arctic are particularly extreme for drilling because of the punishing cold, long periods of darkness, dense fogs, and hurricane-strength winds.

Lamor's knowledge, expertise and commitment in providing the most advanced oil spill clean-up solutions with equipment and training is unparalleled with a global reach in any climatic conditions and regions. "We have expertise and equipment for tackling oil spills in all terrains and climates," says Fred Larsen, CEO of Lamor Corporation.

The Arctic Ocean's ecosystem is considered to be one of the most vulnerable to oil spills in comparison to other regions. "The cold weather, the thick ice cover together with slow turnover of eco-systems mean that toxic oil spills could last longer and expose multiple generations of organisms to contamination," he says.

### Responding proactively to demand

"An Arctic oil spill could set off irreversible chain-reactions of contamination. The lack of sunlight also impacts the breakdown of spilled oil and other chemicals. Therefore, it is essential for both corporations and governments to be responsible and take the necessary steps by investing in training and equipment to reduce a catastrophic

environmental disaster, and this is where we can help," Larsen says categorically.

### The Arctic situation

At an Arctic conference held in Tromsø, Norway, it is predicted that between 2035 and 2040, the Arctic Ocean will be essentially ice-free for about a month. These longer periods of ice-free waters will likely mean more vessels trying to navigate the narrow straits and channels of the Northwest Passage, a series of waterways along the US coast that snake through Canada's Arctic archipelago of 36,000 islands, including commercial shippers looking for shortened trade routes.

By linking the Atlantic and Pacific oceans greatly reduces transit times for ships that have relied on southern route through the Panama Canal. Temperatures in the Arctic are rising faster than anywhere else in the world, making the Arctic region easier to navigate. For shipping companies hoping to shorten trade routes through the Arctic Ocean that provides them quicker access to economic dynamos such as China and India.

That said, the Arctic Ocean causes more diplomatic rows pursuant to the usage of waterways. Canada, Denmark, Norway, Russia and the US all regard parts of the Arctic seas as "national waters" i.e. territorial waters out to 12 nautical miles. There are also disputes regarding what passages constitute "international seaways" and rights to passage along them e.g. the Northern Passage.

### It is not if ... it's when!

"I am pleased to note that companies, organisations and governments have become proactively involved in adopting safeguards. Stricter legislation has been imposed by governments and companies are doing more to ensure that they have oil spill response (OSR) equipment and trained people to respond efficiently and effectively should the need arise. However, there is always room for improvement," Larsen notes.

"I will conclude that it is our responsibility to future generations to protect the planet from oil spills and it is not only governments but corporations also to have the right equipment, the right people at the right time to respond effectively and efficiently. It is not 'if' an oil spill happens ... it is 'when'," Larsen says categorically and enthusiastically.

[www.lamor.com](http://www.lamor.com)



Fred Larsen, CEO of LAMOR demonstrates the company's capabilities

Courtesy Lamor Corporation

# LAMOR

## Your oil spill solution expert



### Lamor Corporation offers solutions for optimal oil spill response and recovery

With offices, staff and equipment strategically located around the world, Lamor is able to deploy to the scene rapidly and effectively to best serve the environmental needs of corporations, the public and ecosystems.

The company develops, manufactures, and supplies best available technology (BAT) oil spill recovery equipment and services. Included in its portfolio of solutions, Lamor offers contingency planning, risk assessments, equipment maintenance and service coupled with training.

**LAMOR FINLAND** Urakoitsijantie 12, 06450 Porvoo, Finland, tel: +358 20 765 0100, fax: +358 20 765 0129, info@lamor.com **LAMOR UK** 3 Medina Court, Arctic Road, Cowes, Isle of Wight, PO31 7XD, UK, Tel: +44 1983 280 185, Fax: +44 1983 280 056, uk.info@lamor.com **LAMOR USA** 155 Hill Street, Milford, CT 06450, USA, Tel: +1 203 888 7700, Fax: +1 203 888 7720, info@lamor.com **LAMOR CHINA** Hanwei Plaza, Guanghua Road No. 7, 100004 Beijing, China, Tel: +86 10 8446 7400, Fax: +86 10 8446 7440, info@lamor.com.cn

# In the News

## INTERNATIONAL: Oil Spill Response Limited (OSRL) Introduces International Well Capping Equipment at New Base in South Africa

Oil Spill Response Limited (OSRL), the global oil spill response co-operative funded by more than 160 oil and energy companies, recently announced the opening of a new Base in Saldanha Bay, South Africa, to support regional and global response operations. The Base houses cutting edge well capping equipment designed to shut-in an uncontrolled subsea well, marking a major advancement in Africa's oil spill response capability.

The Saldanha capping stack is available to oil and gas companies across the industry through OSRL's Subsea Well Intervention Service (SWIS) which provides for swift subsea incident response around the world. The integrated subsea well intervention system includes four

capping stacks suitable for international use and two hardware kits for debris clearance, BOP intervention and the subsea application of dispersant at a wellhead. The equipment can be used for the majority of known subsea wells in water depths up to 3000m.

The SWIS equipment is currently stored in three international locations - Stavanger, Norway; Singapore; and Saldanha Bay, South Africa; and is maintained ready for immediate mobilisation and onward transportation by sea and/or air in the event of an incident. Further capping and dispersant equipment will be delivered for storage in Brazil by the end of this year. A global containment solution is also being developed to supplement the



intervention system and will be ready for use by the end of 2014.

SWIS is the culmination of unprecedented industry collaboration. In 2011, nine international oil and gas companies formed the Subsea Well Response Project (SWRP), pooling resources to develop equipment that could enhance subsea well control capability. OSRL collaborated with SWRP to make this equipment available for the benefit of wider industry, and companies can now subscribe to SWIS to incorporate this essential subsea well contingency into their own incident response plans.

For more information visit:  
[www.oilspillresponse.com](http://www.oilspillresponse.com)

### Workglop® 128



**INDUSTRIAL APPARATUS  
CONSULTANTS LIMITED**

**Environmental Products**

**Pollution Control Workboats  
Specialist Pumps**

[www.iacuk.com](http://www.iacuk.com)  
020 7486 6474



This is a new series for SpillAlert, where leaders from within the spill industry will be asked to give an opinion on key topics relevant to today, and tomorrow.

We are launching this with **Dave Salt**, who was the first Chairman of UKSpill in 2004, and who has continued to support the organisation whilst he was a Director of OSRL, and now in his new and independent venture, Spill Consult Ltd, which is focussed on delivering oil spill training for principally the oil industry. The idea is that the conversation will be on topics selected, and expanded on. If this generates other views and opinions, SpillAlert is happy to host a debate.

## **Q** How have customer expectations of the spill industry changed over the past ten years?

**A** I believe that over recent years our customers have become more demanding of the industry to provide not only equipment, but also effective integrated response solutions. Whether it is for the oil industry, port operations or industrial customers, it is not just about having access to 'response equipment' any more, but is about assuring the effective operational use of response equipment at a spill incident.

Events of the past few years has led the industry to take a look at its Emergency Response Plans and determine the adequacy of the actual delivery of the documented response capability. In some cases 'response standards' have been established to define the requirements and expectations. This has had a knock on effect to the spill response industry, for both responders and equipment manufacturers alike, to provide more assurance to their customers on the actual physical delivery of services and capability.

There are most definitely benefits to the approach as it ensures that the full suite of response planning assumptions and actions are considered, something that has not always been done in the past. The danger is that the response process might be assumed to be a purely mechanical, mathematical or theoretical model that is not subject to the vagaries of chance or external intervention. History has always shown that in most cases, events drive events, and it is always wise to expect the unexpected.

## **Q** How effectively is the response industry responding to the challenge of cold weather environments?

**A** The response industry and oil industry alike, recognise the challenges of cold weather response and a great deal of effort, time and money is being expended in researching the various techniques and operational issues that arise, either through the Arctic JIP or other research programmes. Once the research is concluded and suitable

response systems and techniques are identified, I believe that there is another stage of development that should fall to the response equipment manufacturing community. That is to create fully engineered cold weather response solutions, taking into account design issues of engineering, packaging, ergonomics and logistics support for operating equipment in extreme climatic conditions.

## **Q** Is enough research and development being done in the spill response industry?

**A** There are a number of challenges to the response equipment industry in respect of research and development. Firstly, the volume of sales of response equipment is limited. Customers only buy response equipment when they need it, indeed sometimes they would prefer not to buy it at all given the choice! This creates a difficult environment for the response equipment manufacturers. The number of repeat sales opportunities is restricted so it is often difficult to apply continuous improvement processes to product lines. Secondly, research and development represents a significant cost component for the manufacturers. Designing, building and tooling new products all has to be funded as do the test facilities and personnel involved in the project. The process has to be commercially attractive and / or viable for manufacturers to get involved. The various competitions or challenges organised over the past few years have provided some stimulus to the research and development activity but more could be done. Lastly, one of the biggest issues is the operational testing of new developments. There are a number of superb test tank facilities, large and small, around the world that can be used in early stages of development. The ultimate test is often the conduct of field tests, these can be very difficult to gain approvals for, can be fabulously expensive, be time and weather constrained and require massive amounts of planning and resources for their conduct. To continue to develop new response equipment it will be necessary to find ways to overcome some of these hurdles.

# Oil Dispersant Spray System Specialists



BOATSPRAY – portable systems



CLEARSPRAY – installed systems



AFEDO™ - alternative to spray arms



NIMBUS - aircraft spray systems

Ayles Fernie is a leading specialist in the design and manufacture of Marine and Aircraft oil dispersant spray systems.

The company offers:

- A comprehensive range of standard portable and installed systems
- NIMBUS patented aircraft spray system
- A wide choice of Options to customize systems for specific requirements
- Cost effective, reliable, tried & tested systems
- Quick delivery often from stock
- Technical advice from experienced staff
- The unique AFEDO™ nozzle as an alternative to spray arms
- Effective on-going product support
- Design and manufacturing to ISO 9001



## Ayles Fernie International Limited

Unit D5, Chaucer Business Park  
Kemsing, Sevenoaks, Kent  
TN15 6YU England

t: 44 (0) 1732 762962

f: 44 (0) 1732 761961

e: [sales@aylesfernie.co.uk](mailto:sales@aylesfernie.co.uk)



Intelligent solutions to oil pollution problems

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

'The most experienced manufacturer in the world'



OIL SPILL RESPONSE

Proven Oil Spill Technology

PROVEN TECHNOLOGY

**DESMI**  
[www.desmi.com](http://www.desmi.com)  
[www.afti.com](http://www.afti.com)

# In the News



“Ice Skating just hasn’t been the same since the Antifreeze Pollution!”

Cartoon by Stewart Ower, Managing Director of OHES, a UKSpill member company

## EUROPEAN: EU FUNDED PROJECTS – SPILL BENEFITS?

In 2012 UKSpill was invited to become a partner in 2 major EU funded projects, Netmar, and Killspill. Our role as an industry body is to promote the spill industry, and we use this skill to support these projects, bringing them to the attention of the wider world. The EU funds many projects concerned with spills, these projects being driven in the main by universities, and whilst all are of good intent, many lack visibility in a crowded field.

The objective of these projects is generate improvements which will assist in mitigating disasters, many of which need to engage with the spill industry to bring to reality. UKSpill will over the coming months provide platforms at events which it organises such as Interspill, and Spillex, and through its media to enable this objective.

## A complete solution for the industrial sector



At Veolia Environmental Services we work closely with our customers to ensure that our waste management and recycling services meet their requirements and beyond. We do whatever we can to minimise any impact on the environment. And wherever the potential, we aim to transform waste into a resource.

With a wealth of expertise, experience and state-of-the-art equipment we provide first-class integrated industrial cleaning and waste management services.

### o 24 hour Emergency Environmental Response:

- Chemical spills and hazardous waste removal
- Flood clearance
- Fuel and oil spills
- Removal of blood and clinical waste
- Road traffic collisions
- Release to inland waterways
- Removal of fly-tipped waste

- o Marine Waste Services
- o Automated tank and vessel cleaning
- o Cold cutting
- o Sludge dewatering
- o High pressure water jetting
- o Drainage clearance
- o Decommissioning and demolition projects
- o Chemical cleaning and decontamination

To find out more:  
Tel: 0800 009 3601  
Email: [industrial.services@veolia.co.uk](mailto:industrial.services@veolia.co.uk)  
[www.veolia.co.uk](http://www.veolia.co.uk)



# In the News

## EU PROJECTS: **NETMAR**, High Technology Against Maritime Accidents



Networked systems for situational awareness and intervention in maritime incidents.

The project NETMAR concerns the demonstration, evaluation and dissemination of new robotic systems, sensors and networking technologies in maritime incidents endangering human life, the environment and economic activities.

Air and sea going robotic vehicles provide new capabilities to operate in dull, dirty and dangerous environments. Networking technologies enable the orchestration of existing assets and new robotic systems and sensors for enhanced situational awareness and intervention.

New command, control and visualisation tools provide new capabilities for the coordination of existing assets, robotic systems, sensors and human operators over interoperated networks.

These tools contribute to environmental assessments with unprecedented resolution and sensing diversity, provide reality checks for

events generated in social networks and motivate constructive forms of public participation. The project is organised around demonstrations led by the operational partners for 3 types of maritime incidents: harbour in the proximity of a metropolitan area, estuary and open sea accident.

The main focus is set up on systems based on:

- Improve maritime safety
- Maritime safety
- Environment sustainably
- Technology transfer.

### What are the aims of the project NETMAR?

These emerging technologies encompass air and sea going robotic vehicles providing new capabilities to operate in dull, dirty and dangerous environments, as well as networking technologies to enable the orchestration of existing assets, and new robotic systems and sensors so that situational awareness and intervention capabilities are enhanced. New command, control and visualisation tools provide new capabilities for the coordination of existing assets, robotic systems, sensors and human operators over interoperated networks.

The challenges underlying the transition to an integration of these novel technologies within the response tools and practice of the authorities in charge of counter pollution are formidable. At the time of an actual pollution, they are besieged by all sorts of inventors who are adamant that their invention must be used. They have invested heavily in manned response tools, planes, ships, software, in particular. Those in charge of operating such means do not see with great enthusiasm their possible replacement by unmanned tools. The decision makers have to be convinced not only that the novel technologies fit their needs, but also that those technologies can be integrated in their organisation as complements to what already exists, not as competitors. This is why NETMAR has been conceived in the form of demonstrations to the stakeholders of the use of novel tools, in complement of those they are used to, at the opportunity of the exercises the implemented periodically.

<http://netmar.nersc.no>

## EU PROJECTS: **KILLSPILL** Integrated Biotechnological Solutions for Combating Marine Oil Spills



The KILLSPILL project delivers innovative (bio)technologies, which can be integrated into state-of-the-art actions currently used to clean-up oil spills. It also develops appropriate tools for first response, follow-up, and longer-term actions, specifically tailored to a broad range of different kinds of oil spills. The products and technologies are being field-tested in open sea oil spills and large mesocosms to identify performance champions. The (bio)tools are assessed using cutting-edge analytics, biosensors, and omics and checked for eco-efficiency to merit green label. They will also be benchmarked against

current industry solutions. A key strength of KILLSPILL is the possibility to directly implement developed technologies at two reference sites with support of the SMEs. Solutions will be promoted through conferences and seminars, aiming at their fast uptake within the European spill industry. Next to tools, techniques and processes KILLSPILL will deliver frameworks for structuring and making evidence-based decisions for the most sustainable and appropriate oil spills clean-up measures.

[www.killspill.eu](http://www.killspill.eu)

BOOMS • SKIMMERS • TANKS & STORAGE • VESSELS • INDUSTRIAL • POWERPACKS & PUMPS • DISPERSANTS



# World Leaders for Oil Spill Response Equipment

innovation

quality

reliability



PORTS • COASTAL • OFFSHORE • RIVERS • LAKES • ICE • INDUSTRIAL • EXTREME ENVIRONMENTS

Vikoma is ISO approved for the manufacturing and supply of Oil Spill Response Equipment

Tel: +44 (0)1983 200560 sales@vikoma.com [www.vikoma.com](http://www.vikoma.com)



# Events

## TRIENNIAL EVENTS: **IOSC 2014** SAVANNAH, GEORGIA, USA



[www.iosc.org](http://www.iosc.org)

IOSC 2014 to be held over 5-8 May, 2014, at Savannah, in the United States, is part of the Triennial Series of international spill conferences. In 2013, this was held at Spillcon in Australia, and in 2015 Interspill will be held in Amsterdam in the Netherlands.

IOSC is long established and Peter K Velez, the 2014 Chairman, states in his welcome to delegates that this conference will continue the tradition of providing a forum for the exchange of ideas and lessons learned from actual spill responses. Research around the world provides a vital forum for professionals from the international response community, private sector, government, and non-governmental organisations to come together to tackle the greatest challenges facing us with sound science, practical innovation, social engineering, and imagination.

In the wake of the 2010 Deepwater Horizon incident, we find ourselves at an unprecedented and exciting moment in oil spill preparedness and response. We are riding a wave of

expansive research, innovation and renewed dedication to advancing effectiveness in oil spill response capability. Currently hundreds of projects and research initiatives are underway. We recognise the increasing amount of uncertainty – and opportunity – in the field of energy today.

One of the central goals of the IOSC is to engage this critical moment in history to bring about a promising future for the energy industry, our partners in government agencies, and most importantly, those who rely on us to meet these challenges. If we do not do this – particularly in the United States and North America – we forfeit the opportunity to shape this promising new future: a future of abundant, affordable, and environmentally responsible energy.

## OTHER EVENTS: **SPILLEX 2014** AT OCEANOLOGY INTL 2014, LONDON

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

Interspill has operated in partnership with Reed Exhibitions since 2012, co-locating with Oceanology International at Excel in London in 2012, and plans to repeat this in London in 2018.

A result of this relationship, and the synergies between marine science and oil spills, was the creation of a Spillex Zone within Oceanology 2014 dedicated to oil spills. The UKSpill Association, an Interspill founder, is an industry partner for Spillex and will be organising a series of seminars in conjunction with the exhibition.

## SPILLALERT FACTS

- 12 issues published by UKSpill
- 1000 print copies per issue
- Each issue emailed to 7000+
- 18-26% opened
- 8-9% downloaded as a PDF

# UKSpill

ASSOCIATION

78 Moriconium Quay, Poole, Dorset BH15 4QP  
United Kingdom

T +44 (0)845 625 9890 E [info@ukspill.org](mailto:info@ukspill.org) [www.ukspill.org](http://www.ukspill.org)

SpillAlert is designed and produced by Grafika Ltd.  
Email: [design@grafika-uk.com](mailto:design@grafika-uk.com) [www.grafika-uk.com](http://www.grafika-uk.com)  
g/bb/0.8m/06.13/9694

## INDUSTRY EVENTS: PREVIEWS

### USA: CLEAN GULF, CONFERENCE AND EXHIBITION 12-14 NOVEMBER 2013

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

### UAE: OFFSHORE ARABIA, CONFERENCE AND EXHIBITION 3-5 MARCH 2014, DUBAI, UAE

Details at [www.offshorearabia.ae](http://www.offshorearabia.ae)

### UK: OCEANOLOGY INTERNATIONAL EXHIBITION, SPILLEX ZONE 11-13 MARCH 2014, LONDON

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

### USA: IOSC 2014, CONFERENCE AND EXHIBITION 5-8 MAY 2014, SAVANNAH, USA

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

### UK: UKSPILL 2014, CONFERENCE AND EXHIBITION OCTOBER 2014

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