



AUGUST 2015

SPILL ALERT

Issue

15

THE QUARTERLY NEWSLETTER ABOUT THE SPILL INDUSTRY

InterSpill 2015 review

Spill Connections human and digital

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WELCOME

ROGER MABBOTT Executive Director, UKSpill Association



InterSpill is over for another 3 years, and already the planning is underway for the next event. The Steering Committee agreed to confirm InterSpill 2018, at Excel London, to be held between 13-15 March 2018, alongside Oceanology International, as in 2012.

It has been an intense few months of events, with UKSpill 2015 at Donington in the UK in January, and in March with InterSpill 2015 in Amsterdam.

Both were landmark events for UKSpill 2015 – a record attendance for an inland spill event, – with new members, an exhibition, a wide ranging programme, and a riveting keynote speaker on fracking. See archive of presentations at www.ukspill.org/spill-archive/ukspill15/ukspill2015.php.

We also broke records at InterSpill 2015 both with the numbers attending, number of exhibitors and the space we used. The venue was new and a great success and despite the impact of the sharp fall in oil prices on oil industry travel, we attracted record numbers of visitors.

The proceedings of the conference programme, the science workshops and the spill industry seminars are all available on the InterSpill website, www.interspill.org/previous-events/2015.

In the last issue I reviewed the role of the trade association, which is simply to add value by acting on behalf of (and effectively combining the support of) multiple companies to produce a better return on their marketing budgets.

After a series of significant association events over the last few months, the message for a trade association is that it needs to continue to listen to its market (i.e. its members), in order to deliver promotion in the right place and of the right type.

Looking forward, the key message is communication – ensuring that both digital and human connections work, which is the theme of this issue.

Since Macondo again drew the public's attention to the risks of oil spills, it has been relatively quiet, with 2012 seeing the lowest levels of marine spills recorded for almost 50 years. In this issue we have extracts from the ITOPF and OSRL presentation at InterSpill 2015 in Amsterdam, illustrating how this pattern is continuing. Despite this improvement ITOPF has still been called to 68 incidents since 2012.

InterSpill 2015 review

Making every sort of connection, human and digital

Connections – InterSpill archives make essential references and make connections in the future.

If you attended InterSpill you made connections, but if you didn't, all the papers, presentations and posters are available online. EMSA has continued to sponsor the archiving of the event, with not just the conference papers but all of the programme, including science workshops, spill industry seminars and posters.



InterSpill 2015 – Amsterdam

What you can find on www.interspill.org

- InterSpill 2015 Conference Schedule
- Conference White Papers
- Tuesday 24th March 2015 – Conference Presentations
- Wednesday 25th March 2015 – Conference Presentations
- Thursday 26th March 2015 – Conference Presentations
- Science Workshops – Presentations
- Spill Industry Seminars – Presentations
- Poster – Presentations
- EMSA Collateral

EMSA
European Maritime Safety Agency

Connections globally

The opening plenary of InterSpill 2015 featured Robert Limb, Chief Executive of OSRL, and Richard Johnson, Technical Director of ITOPF, discussing the future in a world where spills are still on a downward trend.



Responding to Today's Shipping Risks

Richard H. Johnson Technical Director
Interspill, Amsterdam, 24th March 2015



InterSpill 2015 opening plenary presentation – Richard Johnson at the lectern.

Recent spill impacts



Shoreline Issues



Wildlife Preparedness & Response



Dispersant Issues

Non tank ships currently account for 65% of all marine vessel spills.

Oil Tanker Spill Statistics 2014
www.itopf.com



Next triennial event – Spillcon 2016 Perth

Spillcon 2016 will be held in Perth, Western Australia 2-6 May 2016



Keeping with its theme – Global, Regional, Local – Spillcon 2016 will bring together local, regional and global environmental and shipping representatives across industry, government and non-government organisations to provide an avenue to discuss issues including cause and prevention, preparedness, response management and environmental issues. A raft of high calibre national and international speakers will address the conference on their particular areas of expertise.

Spillcon 2016 will also profile an expansive number of exhibitors and equipment and include an impressive on-water display. A separate one-day Response Issues Seminar will be held on the fifth day of the conference, which will provide an excellent opportunity for interactive debate between presenters and delegates.

www.spillcon.com

New connections between members

NRC and AOST announce the launch of a Mediterranean Alliance for the provision of comprehensive oil spill services in the region.



Global oil spill provider NRC International Services Ltd and the Malta-based oil and gas service company AOST Group Ltd have signed an agreement to provide a comprehensive oil spill response capability in Malta and the surrounding Mediterranean region.

AOST is an operator in the OSRA spill response network. The joint initiative creates a far-reaching regional oil spill capability, which encompasses existing response resources in Malta, Greece, Tunisia, Egypt, Turkey, Gibraltar and Italy and combines the local presence and resources of NRC and AOST with the global capability and reach of NRC. NRC will place additional oil spill equipment in Malta to complement AOST resources in the region and the two companies will undergo cross training and joint exercises as part of the regional response alliance.

The alliance will allow the provision of a broad range of oil spill and related services to clients within the Mediterranean

The alliance will allow the provision of a broad range of oil spill and related services to clients within the Mediterranean covering; oil & gas exploration and production, marine transportation, oil distribution and marine and salvage operations.

Senior Vice President of NRC, Neil Challis said, "NRC has maintained a strong presence in the Mediterranean region since 2004 through oil spill services to the oil and gas sector in Turkey, Egypt, and Cyprus and through incident response such as that in Lebanon in 2006. With increased focus on oil & gas reserves in the region, we have recognised the demand from our clients for greater local oil spill capability and we believe that this initiative will greatly assist our clients as they look to proactively manage their risk in the Mediterranean. This development

with AOST will allow us to better support oil spill requirements and will also provide an opportunity for us to introduce our environmental, industrial cleaning and waste management services to oil and gas customers and service companies in the region."

The Commercial Director of AOST, Adrien Bonnici said, "We have worked closely with NRC for a few years already, starting with supporting their operations in Egypt in 2012. AOST has been providing the oil and gas industry with training and logistics services in the Mediterranean for 25 years, and during the last eight years has developed a strong in-country spill response capability through the OSRA network. We are actively protecting the environment through stand-by contracts, training and consultancy, as well as the 28 incidents that we have responded to

in the last five years, in Greece, Malta and offshore Tunisia. We are excited by this initiative that allows us to extend a fuller, integrated regional response service to our clients in the Eastern Mediterranean."



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Lamor delivers six workboats to the North Caspian Sea



North Caspian Operating Company (NCOC) as the current operator for the Kashagan Project in the Kazakh Sector of the North Caspian Sea continues developing their OSR capacity as part of their exploration and drilling activities are revamped over the next few years.

Caspian Offshore Construction LLP (COC) is a leading provider of marine fleet operation and management services in the North Caspian Sea. "In conjunction with our continued marine services support and awarded contract from NCPOC, COC recently acquired six (6) Lamor ultra-shallow water landing crafts (LWO 14000) which were supplied to NCOC operating agent NCPOC in Atyrau at the new base in Damba," says Dauren Madin, CEO of parent company JSC Circle Maritime Invest.

Based in Almaty, COC is a 100% private Kazakhstani entity with operation offices established in Aktau, Bautino, Astrakhan, Ashgabad, and Turkmenbashi. Currently, the company manages the total fleet of 48 vessels, including 23 vessels belonging to "oil majors", shareholders in NCOC.

"Although this contract is outside of COC's usual time charter scope of work, it has provided a new impulse to our

relationship with Lamor, guiding us to secure the Agency Agreement between our organizations, which was signed in late 2014, allowing COC to represent exclusively (Lamor and their products) in the Kazakh market. This is indeed helping us to raise COC's profile in the OSR market in the Caspian, as well as it is giving Lamor new set of opportunities in promoting their products in the market", says Madin.

COC's fleet is certified in accordance with ISM Code, while Company's Quality and Environmental Management Systems are approved and certified by Moody International as compliant with ISO 9001:2008 and ISO 14001:2004 standards.

Multipurpose workboat for use in very shallow waters

The Lamor LWO 14000 is a robust work boat based on the landing craft concept made of high grade marine aluminum with heavy duty hydraulic bow ramp.

"The landing craft is designed and tested for excellent and effortless sea handling and manoeuvrability," says Lamor's Steve Reilly, VP Global Business.

The V-shaped hull, keel and stringers give stability in open waters, while its 0.4m draft allows it to be utilized for many operations in very shallow waters. The landing craft has a high cargo capacity of 3000kg to transport equipment, personnel and various emergency response gear.

"Moreover, these special landing crafts have a wide open deck space with a strong bow door for easy access and deployment operations. The onboard crane on the starboard side of the deck gives these vessels the ability to raise and lower equipment onboard anywhere and deploy oil skimming systems over the side. The temperature controlled wheelhouse has excellent 360° visibility," Reilly explains.

Become a member...

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UKSpill
ASSOCIATION

Spill research connections

In the period following Interspill 2009 in Marseille, UKSpill was invited to join two projects funded by different parts of the EU, with the objective of sharing the connections that the spill industry has with academia.

The projects – KillSpill and Project Netmar – were together funded by over €15 million, and we have worked with both to provide opportunities for these projects to be seen on a different stage. In 2014 at Oceanology International, both shared a pavilion and showed off the technologies and developments that had been achieved.

Both projects participated in our events, in particular at Interspill, in the conference, the science workshops and the spill industry seminars.

This year we have been invited to join and connect with 3 new projects, and approval of those projects will be published in November. So this is a good example of where our connections both digital and human are working to improve responses to oil spills in the future.



Professor Nicolas Kalogerakis, Project Leader of KillSpill, spoke at InterSpill 2015, Conference and Science Workshops

Kill Spill

Integrated biotechnological solutions for combating marine oil spills



Kill Spill is an EU-funded research project. Our ambition is to develop highly efficient, economically and environmentally viable biotechnological solutions for the clean-up of oil spills caused by maritime transport or offshore oil exploration and related processes. Our work will deliver novel (bio) technological tools for oil spills remediation.

These new developments include biosensors to monitor hydrocarbon degradation, novel environmentally friendly dispersants and adsorbents, combined microbial and additives formulations, multifunctional bioremediation agents and tools for sediments decontamination. The impact and toxicity of these newly developed products will be evaluated; and they will be validated in mesocosms and on real oil spills.

www.killspill.eu



Project meeting at Chania, Crete, in July 2015

Netmar-Project Third Demonstration

Date: 28th and 29th May, 2015 **Place:** Porto, (Portugal)



Professor Joao Sousa, Netmar Project Leader



PROJECT-NETMAR

Networked systems for situational awareness and intervention in maritime incidents

www.project-netmar.eu/

www.project-netmar.eu/blog/2015/06/5th-newletter-is-available

A demonstration was organised to scale to simulate a real disaster at sea. The purpose of the exercise was to demonstrate how new networked systems operate and provide reliable information to various response scenarios because of the incidents. A ship reported the existence of a sunken ship north of Oporto. An oil spill was identified in the search area. The command center was established in Porto de Leixoes to

coordinate the actions of two action teams (A and B). Aboard vessel A, equipped with autonomous underwater vehicles (AUVs), remotely operated vehicles (ROV) and vagrants, which were used to measure surface currents. The ship was sent to Oparea A. Team B was distributed to Oparea B with a van equipped with unmanned aerial vehicles, – a dedicated radar system that was designed to detect oil spills active in Porto de Leixões.

The purpose of the exercise was to demonstrate how new networked systems operate.

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DESMI demo on the Solent

New approach makes faster and efficient work of oil spills



A comprehensive new study of oil's behaviour in various sea conditions has resulted in significant advances in oil spill recovery using boom-style systems. Put into practice in DESMI's Speed-Sweep Oil Spill Response (OSR) solution, the new approach speeds up oil recovery, increases encounter rates, covers a wider area in a shorter time and provides greater flexibility in the choice of vessels able to carry out the work.

In recent times, a small number of boom systems have been introduced that can be operated at faster speeds and in higher seas. However, their overall performance has left much to be desired. To close the performance gap then, requires the development of a new type of OSR system that:

- Enables much higher operational speeds and encounter rates
- Can be operated by a single vessel rather than two or three
- Is more resilient to wave and wind conditions

- Has a longer operational life and high UV resistance
- Is robust and damage-resistant
- Can be easily cleaned, maintained and repaired
- Stows compactly

Intensive study

In 2010, dissatisfied with multiple aspects of currently available solutions for OSR at sea, an R&D team from leading OSR solution provider DESMI began a project to revisit the underlying assumptions with regard to factors such as sea conditions, materials and angles. In short, they undertook a complete review of the real-life operating conditions that could guide a new approach to designing OSR containment booms.

DESMI's R&D Manager for Oil Spill Response, Lars Boldt Rasmussen, explains why the new solution maintains the right balance:

"We focused on the twin aspects of effectiveness and durability," he says. "Think of a car tyre compared with an

ordinary inflatable beach ball, where our products are equivalent to the car tyre, which is produced using a very tough, rubber-based material. Clearly, the material used for the ball has lower puncture resistance and will wear out sooner. The traditional Ro-Boom is one of the most robust products around, so we can continue to operate at a good level if a puncture occurs, whereas conventional designs will quickly lose functionality if they're punctured."

"We've conducted many open sea and tank tests both with and without oil, and have learned a great deal about the essential principles. Using a material that's more like a car tyre wall instead of a beach ball does mean the boom is stiffer, but we've countered this by restricting the distance between the air chambers to no more than 4.5 metres, which provides a very good wave response. There's also a good buoyancy-to-ballast relationship – buoyancy is provided by the air chambers and ballast from the skirt and chain. And we've made sure that the main boom has the stiffness needed to maintain an

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optimum position on the water. In bigger waves, which typically exhibit a lot of turbulence and high-velocity circulating currents, a rigid design is necessary to avoid oil being lost underneath the structure. The boom has to be flexible horizontally, but not vertically. We still use non-metallic fibre rods much like sail pins to keep the screens vertical in the water, and the materials we've chosen elsewhere provide plenty of flexibility in the horizontal direction."

In addition, the solution incorporates floats on the system's screens to ensure good wave response. The screens are positioned carefully in order to decrease both oil and water velocity.

Commercial release

DESMI calls its system 'Speed-Sweep' because it offers the industry a more efficient collection of oil at greater speeds than have previously been possible.

The company describes Speed-Sweep's structure as a "system with individual buoyancy chambers tapered at either end to the tow sets". DESMI's technical experts consider this to be the ideal guide boom for the sweeping system. The three Kevlar screens, which are strategically sized and positioned, have foam-filled circular floats used to interrupt the speed of the oil, allowing it to be collected at the apex of the system. With this design, the surface water and oil speed can be slowed by up to 80 percent, allowing concentration of the oil and better collection. Put simply, the Speed-Sweep system can be operated at up to three knots without oil escaping.

Once the pollutant has been collected at the apex, a skimmer can be used to begin recovery. Collection can continue even while the sweep system is moving

forward. An option also exists for building in a skimmer or pump at the apex which can be operated by the lead vessel. The collection system can either be connected to a Ro-Boom containment boom or operate as an independent collection unit. Towing of the Speed-Sweep system can be shared between two vessels or carried out by a single vessel using a jib arm or Ro-Kite (water kite). According to DESMI, no head wave phenomena or planing have been observed.

Retrofit opportunity

DESMI has identified other advantages of Speed-Sweep's design, too. For example, the heavy-duty system's screens can be connected to existing boom systems to increase their efficiency. This can also extend an existing system's lifetime by several years. So far, this particular capability is limited to DESMI boom systems.

Yet another feature is the fact that DESMI's system can adopt an in-line skimmer solution. In many of today's systems, vessel operators have to work with a skimmer operated from a third ship, hanging it over the side and into the recovery pool or apex. In-line integrated designs are part of Speed-Sweep, and it is therefore less sensitive to poor weather and other disturbances.

Another new attribute is the recent development of an integrated paravane for Speed-Sweep – The Ro-Kite.

"Our smallest system, the 1500, is designed for wave heights of no more than 1.5 meters," says Lars, "So it's ideal for spills that occur close to shore and for wind speeds of up to 8 m/sec. At the other end of the scale, for offshore conditions in the North Sea, we offer

larger systems with bigger main booms and screens. They're basically the same design, but feature longer, deeper screens that enable recovery teams to work at wave heights of 2.5-3 metres with good results. So we can offer products that span the full range of oil spill recovery conditions." Thorough testing of this approach has been executed in collaboration with the Norwegian Clean Seas Association for Operating Companies (NOFO).

Tangible benefits

Creating a superior product is important, but it may not be enough to reap the full benefits of this new approach – at least with regard to protecting marine and coastal environments and the sea life that depends on them. An additional challenge must be overcome: the advanced age and outdated design of many of the products already purchased and held in storage by local authorities, coastguards and naval forces around the world, or in some cases, umbrella response organizations that represent multiple oil companies. These systems can be as old as thirty years.

"Of course, a thirty year-old system may not be a bad solution if all that's required is containing the oil spill to prevent it from reaching the shoreline while you wait for someone to come and take it away," says Lars Boldt Rasmussen.

Progressive equipment owners, however, consider efficiency. Using a more efficient system to resolve an oil spill in half the time has significant advantages. Equipment owners don't have to divert their vessels away from day-to-day tasks for long – or charter other vessels. They can offer better environmental protection by preventing much of the oil from sinking to the bottom of the sea (as will occur with any oil spill, given enough time). And they can minimise negative publicity by completing the job more quickly.

"We decided it was high time to upgrade Speed-Sweep. Our new design will be far more effective and cost-efficient on the day it needs to be deployed," says Lars.

Go go <http://tinyurl.com/ocoxjmc> to read the full article

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Bill & Liz Fernie retire from Ayles Fernie International

Bill Fernie, Managing Director of Ayles Fernie International, the dispersant spray system specialist, has announced his retirement from the business. Bill and his wife Elisabeth, former owners of the business, have agreed this move with Richard Proctor, MD of the parent company Darcy Products and are looking forward to more time to enjoy their passion for sailing and Bill is also looking to getting airborne again albeit in the more genteel pursuit of gliding.

Bill entered the world of oil spill response with the acquisition of Frank Ayles & Associates in 1994 following diverse careers as an Engineer Officer in the Merchant Marine and the Royal Air Force. During his period in the RAF Bill also qualified as a civilian flying instructor but decided against a career in civil flying when he left the RAF as he was drawn to a more creative form of pursuit.

Bill, ably assisted by his wife Elisabeth, developed the Ayles Fernie business we know today and major achievements in the past 20 years include the invention and development of the AFEDO Nozzle and the NIMBUS aerial dispersant spray system currently in operation with OSRL and the Royal Air Force of Oman. Elisabeth even managed to achieve a first class honours degree in Environmental Science with the OU during this busy period.

Bill will be retained by Ayles Fernie in a consultancy role to provide his unusual combination of marine and aeronautical experience particularly for up-coming NIMBUS projects for new aircraft types.

Bill and Elisabeth would like to take the opportunity of thanking all the many colleagues and friends they have worked with over the years who have made their work both fulfilling, enjoyable and a lot of fun.



Vikoma completes management buyout

Senior management take control of the pollution control business

Senior management of Vikoma International Limited have completed a management buyout with the support of a financial investment from Agathos, the London-based investment firm.

Based on the Isle of Wight and founded by BP in 1967 after a major oil spill, Vikoma International is a world leader in the design and manufacture of oil and chemical pollution control systems.

The Agathos team will provide financial, strategic and operational support to the Vikoma management team which is comprised of: Karen Lucas MD, Sales Director Paul Rayner, Operations Director Mark Wheeler, Engineering Director Neil Plater, Finance Manager Martin Hammond and Quality and Technical Manager Gary Barnes.

The Vikoma management team have 90 years of collective industry experience

and will be led by Managing Director Karen Lucas and incoming Chairman Paul Herbert who was previously MD of Vikoma between 2005 – 2006.

Karen Lucas, MD said: "This deal marks a new beginning for our business. This will enable us to create a solid platform from which to grow and develop our business continuing the innovation, reliability and quality of service for which our brand has been known for over the last 40 years."

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In an interview with Karen Lucas, she said –

"We are now two months on from the MBO. It's been a really busy time for us. The management and sales team have been travelling worldwide to meet our customers who have been very positive and supportive of our new ownership. We'll be seeing many of these at Clean Gulf in New Orleans in November with our new U.S. distributor, Allison Instrumentation Inc.

Significant orders have been won, work is flowing through the factory and we've just passed our latest ISO 9001:2008 Quality audit again. We design and

manufacture our products and have a production facility to be proud of, capable of increasing our outputs in line with our plans and customer requirements.

The teams are also focusing on new product development and we look forward to launching these over the coming months and details of this will be on our website and in newsletters.

We have a great team of employees with many years experience and they and the management team are looking forward with confidence."

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A Technical Information Portal for the UK Spill Industry



In the UK, information regarding spill related legislation and guidance is publicly available on numerous websites but this information can often be hard to locate and with the recent transfer of information from the Environment Agency web-site to www.gov.uk, finding what you want has become even harder. In addition, resources such as www.netregs.co.uk now only contain information relating to Scotland and Northern Ireland, making it particularly difficult to locate legislation relating to England and Wales. A similar issue has been recognised in the contaminated land community and CIRIA are proposing to establish a contaminated land portal which will consolidate available resources and establish a new technical information portal with a key objective being to gain recognition as a comprehensive, objective and authoritative source of technical support for the whole lifecycle of contaminated land projects.

the assessment of damage following spill incidents and the setting of final clean-up standards for soil, groundwater and air.

Consequently Oracle Environmental Experts Ltd (OEE) believe that there is also a need for the UK spill industry to set up and maintain a technical information portal for relevant technical guidance and legislation relating to inland spill response and remediation. The UKSpill technical information portal would contain a register of legislation relevant to the spill response industry in the UK with associated guidance notes and links to external guidance documents. The register of legislation and associated guidance would be listed by subject (e.g. waste handling, environmental offences, permits for discharge, permits for remediation, contaminated land etc.) and these sections would be sub-divided into legislation and guidance relating to the relevant jurisdictions across the UK (i.e. England, Wales, Scotland and Northern Ireland).

The principal objectives of the portal could be as follows:

- To be a comprehensive, objective and authoritative source of technical support for inland spill response and remediation;

- To support UKSpill members in the delivery of their projects;
- To co-ordinate the collation, presentation, dissemination and promotion of information on delivering spill response and remediation projects for all stakeholders;
- To monitor changes in legislation and guidance and communicate changes to members; and
- To disseminate findings from research and development regarding spill response, investigation and remediation techniques.

Oracle Environmental Experts Limited (OEE) provide expert environmental and technical services to a wide range of clients with our core strength in the assessment of environmental impacts, risks and liabilities associated with pollution incidents and historically contaminated land. The expertise within OEE provides a focal point for companies requiring technical advice and support, particularly with respect to the assessment of risks to human health and the water environment.

Oracle environmental experts awarded UKSpill approved training status

Oracle Environmental Experts have been awarded status as UK Spill Approved Training Providers for their training courses in Basic Spill Response and Soil Sampling and Field Screening. The courses were recently submitted to UKSpill for approval in accordance with UK Spill standards and in their feedback the UK Spill Assessor stated, "If you are

interested in receiving training on spill response and related site investigation, please do not hesitate to contact us.

"Experience shows through on the course material and the PID and sampling modules are very informative. The information contained within the course is all of high quality and presented well".



The Last Word

SpillAlert! is in its 15th edition and has been in existence since 2009 – not quite the quarterly target, but I preferred to have relevant content less frequently rather than stick to a calendar, as the aim was to provide original material rather than offer a press cuttings service.

I have always tried to have an alternative comment as the Last Word on the back page. The Last Word is the “final statement in a verbal argument”. Of course there are other interpretations, but I thought a few words on the value of a newsletter such as this might provoke thought as a last word. The question for me is whether amongst the welter of messages, offers and information about everything, does anyone actually find this newsletter in particular of value?

So I will watch to see if there is a response with interest and for the reader, whether this will be the last issue or the beginning of a new version.

Roger Mabbott

Industry Events Preview

France: Safer Seas

26–30 October 2015, Brest, France

USA: Clean Gulf

10–12 November 2015, New Orleans, USA

UAE: Spill Tech

11–13 January 2016, Abu Dhabi, UAE

Australia: SpillCon 2016

2–6 May 2016, Perth West Australia

Oil Spill India 2016

22–24 September 2016 Goa, India

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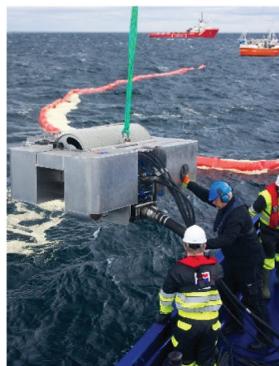
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