

SpillAlert

THE QUARTERLY NEWSLETTER ABOUT THE SPILL INDUSTRY

ISSUE 2 : WINTER 2009

PRODUCED BY

UKSpill

Pollution risks in critical environments

Close by, or far away, are we prepared, what have we learnt?



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Front cover image : Evening traverse of Reptile Ridge with views across the extensive sea ice around Rothera.

Photograph by Richard Burt, BAS

EDITORIAL

In the summer, UKSpill decided to launch its own quarterly newsletter, SpillAlert, aimed at the wide variety of people, companies and organisations who are not only interested in the world of the oil spill, but who are also buyers or users of our products and services. A 1000 copies were printed and distributed to a variety of destinations including governments, agencies, local authorities, NGO's ports and harbours. The pdf version was available to the global Interspill markets, and emailed to 6000 worldwide. Close to 500 people have now signed up as regular subscribers, so it was decided, as we have had a good response, to produce edition 2 in time for Christmas.

One of the major concerns for governments, oil industry and spill industry alike is the future growth of oil exploration in High Latitudes, particularly the Arctic regions, where a pristine, unpolluted environment exists.

In October, UKSpill held its annual Marine Oil Spill Seminar at Southampton, (see review on page 3) and our guest speaker at the Dinner was Rod Downie, Environment Manager at the British Antarctic Survey. He gave a presentation on Human Impacts on Antarctica, which tied in with this growing concern over oil pollution in the frozen High Latitudes. Not only

did this provide us with a fascinating insight, but it gave us a suitably wintry cover, and the main feature for this edition.

In addition, this edition reflects on education, the RAW report offers a view on the UKSpill Accreditation Scheme for Spill Contractors, the Scheme is expanding to include training, and wider to include chemical spills, the latter as consequence of the ratification of the HNS Protocol in June 2007.

Other features include a profile of Darcy Spillcare, a UK spill company that celebrates its 75th anniversary this year, and a selection of news, including some different aspects of the well blowout in the Timor Sea, illustrating very different points of view.

UKSpill invites readers to contribute to the content (info@ukspill.org) with a new section "Letters to the Editor", naturally this will also be available in the blogosphere, in a new Forum on the UKSpill website - www.ukspill.org

Finally, at the end of another interesting year, UKSpill hopes that you enjoy the Christmas festivities, and looks forward to seeing you in the New Year



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The main feature:

Close by, or far away, are we prepared, what have we learnt?

The opportunity to hear from the British Antarctic Survey, (BAS) at our Marine Oil Pollution Seminar on 28-29th October, about the Human Impacts on Antarctica, featured not only the constant day to day risk from use of hydrocarbons for fuel, but also the accidental pollution from ship casualties which have occurred in Antarctic seas.

This presentation was originally given at the Royal Geographical Society in London in September 2009, and was not only fascinating for anyone with an interest in our environment, but was of great relevance to our members and the visitors from both UK and Europe. Rod Downie has been with the BAS for many years, and has worked with Oil Spill Response (OSR) since 2000, so he was already well aware of the issues facing the oil spill industry.

Oil Spill Prevention in Antarctica

Oil has fuelled Antarctic science and exploration for the past 100 years. Oil permits efficient transport to and within Antarctica, allows the building and running of research stations, and powers the equipment scientists need to study the continent.

Major oil spills are rare in the Antarctic, but as human presence in the region increases, so does the risk of oil spills. The largest recorded spill in Antarctica happened in 1989 when the Bahia Paraiso, an Argentine ship en route to re-supply one of Argentina's research stations ran aground and sank off the west coast of the Antarctic Peninsula near the USA's Palmer research station, spilling 600,000 litres of marine diesel into the sea.

Because of the potentially disastrous effects of oil spills on the pristine Antarctic environment, the Antarctic Treaty's Protocol on Environmental Protection requires all Treaty nations to prepare contingency plans to deal quickly and effectively with environmental emergencies resulting from their Antarctic operations.

British Antarctic Survey (BAS) works hard to prevent oil spills. Bulk fuel at BAS research

stations is stored in tanks with secondary containment. And, because it is the lightest and least persistent fuel available, BAS uses marine gas oil or AVTUR as the standard fuel on its ships and research stations.

There has never been a large oil spill from a BAS research station or ship, but BAS is prepared. It has developed detailed plans for its ships and stations, should a spill occur. To make sure these plans work, BAS carries out oil spill response exercises in Antarctica twice a year at each wintering station.

An annual Antarctic Oil Pollution Course, directed by BAS, is open to other Antarctic operators and since it was set up in 1992, has been attended by staff from nine different nations. As well as this, BAS co-ordinates joint oil spill exercises with Antarctic operators from other countries.

Article first published on www.antarctica.ac.uk



Waste materials, being transported by Sno-cat, on the first leg of their journey from Halley research station for disposal outside the Antarctic Treaty area.

Photograph by British Antarctic Survey

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RISK MANAGEMENT

UKSPILL & ANTARCTICA far apart but closely linked

By Mark Calvert, Chairman of the UK Spill Association

Photograph © British Antarctic Survey



The British Antarctic Survey's Rothera Research Station at Rothera Point, Adelaide Island, Antarctica.

UKSpill, has over the last 5 years changed from a small group of industry stalwarts, to a thriving, and much larger group which embraces the diverse interests of the UK oil spill industry, and also actively works with related organisations.

For example, this summer, UKSpill took a leading role in the organisation of the 2009 Interspill Exhibition & Conference in Marseille, which was held in conjunction with the International Maritime Organisation (IMO), a UN Agency. These partnerships, and cooperation in many different areas, are the driving force in making the UK Spill industry recognised for the contribution it makes, not only in the UK, but globally, to preventing spills and restoring environments in the aftermath.

A long established and key member of UKSpill, Oil Spill Response, (OSR) has provided support and advice on oil pollution to the British Antarctic Survey, (BAS) and as a result, an offer was made to UKSpill to give a presentation on the effects of human kind on Antarctica, at the UKSPILL09 Marine Oil Spill Seminar at the end of October. OSR provided the venue at their new conference facility at their Southampton Base, and it was with added emphasis on the risk from oil pollution that over 70 members and visitors joined a fascinating journey through the history,

science and geography of Antarctica, and what we are doing to this environment.

The efforts to prevent day to day oil pollution, as well as oil pollution from accidents at sea, in this environment show the way for us in our industrial world. The reaction of the audience to this presentation was so positive that it was decided that the presentation should be shared with a wider audience through becoming a feature in this second edition of SpillAlert.

We should all be aware, from a pollution perspective, that Antarctica's pristine environment, unpredictable and extreme weather, mostly uncharted waters and vast distances from habitation pose major dangers for vessels and major problems for rescuers in any emergency.

In the past, most shipping in Antarctica has been limited to scientific vessels bringing researchers or supplies. But traffic has burgeoned in recent years as tourists flock to see the world's last great wilderness. Some 45,000 tourists visited Antarctica

in 2008, part of a trend of rising numbers in recent years. Almost all of them go on ships carrying between 70 - 1,000 passengers that also take many tons of heavy fuel oil.

While there are rules governing issues such as the removal of waste and tourists' conduct near animal breeding grounds, and Antarctica waters (south of 60 degrees South) are designated a Special Area under MARPOL, there currently are no formal codes to regulate the use and carriage of heavy fuel oils. Few of the ships have hulls strengthened to withstand ice and some crews may lack significant experience in navigating in ice infested waters. Experts from all key members of the Antarctic Treaty, which since 1961 has been the world's main tool for managing the continent, want a tough new mandatory code for shipping and tourism in Antarctica.

The lessons to be learnt by us all, are illustrated in this brief review of the impact of human kind in Antarctica, and it is because oil is a part of life for the majority of the world's population that we should take heed.

December 2009



A BAS Twin Otter aircraft at the refuelling point at Fossil Bluff, Alexander Island, Antarctica



An oil spill defence boom being deployed during an exercise at Rothera Research Station.

Photograph by British Antarctic Survey

Photograph by British Antarctic Survey



PyroBoom® successfully used in Barents Sea experiment

skimming, chemical dispersants and in situ burning. The boom choice for the in situ burning was Ro Clean Desmi's PyroBoom® manufactured by subsidiary company, Applied Fabrics Technologies Inc (AFTI). The tests indicated that the in situ burning technique effectively removed most of the spilled oil.

The Heat Is On!

In-situ burning of oil spills is becoming recognized as an effective and efficient solution to removal of spilled oil. PyroBoom® is a unique barrier utilizing a blend of refractory fabrics and metals to achieve a continuous burning capability of over 24 hours in a boom with conventionally geometry and sea keeping characteristics. PyroBoom® has been demonstrated to maintain its effectiveness and structural integrity even after exposure to a 2400 1F fire for up to 24 hours.

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Operationally, PyroBoom® has been demonstrated to maintain freeboard and stability when towed in a "U" configuration at speeds up to 3 knots. The high strength and impact resistant materials allow for rough handling and continued flexing under load. No special handling equipment is required other than the lifting and tugging hardware normally found on OSRV's. Handles, lift and tow points and bridle attachments are all included in the normal PyroBoom® layout.

PyroBoom® can be furnished in a "burn-kit". This kit consists of a standard guide-boom, a PyroBoom® "U" configuration sweep assembly with wire cross bridles and a steel storage kit with retrieval windlass. The whole system can also be stored on a reel, if desired, with a total deck foot print of about 9' x 20' for either configuration.

www.ro-cleandesmi.com

In November 2009 Shell brought the oil industry-funded researchers from the Norwegian non-profit organisation research institute, SINTEF, to Anchorage to present findings from experiments they ran in the Barents Sea in May 2009.

The experiments involved controlled discharging of crude oil in broken slushy ice off the northern coast of Norway. In the various experiments the scientists tested several clean up techniques including - mechanical



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Lamor delivered oil spill recovery equipment to the Swedish Coast Guard's multipurpose control vessel KBV 001 built at Damen Schelde Naval Shipyard

Lamor Corporation has been developing cutting edge oil spill response equipment since 1982, and the company is the market leader for advancing vessel systems. The twin-side advancing oil recovery system for offshore conditions that Lamor delivered to the Swedish Coast Guard's multipurpose control vessel KBV 001, built at Damen Schelde Naval Shipyard, was developed in close co-operation with the Swedish Coast Guard and Damen Shipyard.

The Finnish company, employing a staff of design engineers and naval architects, typically works closely with their key clients, government organizations, shipyards and oil companies, to supply customer specific oil spill response packages.

This KBV001 multipurpose control vessel is the first of a series of three, KBV002 and KBV003, for the Swedish Coast Guard. The first two vessels are built according to DNV oil recovery classification and the third is classified according to Germanischer Lloyd's oil and chemical recovery.

- The KBV001 vessel represents the next step for advancing oil recovery systems made for tougher sea conditions than earlier existing systems, says Rune Högström, Technical Director of Lamor Corporation, and continues explaining:
- The ship can easily be manoeuvred from one oil slick to another with the Lamor built-in skimmer system in operation, keeping a recovery speed of up to 4 knots. Capacity tests certified by Bureau Veritas prove that the heavy duty brush conveyor system recovers all types of oils, from light IFO40 type oil to heavy viscous bitumen oil (B.V. HSK4070026). The skimmer system is explosion proof for zone 0 operation and the deck equipment for zone 1 operation.

The collection tank is heated and fitted with four Lamor Positive Displacement Archimedes Screw-type oil transfer pumps, two on each side, with a total pumping capacity of 460 m³ per hour. The pumps are also Bureau Veritas capacity tested, and can pump light oils as well as heavy viscous bitumen.

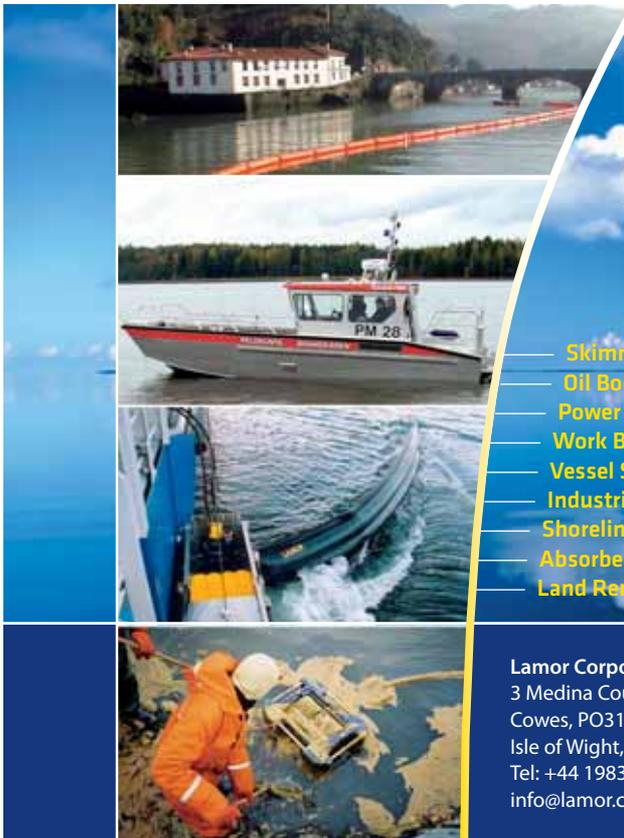


The Swedish Coast Guard's KBV 001 Multipurpose Patrol & Emergency Response Vessel

All pumps are equipped with integrated annular water injection, enabling the pumps to recover high viscous oil in extremely cold conditions.

A very important feature of the system is that it can be deployed from the deck or the wheelhouse by remote control system, thus maximizing safety.

In addition to the built-in oil recovery system, the vessel is also equipped with a Lamor umbilical hose system and a Lamor Free Floating Offshore Skimmer LFF 100, with a collection capacity of 115 m² per hour and a recovery range from light IFO40 type oil to heavy viscous bitumen. The length of the umbilical hose is 90 metre, with a 6 inch oil transfer hose and all the hydraulic supply integrated.



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In the News

EUROPEAN:

A grungy oil spill and another pair of ruined shoes.



A reflection by a Lloyds List journalist on reporting spills

I spent much of my weekend taking photos of an oil spill. The fuel oil was heavy and thick as it washed up on a beach near Algeciras, a port city in southern Spain. It was nauseating and smelt strongly of sulphur. Cleanup teams sweated under white overalls as they scraped

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The HD 80T has unique features making it particularly suitable for use in situations that cannot be addressed by more conventional pumps such as rapid removal of the hazardous materials and viscous sludge associated with pollution events.

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www.hedleydoe.co.uk



the black gunge into thick plastic bags and piled contaminated sand into foot-high mounds ready for collection.

This, unfortunately, is not a rare sight in this part of the world. The Strait of Gibraltar is one of the world's busiest maritime choke points and shipping activity here is intense. There have been some dramatic incidents here in recent years, major casualties where ships have foundered and been lost to savage seas. But most maritime accidents are mundane. Just like the one that caused this latest spill.

The MSC Shenzhen, a large container ship operated by a reputable owner, was edging into a dry dock near the port of Algeciras when it bumped the quay wall. Somehow, the impact punctured one of the vessel's fuel tanks and out poured its contents. They sealed off the dry dock quickly and trapped most of the oil inside. But not before around 12 tonnes of the stuff leaked into the bay outside. Here's a video of the ship inside the dock. It's not great, but you can see how fast the stuff was pouring out.

Back on the beach, the sticky mess caused an uproar in the green camp. Campaigners renewed calls for tighter controls on shipping and an end to refuelling operations at anchorage in the bay. The bay, said one lady from Greenpeace, had become a toxic dumping ground. It sounded terribly dramatic, but it was off the mark.

Now don't get me wrong, I'm no friend of dodgy shipping. In fact, when I was a staff reporter at Lloyd's List, the London maritime daily, writing about crooked shipowners was my pet subject. I also write a lot about

environmental issues in this region, even here on dscriber. The Strait of Gibraltar is an area rich in biodiversity and it needs all the protection we can give it. Underneath those ships anchored in the bay is a beautiful and diverse habitat that needs looking after.

Let's get some perspective on this latest spill: I spent two years of my life writing about the Prestige disaster, including weeks at a time on the beaches of Galicia. Compared to that spill, this weekend's was a mere splash. Even so, it was messy. We don't know what caused it yet and I've seen this sort of thing too often in the past to start pointing fingers one way or another this early on.

My problem with green groups is that they too often jump to conclusions while forgetting that ships, rather than being the big polluters they'd have us believe, are in fact the greenest form of transport on the planet. Yes they pollute when things go wrong, but there's another side to that coin too. Campaign for cleaner seas, by all means, but do it with a sense of perspective and context.

It's a fact that most pollution in the marine environment comes from land-based sources. It's also a fact that if you compare how much freight is carried on a ship to how much fuel it burns, you'll see maritime transport is pretty eco friendly. That's why the European Union, for example, is encouraging a modal shift from road to sea and rail.

And that's why I'll stick up for the maritime sector whenever I can, even as I throw away yet another pair of ruined, oil stained shoes.

INTERNATIONAL: China works to contain Yangtze River spills

Chinese authorities continue to struggle to contain the damage at the mouth of the Yangtze River following the oil spill from Iranian freighter Zoorik, which was caught up in unfavourable weather conditions and pushed on to rocks by strong waves. Although all 37 people on board were rescued, local media have reported a visible oil slick on the water. Zhoushan City's maritime bureau has confirmed that four vessels had been

deployed to the site with around 30 cleaners onboard. Additional staff are expected to join the clean up in the coming days.

This incident occurred on the same day as another vessel carrying 100 tonnes of hydrochloric acid also sank in the Yangtze River following a collision. Workers are currently in the process of attempting to retrieve the cargo and contain the environmental impact.

INTERNATIONAL: Vikoma chosen to work on major research project with NOFO

Vikoma International, part of the Aberdeen based Energy Environmental Group, has been chosen to work with NOFO (Norwegian Clean Seas Association for Operating Companies) to develop new solutions for oil spill response in the challenging sea conditions in the region.

Technology suppliers around the world were challenged to come up with new ideas and Vikoma was chosen as one of the first four projects, from over 170 submissions.

Mike King, Managing Director of Vikoma International explained, "It's very exciting for two globally recognised leaders in the spill sector to be working together on this project... we believe the research will lead to a new generation of oil containment and recovery technology."

"Vikoma's submission proposes a completely new concept for a continuous oil recovery system that can be used in fast current environments and large swells, currently far outside of the capability of any existing boom systems", explains Neil Plater, Vikoma's Engineering Manager

Hans V. Jensen, Head of R&D, NOFO, commented "The project that Vikoma International Ltd has on the drawing board is particularly exciting. The British company

aims to develop an oil boom that can be towed significantly faster than the booms currently in use."

Vikoma will work with the prestigious Wolfson Unit to test theories and models, using computational fluid dynamics (CFD) and advanced flow visualisation techniques, before potentially developing a prototype system for testing by NOFO.

The development programme "Oil Spill Response 2010" or "Oljevern 2010" operated by NOFO, has a significant budget to bring new products into the market. The priority of the programme is to develop new and improved oil recovery technology that can operate in higher seas and stronger currents than equipment currently on the market.

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THE RAW REPORT IS ACCREDITATION ALWAYS THE ANSWER?



The UK Spill Contractors Accreditation Scheme is currently going through a period of refinement, with new modules being implemented and on line assessment of those modules now being in place for contractors.

The principal objectives for the changes to the Scheme being implemented in 2009 are as follows:

SIMPLIFY – Modular format with Annual On-Line Assessment;

CLARIFY – New modular categories of qualification including an entry module - Standards Compliance, and options for modules on Fresh Water, Ground Water, and Marine Spill with new modules for Land Remediation and Road Tanker Roll Over. A new module for HNS/Hazmat is also now being developed;

CUT COSTS – Lower entry level fees, no extras for additional bases or spill visits; and

SCHEME AWARENESS – Increasing market awareness of Scheme with support of Regulators.

This refinement process has highlighted the need to clarify the capability of certain contractors currently accredited through the scheme to undertake remediation work that sometimes follows on from the emergency response to inland spills. Remediation of the resulting contaminated soils, sediments, groundwater and building structures can be extensive and complex. Of course in most cases, competent spill contractors quickly control spills and as far as practical limit the extent of any residual impact. However, if a spill is significant, associated with site infrastructure or within sensitive areas (e.g. SSSI's), the likelihood of there being residual impact or at the very least, regulators and property owners requiring assurance and demonstration that appropriate clean-up has been undertaken is high.

The current accreditation scheme includes modules for responding to fresh water and groundwater spills and as indicated above, in 2009, a module for Land Remediation was also introduced although as yet, there has been no agreement reached as to how contractors registering for this module are to be assessed within the scheme. When responding to spill incidents, the associated clean up is often relatively straightforward as the impact from an oil spill is often clear for all to see, with streams or rivers, soils and near surface groundwater often being impacted with the different environmental media being accessible for remediation via containment, excavation and disposal or removal by vacuum tanker. The clean up of historic contamination or residually contaminated land can be complex owing to the length of time the contamination has had to migrate through the environment potentially resulting in extensive impact to soil, water, air and building structures and services.

In determining how best to assess contractors registered with the UK Spill Contractors Accreditation Scheme for the "land remediation" module, we should be asking what can we learnt from the brownfield remediation industry, which, whilst relatively young, is developing both expertise and numerous innovations for investigation, assessment and treatment.

Just over ten years ago, to raise standards and confidence in the brownfield remediation industry an independent "not for profit" organisation called CL:AIRE (Contaminated Land: Applications In Real Environments) was established in the UK. Initially financially supported by the problem holders, the regulators and central government, CL:AIRE is now accepted as one the UK's leading organisations within the contaminated land industry, fulfilling a need for objective, scientifically robust appraisals of sustainable remediation technologies and effective methods for monitoring and investigating contaminated sites. It holds a unique place in Europe as it remains the only truly independent organisation that is neither a trade association nor government agency.

Relatively recently CL:AIRE was approached by the remediation industry to undertake a review of the viability of establishing an accreditation scheme for the remediation industry, effectively preceding the same proposition that is now being considered with respect to the extension of the UK Spill Contractors Accreditation Scheme to cover land remediation. The remediation accreditation proposal was supported by the regulators (e.g. Environment Agency) who wanted to encourage auditable self-regulation rather than adding additional standards. Confidential workshops were held with representatives from all aspects of the contaminated land industry. The workshops were confidential so that the participants could be as forthcoming and honest as possible. Whilst this means that the details cannot be disclosed, the conclusions were available for dissemination and were as follows:

- Any accreditation scheme should not stifle competition but encourage innovation and raise standards;
- Accrediting technology was not viable as there are so many variations of even established treatment techniques,

let alone innovative solutions, so who could act as the 'arbiter' or 'assessor';

- The emphasis of the scheme should address quality, company performance, validation and closure as well staff capabilities; and
- To raise standards, staff training at every level was considered more important once a company had established its credibility.

Based upon these conclusions, the accreditation scheme did not progress as it was felt unrealistic to accredit individual companies based upon the use of specific remediation technologies. However, two facets did emerge as being vitally important. To give regulators and problem holder's confidence, staff needed better and more appropriate training which could be demonstrated by examination. The other was the need for codes of practice so that everybody knew what should be expected.

At recent UK Spill meetings, the proposal for a Code of Practice document for inland spill response has been highlighted and such a document is likely to be fundamental to the benchmarking of competences for UK Spill members and will provide a framework for training and accreditation of contractors. It should be ensured that the Code of Practice document also dovetails with existing contaminated land, remediation and waste guidance issued by the Environment Agency and other regulatory bodies in the UK also taking into account the UK approach to the assessment of risks from land contamination.

To meet the need for transparency and standards throughout the contaminated land industry CL:AIRE is now working towards becoming an Awarding Body for Contaminated Land through Ofqual (Office of the Qualifications and Examinations Regulator) which will enable CL:AIRE to be able to assess candidates in relevant contaminated land subject areas and issue nationally recognised qualifications. CL:AIRE will be operating qualifications under the new Qualification Credit Framework (QCF)

which is the new regulated system for operating all nationally recognised qualifications such as GCSEs, A-levels, NVQs and other vocational qualifications etc. The QCF system is extremely flexible with subject areas being written up into what are termed 'Units' which have clearly defined contents, learning outcomes, assessment criteria and methods. With this flexible system anyone working in the industry whether it is practitioners or people who need less in-depth knowledge such as planners and developers will be able to obtain units and gain credits which can accumulate into qualifications. The units required for a particular qualification are defined by what is known as the Rules of Combination. Qualifications will be identified by Subject (short description), Size (award, certificate or diploma) and Level (levels 1-8). Support for CL:AIRE's approach has been gained from the Sector Skills Councils.

The writing or development of 'Units', the curriculum they cover, their learning outcomes and assessment criteria can be carried out by an Awarding Body or

other approved organisations (Colleges, Companies). 'Units' are reviewed by a Sector Skills Council and then approved by Ofqual and placed on the 'Unit database'. As the Awarding Body, CL:AIRE can then select relevant 'Units', designed by CL:AIRE or others, from the database for inclusion in CL:AIRE Qualifications. As such CL:AIRE may work in partnership with approved organisations already working in the contaminated land sector. The opportunity now exists for UK Spill to work with CL:AIRE and develop separate Units that will reflect the slightly different knowledge needed to clean up residual contamination arising from spill incidents compared to the historic contamination more traditionally encountered by contaminated land practitioners. These qualifications, combined with an appropriate Code of Practice, when used within the current spill accreditation scheme, would demonstrate that a company was sound, followed good practice and had the professionally qualified staff required to undertake land remediation work.

Any accreditation scheme should not stifle competition but encourage innovation and raise standards;

The RAW report written by:

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Differing views of the Timor Sea oil spill



World Wildlife Fund View : A disastrous fire and oil slick contaminate one of the world's remote and pristine oceans

For nearly two and a half months, a massive oil slick has been boiling up out of the Timor Sea halfway between Australia and Timor, the result of a disastrous fire and rupture 2.5 kilometers under the ocean that has defied all efforts so far to plug it or mop it up.

The West Atlas deep sea oil rig, operated by PTTEP Australasia, a unit of the Thailand state-owned PTT Exploration & Production PLC, blew out on August 21 and the crew abandoned the rig because of the fire. According to news sources, it has leaked more than 400,000 liters of oil, gas and condensate into the Timor Sea at a rate reported as being

from 300 to 1,200 barrels a day, and now covers an area estimated at 6,000 square kilometers.

Australian Federal Environment Minister Peter Garrett told the Australian television news channel ABC that: "The fact of the matter is, it's a fiendishly difficult exercise – a little bit like threading the needle – to try to get this oil spill stopped."

The spill, in one of the world's most remote and pristine oceanic regions, occurred in an area shared by East Timor, Malaysia and Indonesia where maritime borders are not recognized. It has largely escaped the notice of the world's press, although bloggers in on Timor Island, which is shared by Indonesia and East Timor, have been reporting extensively on it, and the World Wildlife Fund has issued

reports that describe the environmental consequences as disastrous. Seaweed, one of the nearby West Timor province's most important commodities, has been badly polluted along with thronging fish populations.

PTTEP Australasia reported on its website Monday that the company is preparing 4,000 barrels of heavy mud to pour down a relief well into the breach in an effort to staunch the flow of oil and hopes to put out the fire tomorrow. No personnel have been on the deep-sea platform since August 21, when the fire started. The release quoted PTTEP director and Chief Financial Officer Jose Martins as saying "Eyewitness reports today indicate there is little or no oil being released into the ocean from the Montara well head platform. This is an indication that the oil and gas is burning off from the well head platform fire."

Media View: **Bikinis oil up for protest against Timor sea oil spill**

What's it going to take for the world to pay attention to the massive oil spill that has been going on for two and a half months between Australia and Indonesia in the Timor Sea?

A group of pretty women wearing bikinis, smearing their bodies with crude oil? Okay, if that's what it takes, the Wilderness Society of Australia is willing to do it. The group organized exactly that sort of protest in Perth yesterday, in order to get the attention the issue deserves.

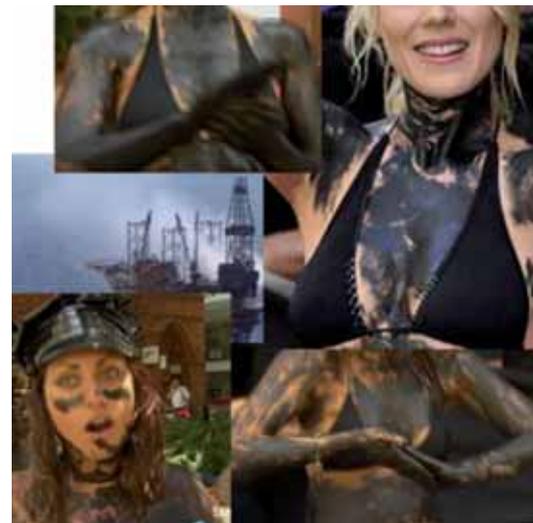
There's a lot more going on with the oil spill than just swimsuits, of course. A new biological survey has found many dying animals in the area, contradicting earlier

oil company claims that there were no problems for wildlife in the large area of water covered by spill.

It has also now been revealed that yet another fossil fuel leak, this one of natural gas, has been taking place on another offshore drilling rig just 50 nautical miles away from the Montara rig which has been the source of the major oil spill. The gas leak has been going on for about seven weeks, without the public being informed.

A spokesman from the company that runs the second rig says that people ought not to worry, because most spills of this sort are not reported to the public at all. That's supposed to be reassuring?

First published on www.irregulartimes.com
30th October 2009



In the News

This is what you do next with hazardous waste

EcoSOIL A sustainable alternative to landfill for disposal & treatment of contaminated soils arising from the oil spill industry.

EcoSOIL is joint venture business formed by Acumen Waste Services Ltd and Vinci Construction UK Ltd, to provide remediation services for the clean up of contaminated land throughout the UK.

EcoSOIL's Plant located in Widnes incorporates a unique range of solutions designed to remove a wide range of organic and inorganic contaminants from soil excavations including Hydrocarbons, Coal Tars and Heavy Metals

The facility readily processes Oil Spill industry wastes from low to high level contamination. Processing Non-Hazardous, Hazardous and WAC failing materials far more cost effectively and sustainably than Landfill.

Commenting on the opening of the soil washing plant in Widnes, Acumen's Business Unit Manager Vicki Homer said; "This is an exciting development and one which I know brings an added dimension to the contractors and insurers who are responsible for the remediation of these sites." Vicki continued; "We pride ourselves on providing ethical and compliant solutions for these contaminated soils, but inevitably there is still a heavy reliance on landfill. Now, we can offer a much more sustainable alternative with this soil washing process, which cleans the majority of the soil components so they can be recycled. We can even provide laundered clean materials so that they can be sent back to the sites that are being remediated to back fill excavations!"

Leon Kirk, Acumen's Technical & Commercial Director added; "we believe that investing our time and effort in unique recycling solutions such as this will strengthen our alliances with our customers,



suppliers and partners alike. We hope to take our valuable experiences from the Widnes project and provide a number of soil treatment centres throughout the UK, so that largely, there will be no further need to landfill these recyclable materials"

OHES have already put to the test the EcoSoil disposal route for hydrocarbon spill impacted materials and Peter Haslock a Senior Environmental Consultant for OHES commented "We had great success using the soils washing plant, we find it easy, efficient and cost effective to use. This is a sustainable solution to hydrocarbon remediation".

If you too feel EcoSoil could help raise your environmental profile or you would like more information please contact Vicki Homer on 07894 607 274 or email ecosoil@acumenwaste.co.uk.

In the News

UK: Remote Application of Imbiber Beads[®] Delivery System using Standard Fire Fighting Equipment



Following work carried out over the last five years or more in Japan by the Maritime Disaster Prevention Centre (MDPC), where a system has been developed and deployed in major ports, this document is to set out the results of trials to prove the ability to fire bulk Imbiber Beads[®] in a fire water stream on to a volatile, floating, non miscible HNS spill to render it visible, to immobilise it, to eliminate free liquid, to reduce vapour emission such that it is made much safer so that traditional booming and skimming can be used for clean up.

Several tons of Imbiber Beads[®] have been supplied to equip major ports in Japan as a result of trials to determine the most effective product to immobilise the largest number of major imported chemicals into Japan after which Imbiber beads were chosen. These chemicals include Benzene, Xylene, Toluene, Styrene, Cyclohexane, Vinyl Acetate, Hexane.

In the UK tests were carried out at the Angus Fire (Kidde UK) test site at Bentham in Lancashire on 9th September 2009 using Angus fire monitors. The object was to prove that a self inducing fire monitor could suck up a stream of Imbiber Beads[®] in the same way as foam concentrate. In this way it could be delivered in the water stream on to a spill, and the Imbiber Beads[®] would immobilise that spill, eliminating spilt free liquid and reducing vapour emission to allow spill clean up.

It was found that a simple hose connection to the inductor drew in Imbiber Beads[®] from a drum smoothly and at a rate half that set for foam, ie with a 6 percent foam setting, a 3 percent stream of Imbiber Beads[®] was

obtained. Angus confirm that on the basis of the tests carried out any of their self inducing monitors can be used to deliver Imbiber Beads[®].

It is also clear that the Imbiber Beads[®] can be transferred from the 18 Kg/32 litre drums in which they are delivered to an IBC or similar to give a standard storage solution, requiring a simple pipe/hose connection to any suitable fire monitor. This may be in place where the system is envisaged or Angus Fire can advise on suitable equipment.

The photos show spraying of the Beads into the test tank previously filled with 100 litres of Heptane. The immobilisation into a white 'slush' is clear. This was cleaned off the test basin into a drum for disposal. There was no free Heptane on the water: no flame could be obtained. The immobilised Heptane 'slush' burned quietly and self extinguished, demonstrating the reduction in vapour and improved safety (free Heptane is explosive if exposed to an open flame).

IAC has obtained Certification from the Marine and Fisheries Agency and Scottish

Government allowing the use of Imbiber Beads[®] on a spill in open water at least 20 metres deep and at least 1 mile out to sea.

These tests have demonstrated a simple delivery system for Imbiber Beads[®] on to colourless volatile spills on water. They allow standard equipment to be used and provide a solution for an HNS spill response plan for the specific range of HNS liquids with which they are effective. The vapour cloud can be reduced, the spill is rendered opaque, therefore visible, and the free liquid is eliminated, thus significantly reducing the hazard. Thus traditional booms and skimmers can then be deployed to clean up the immobilised spill which is now visible.

It is possible to obtain a pre-authorisation to use Imbiber Beads[®] inshore, for example in an estuary or port approach for specific circumstances. This will allow fire monitors and stocks of Imbiber Beads[®] to be established in case of an incident, allowing rapid response and a huge reduction in the risks associated with HNS spills from ships.

UK: PREMIAM: Pollution Response in Emergencies – Marine Impact Assessment and Monitoring

PREMIAM is a new government backed initiative recently launched to provide a more integrated and robust approach to post spill monitoring and impact assessment in the marine and coastal environment.

What's the issue?

Spills of oils and chemicals in the marine environment remain a significant threat. Therefore, the requirement for response capability, improved preparedness and effective post-incident monitoring and assessment remains undiminished.

Why the need for better and more effective post-incident monitoring?

- We need to ensure we provide early evidence of potential impact to government and the general public.
- We need to have an appropriate and effective way of investigating the impact on the wider marine environment.
- Impact assessment methodology needs to be considered that not only assesses the short-term impacts, but also allows the prediction of potential longer-term impacts.
- We need to ensure a more effective use of resources so that unnecessary procedures are avoided but that potentially useful ones are not overlooked.

- We need provide important information about the effectiveness, or not, of spill response activities including the use of dispersants.

However, there are no established expert guidelines in the UK for post-incident monitoring and impact assessment nor, indeed, is there a fully co-ordinated mechanism for overseeing the practical aspects of the programme (e.g. survey design, sampling, analysis, interpretation etc.).

Project Aims

Essentially the PREMIAM programme will fulfil two fundamental objectives:

1. The development of marine impact assessment and monitoring guidelines (The PREMIAM Plan)
2. The development and maintenance of a network of scientific and logistical partners to deliver the plan (The PREMIAM Network)

Results and their use

In addressing the project aims PREMIAM will introduce and co-ordinate a professional, efficient and fit for purpose post-incident monitoring and impact assessment mechanism. Through the production of expert guidelines and the generation and maintenance of a national network of experts and service providers the project will result in an approach that will ensure:

- Speed – Fast response in order to gain early impact information or baseline information



Photograph : Marine Coastguard Agency



concerning areas at threat.

- Cost effectiveness
- Expertise identification and availability
- Use of appropriate techniques
- Use of best-practice and the ability to learn from previous responses
- Co-ordination and integration

The project is being overseen by a steering group comprising representatives from all the main government stakeholders (including those with regulatory, response and conservation interests) which will ensure an integrated approach.

Potential suppliers of post-incident services (e.g. suppliers of analytical capability, ecological surveys, sampling capability, storage etc.) are welcome to express their interest in being part of the network.

For further information contact premiam@cefas.co.uk or mark.kirby@cefas.co.uk or visit www.premiam.org

INTERNATIONAL: Australia joins pollution fund

Australia has joined the International Oil Pollution Compensation Fund (IOPCF), an international fund that provides substantial compensation in the event of an oil tanker spill.

By joining IOPCF, the compensation available to Australia has more than tripled to \$1.4 billion, from \$380 million. In the event of a major spill from a tanker, monies from the fund may be used to cover the clean-up costs, pay compensation to affected industries, as well as help with the

recovery of marine environments and coastal communities.

In recent years, major oil spills off the coasts of Spain, South Korea and France proved the amount of compensation afforded under the old scheme was insufficient, with claimants unable to recover the full amount of their approved compensation.

Every year 200 oil tankers and chemical carriers navigate through Australian waters, near environmentally sensitive areas, such as the Great Barrier Reef and Ningaloo Reef.

IOPCF is supported by a multi-lateral agreement, which levies oil importers to fund an insurance scheme for the victims of oil spills.

These levies are paid by the oil importers of 24 countries including Denmark, Finland, France, Germany, Greece, Italy, Japan, Netherlands, Norway, Spain, Sweden and the UK.

In Australia, companies liable to make contributions to the fund will include petroleum products refiners and some of the major resource companies.

Following the passage of the Protection of the Sea Legislation Amendment Bill 2008, Australia is now a full member of Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage.

Darcy Spillcare Manufacture

75 Years of Innovation, Manufacturing, Service and Supply.



Spillages in one form or another have been with us since the early days of the industrial revolution and probably always will be as long as people continue to be thoughtless, careless or downright unlucky. Spillages occur in almost limitless variety. Situation, quantity and material will change and there are numerous methods by which they can be classified, one thing is clear these spills need to be cleaned up to prevent harm to the environment or, better still, prevented from happening in the first place.

Darcy Spillcare Manufacture was founded in 1935 by William Thomas Alan Proctor the great grandfather of the current MD, Richard Proctor. The company Universal Emulsifiers developed, manufactured and marketed emulsifiers for the paper industry. In 1949 the company moved to its current base at East Malling, and merged with Xzit (GB) Ltd, a company involved in the manufacture and supply of greases and coatings for the prevention of corrosion mainly in the then booming shipping industry, at the time the company had offices in Piccadilly, London and Ontario, Canada.

In 1965, the company, which by then was known as Xzit, entered the oil spill clean up market - in which it has been at the fore front of ever since - with the launch of Drizit. The original Drizit - still available today - is a wood based fibre impregnated to absorb oil and repel water, a unique and substantial improvement over any existing oil spill clean up products. The Darcy range then consisted of 3 products; loose absorbents, booms and cushions.

In 1981, Richard's father, John Proctor became managing director and renamed the company Darcy Products Ltd, at the same time significantly extending the product range with the launch of an advanced absorbent range using polypropylene, Darcy now offers over 400 products. The acquisition of Trident Oleanic, a manufacturer of PVC and PU booms, emergency storage equipment and Skimmers, in 2004 completed the range of spill equipment that the company manufacture.

In 2006, John Proctor died after a short illness, and his son Richard, who had become the Sales Director, took over as Managing Director. Since then the company has continued to grow, taking over other companies, including Fields Environmental in 2008.

The company now has 40+ employees and operates across five divisions, Absorbents and Containment, providing traditional and new absorbent materials and storage solutions enabling companies to remain compliant with environmental legislation. Control and Clean Up a complete range of products for the containment - permanent and inflatable booms, emergency storage tanks and for clean-up - oil water separators and skimmers. Detect and Protect Technology innovation in leading edge technology utilising the latest technological advances in environmental protection, Servicing and Contracting which includes site remediation, tank repairs, bund relining and the preparation of pollution incident response plans again aiding compliance and Training.

Over 75 years, Darcy can claim to have moved with the times and is thriving. Today, the company can boast a long tradition of innovation in the Spillcare market, supplying front line products in the battle to protect the environment all over the world, from Peterborough, in England to Perth, in Australia, all of which is based on the prompt and principled provision of proven environmental protection products.

Darcy has laid the foundations to become the only choice in the provision of spill response products and services. Our team of Specialist Product Managers and Environmental Consultants keep abreast of regulations and legislation to develop the most advanced spill control equipment utilising technology and the latest developments in material absorbency.



24 Hour Emergency
Response Number



01732 843131



Leading suppliers to the
UK Oil Spill Response and
Clean Up Industry

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- ▶ Skimmers
- ▶ Pumps
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- ▶ Absorbents
- ▶ Spill Kits
- ▶ Remediation



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The Long Article:

The International Petroleum Industry Environmental Conservation Association (IPIECA) is the global oil and gas industry association for environmental and social issues. It develops, shares and promotes good practices and knowledge to help the industry improve its environmental and social performance; and is the industry's principal channel of communication with the United Nations.

Through its member led working groups and executive leadership, IPIECA brings together the collective expertise of oil and gas companies and associations. Its unique position within the industry enables its members to respond effectively to key environmental and social issues.

spill response managers and specialists from multinational oil companies and representatives from invited organisations such as the International Tanker Owners Pollution Federation (ITOPF), the Oil Companies International Marine Forum (OCIMF) and industry Tier 3 Response Centres. Its programme is carried out in close cooperation with the International Maritime Organization (IMO) and operates within the context of the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC), 1990. Coordination between these industry-based organisations and the IMO remains an essential ingredient in the success of the OSWG programme.

The international oil industry approach to effective, sustainable contingency planning and response is based on four key concepts which the OSWG promotes through its activities:

- The importance of the ratification and implementation of relevant international conventions relating to oil spill preparedness and response

IPIECA Oil Spill Working Group Developing global oil spill preparedness over 22 years



L-R: Malamine Thiam (IMO), Richard Sykes (IPIECA), Miguel Palomares (IMO), Bill Lerch (ExxonMobil), Archie Smith (OSRL), Yvette Osikilo (IPIECA), Philippe de Susanne (IPIECA) and Stefan Micallef (IMO)

IPIECA helps the oil and gas industry improve its environmental and social performance by:

- Developing, sharing and promoting good practices and solutions
- Enhancing and communicating knowledge and understanding
- Engaging members and others in the industry
- Working in partnership with key stakeholders

Currently, IPIECA has working groups focusing on: biodiversity; climate change; health; oil spill preparedness and response; operations, fuels and products issues; social responsibility; and sustainability reporting.

The IPIECA Oil Spill Working Group (OSWG) was established in 1987 and serves as the key international industry forum to help improve oil spill contingency planning and response around the world. The OSWG is made up of an international team of experts, including oil

- The importance of cooperation between industry and government at national, regional and international levels
- Application of the tiered response approach as a central component of the contingency planning process
- Application of a scientifically-based risk analysis and subsequent selection of response options, also known as Net Environmental Benefit Analysis (NEBA)

Working through IPIECA, and involving such organisations as the International Association of Oil and Gas Producers (OGP) and the Oil Companies International Marine Forum (OCIMF) and in association with UNEP and the IMO, the oil and gas industry has worked hard to reduce the frequency of spills whilst at the same time developing effective preparedness strategies and response options in the unfortunate event of a spill.

Oil Spill Working Group activities

Building and sustaining oil spill response capacity

The OPRC Convention calls for national authorities to work with the oil and shipping industry to unify their efforts. In recognition of this, the IMO and IPIECA have been collaborating for many years on the Global Initiative, a programme designed to encourage and, where possible, assist countries to ratify and implement the relevant international oil spill conventions and develop effective and sustainable national and regional oil spill contingency plans. A series of successful regional seminars were held in South East Asia, the Mediterranean, Latin America, the Gulf, Africa, the Caribbean and North West Pacific, from 1991-94, to promote the concept of "Working Together". The GI was formally launched in 1996 in Cape Town, South Africa.

Key messages are delivered to industry and government representatives through joint IMO/IPIECA workshops and training sessions. To obtain a long-lasting effect, active support is required from the most senior policy makers and managers in both government and industry, as well as those directly responsible for exercising and implementing the national contingency plans.

The GI acts as a catalyst to initiate activities all over the world. The IMO handles the intergovernmental liaison and IPIECA facilitates industry involvement, working together to develop a focused work programme. Governments, local industry, donor agencies and NGOs provide regional and local input. Increasingly, GI projects are organised on a regional basis with focal points established for West and Central Africa (GI WACAF Project); the Mediterranean (Mediterranean Oil Industry Group - MOIG); Caspian Sea, Black Sea and Central Eurasia (Oil Spill Preparedness Regional Initiative - OSPRI) and the Caribbean.

Interaction with Industry Technical Advisory Committee

The OSWG acts as a high-level, strategic forum for members to discuss issues in the field of oil spill response. The work of the OSWG is complemented by that of the Industry Technical Advisory Committee (ITAC), a body drawn from the response community of the oil industry, not-for-profit response organisations, and other bodies that have oil pollution response and preparedness as their principal goals. The purpose of ITAC is to act as a focal point for technical issues of interest to ITAC member organisations and the wider response community, and as a forum for information exchange. The ITAC and the



Oil Spill Response Exercise by Petrobras during 2008 IPIECA Annual General Meetings

OSWG have a close relationship and have many members in common.

Industry interface with the International Maritime Organization

The OSWG provides the primary industry interface with the IMO, the UN agency designated responsible for the implementation of the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC) Convention, 1990. IPIECA holds special consultative status at the IMO and contributes to relevant meetings on behalf of the oil and gas industry, in particular the biannual Marine Environment Protection Committee (MEPC) meetings and the OPRC-HNS Technical Group. Through participation in these committees over the last few years, IPIECA has contributed to the production of tools and guidance designed to assist countries to effectively implement the OPRC Convention.

Sharing information and best practice

The OSWG makes use of a number of mechanisms to share information and best practices.

Meetings and workshops: OSWG meetings and workshops serve the needs of members through the exchange of experiences, best practices, and the identification of emerging issues. These meetings keep IPIECA members informed of current issues and act as a valuable forum to share views with academic, policy and technical experts and develop industry consensus.

Publications and reports: Through the production and dissemination of consensus based publications on oil spill issues, the OSWG has succeeded in communicating industry best practice to relevant stakeholders.

A key achievement of the group is the production and dissemination of a 17 volume series of reports which contain high quality technical information on oil spill preparedness and response in different languages.

International Conference cycle: The IPIECA OSWG plays a leadership role in planning and organising the three primary international oil spill conferences that make up the three-year cycle: Interspill (held in Europe), Spillcon (held in Australia) and the International Oil Spill Conference (IOSC – held in the U.S.). IPIECA involvement in conference planning helps to ensure consistent industry messages are delivered across the three regions represented and in the global arena.

The number of major oil spills, including those from tankers, has reduced greatly since the 1960s, partly due to preventative measures taken by the oil and shipping industries. However, despite being a mature issue, on a reputational and financial risk basis, oil spills remain a very serious environmental issue and continue to be treated as such, even though the industry is now in a better position to deal with them. Emerging areas where exploration and production activities are taking place, and developing nations and changing demographics are bringing new risks and new challenges to the field of oil spill response. Existing capability, understanding and organisation need to be maintained, and gaps in these areas need to be addressed. Therefore, at the same time as the industry continues to strive for a 'zero spill scenario', it must also remain ever vigilant and well prepared in respect of oil spill response capability and planning.

STOP PRESS

EMPOWER Membership opened



On Wednesday 18 November membership was officially opened for the EMPOWER Network. After almost 6 months of preparation the Network is now ready to expand beyond the 9

Founding Members. It is expected that in the end over 70 members from across Europe will have joined the network, which aims to improve the professionalism and capacity of NGOs in their responses to marine wildlife emergencies and cooperation with their national authorities. Membership of EMPOWER is free of charge and only requires the signing of a Code of Conduct and the submission of information on the applicant. The Code of Conduct describes the attitude EMPOWER members are expected to have when they are invited to participate in the response to a marine wildlife emergency.

The Code reflects what is generally perceived as "common sense" in an emergency response. By signing the Code however, an organisation demonstrates that it is aware of the responsibilities a responder has during an incident with regards to cooperating with others, sharing information and applying agreed professional and technical standards of good practice. To the surprise of Sea Alarm the first application from a respected organisation outside the Steering Group was received within 24 hours!

Article first published on
www.sea-alarm.org

INDUSTRY EVENTS: REVIEWS

INLANDSPILL09

3rd September at the Fire Service College, Moreton in Marsh – Close to 50 delegates attended this year's seminar, with presentations on ENVIRONMENTAL CLAIMS, AN INSURANCE INDUSTRY PERSPECTIVE by Stewart Ower of OAMPS/OHES who assessed the current situation for contractors. Followed by OIL SPILLS & THE ENVIRONMENT AGENCY, Bruce McGlashan of the EA updated members on the latest EA thinking, the need for the accreditation scheme and spill reporting to work. ENVIRONMENTAL LIABILITY? - moving goalposts? Tim Elliott of Elliott Environmental Surveyors talked on the March 2009 Environmental Damage Regulations, by September the whole of the UK will be covered by the Regulations which are the application of the EC Environmental Liability Directive. Finally, WASTE UPDATE – David Reynolds, of Veolia Environmental Services (UK) presented the background to and impact of current legislative issues on Hazardous Waste

NOSCA SEMINAR

14-18 September at Bergen. Over 70 delegates attended the seminar in Bergen, where a series of onshore presentations and demonstrations were integrated with a major live exercise, "Exercise Bergen". This was the most comprehensive oil spill exercise carried out in Norway in 2009, involving 40 vessels and some 300 participating persons.

UKSPILL09

28-29 October at Southampton. Some 50+ delegates met in Southampton, (see the review of the Antarctica presentation on Page 3) and heard presentations from IMO, ITOFF, combined with a tour of the OSR base, and manufacturer presentations. The day was completed on water, with a live spill booming exercise off Fawley refinery involving the standby tugs, MCA surveillance aircraft, and support vessels from OSR and Ecoceane.

INDUSTRY EVENTS: PREVIEWS

UK: UKSPILL AGM & DINNER

28TH JANUARY 2010 OSR SOUTHAMPTON

The AGM will be held at OSR followed by the annual Dinner at the deVere Grand Harbour, Southampton

UK: UKSPILL10 - ANNUAL MARINE OIL SPILL SEMINAR

9TH - 10TH MARCH 2010, EXCEL LONDON UK

Next year's UKSPILL10 will be held at Excel, London, co located with Oceanology International 2010, featuring a seminar on co operation between UK and European Coastguards on issues that are common, and where they differ. A small exhibition will be included. Details at www.ukspill.org

UK: INLANDSPILL10 - THE EDR DEBATE

30TH MARCH FIRE SERVICE COLLEGE, MORETON IN MARCH

This year's Inland Spill seminar continues the debate on the impact of the EDR regulations

AUSTRALIA: SPILLCON 2010

12-16 APRIL 2010, MELBOURNE, AUSTRALIA

The next event in the Triennial Oil Spill Conference series. Global/Regional/Local

USA: CLEAN ATLANTIC 2010

18 -19 MAY 2010, BALTIMORE, MARYLAND

Inland Waterway Spills. LNG. Hazmat. Environmental. Port & Maritime Security, Clean Atlantic covers it all. www.cleanatlantic.org

UK: EMERGENCY PLANNING SOCIETY ANNUAL CONFERENCE 2010

21-23 JUNE 2010, SECC, GLASGOW, SCOTLAND

www.epsconference2010.org

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