

SpillAlert

THE QUARTERLY NEWSLETTER ABOUT THE SPILL INDUSTRY

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UKSpill
ASSOCIATION

Recovery & Restoration:

The unseen clean-up efforts in the Gulf of Mexico and New Zealand

INTERSPILL 2012
REVIEW INSIDE

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EDITOR:
Roger Mabbott
Executive Director -
UK Spill Association

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

Welcome – the Editor's view

For the UK and European spill industries, the big event is over for another 3 years.

Interspill 2012, held in March at Excel in London proved that the success in London in 2006 was not a fluke. Taking the figures for 2012, which is now 2 years post Macondo, and in a negative economic climate, they matched overall numbers in 2006, and were a third up on Marseilles 2009. The biggest winner was the exhibition, with 50% more floor space, and every bit was sold, revenue from the exhibition alone reached the total revenue achieved in 2009.

And the exhibitors were almost universal in their praise, post event feedback was overwhelmingly positive.

Not everything worked as well as we hoped, conference numbers were up on 2009, but the conference facilities were not as convenient. However, the new for 2012 Science Workshops run by Cedre, and the Industry seminars held on the exhibition floor were acclaimed, despite a bit of a squeeze reflecting the sold out nature of the exhibition.

Socially, the Pub night on opening day, and non stop free coffee were winners, and not only for Interspill delegates, visitors and exhibitors, but we also found fans from

adjoining Oceanology.

This issue will look back at the highlights and focus on trends emerging from both conferences and exhibition. For the industry it is time to start planning for 2015, and the Interspill Steering Committee has met to review the 2012 event, and is setting a course for 2015, a venue in Europe will be announced late in early 2013.

The relentless rise and rise of China, and to a lesser extent East Asian economies such as Japan, Korea and Taiwan form the background for the inevitable disasters which will occur along side industrial and shipping growth. Other future threats include the Arctic, which has been well exercised, perhaps because of the black and white nature, but there are many other growing risk areas. The rapid growth of traffic in the Baltic is one, and in the Last Word in this issue we include a Russian view, which contributes to a better understanding of the threat. Anticipating spills is a subject for a future issue.

The flipside of anticipation is recovery and restoration, post spill. In this issue, with 2 years since the Gulf of Mexico incident, and with work ongoing there, and also in New Zealand, we will look at the unsung and usually unseen work on Recovery & Restoration.

SPILLALERT FACTS

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- 8-9% downloaded as a PDF

UKSpill

ASSOCIATION

1 Tickwood Hall Cottages, Wyke, Much Wenlock,
Shropshire, TF13 6NZ United Kingdom
T +44 (0)7793 649 643 E info@ukspill.org www.ukspill.org

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INDUSTRY EVENTS: PREVIEW

UK: THE PREMIAM CONFERENCE

4 JULY 2012, SOAS, UNIVERSITY OF LONDON, UK

Details at www.coastms.co.uk/conferences/459

INDIA: OIL SPILL INDIA 2012

15-17 SEPTEMBER 2012, GOA, INDIA

Details at www.oilspillindia.org

USA: CLEAN GULF

13-15 NOVEMBER 2012, NEW ORLEANS, USA

Details at www.cleangulf.org

AUSTRALIA: SPILLCON 2013

8-12 APRIL 2013, CAIRNS, QUEENSLAND, AUSTRALIA

Details at www.spillcon/about2013

Guest Editorial

Interspill, a manufacturers perspective

Exhibitions and conferences are costly affairs especially when all the resource and travelling expenses are factored in.

These challenging economic times have focused the business community to carefully consider their participation in conferences, industry trade shows, and other sponsored events. Investments in trade shows and conferences now have to deliver a measurable return in order to remain a part of today's marketing mix and not as a social experiment for the sales staff!! In addition, the organizers of such exhibitions have a duty to be re-thinking and expanding on the original format to make the offering a worth-while event.

This years' Interspill delivered on the latter with an impressive array of features which added to the overall success. Aside the exhibition, which was co-shared with Oceanology creating a much larger and needed momentum, there were industry led seminars held on the exhibition floor. Here the spill industry presented the latest technologies and services from exhibitors including:

dispersant spraying systems, satellite and airborne monitoring, remote sensing, mechanical oil recovery & collection devices and chemical spill control. In addition, there were short education and training courses held over half and full days from key organizations and agencies including: IMO, IOPC, OSR, ITOPF, Sintef and leading consultants. Plus there were CEDRE led and organized workshops whose subjects included oil weathering, understanding chemicals, oil spill drift modelling, spill detection/tracking and spill management systems.

From our perspective, we saw Interspill as an opportunity to not only promote our brand but link it to our international agent's conference. This was held over the weekend just a day before the ExCel event. By doing this we were also able to re-enforce our messages to the agents by way of the exhibition and conference. In other words, we did exactly what the organizers have done to Interspill, we added to a normal format to make it more interesting, broader and ultimately worthwhile. As a close, we are great believers in showing actual equipment at exhibitions and we were



very selective and focused with our choice. As a result of our total marketing mix we secured a major contract.

The message is simple, get involved, be focused, add value and do something different rather than just exhibit!

Andrew Nash, Business Development Manager, Desmi Ro Clean

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RESPONSE



interspill LONDON 2012 SPILL CONFERENCE & EXHIBITION

As many of our readers will know, London is now the most frequent venue for Interspill, and both times it has been a success, although the world in 2006 seems a million miles from 2012, with banks seizing up, European economies being bailed out, and now even the Euro facing trouble.

But nevertheless Interspill went from strength to strength, whilst overall visitor numbers matched 2006, the results in 2012 showed that the combination of a good conference, now with added workshops and seminars, and a good exhibition works. Exhibition space was 50% up on 2006 and 2009, and was sold out, the number of conference delegates held steady, but new visitors to the exhibition leapt. And, this was without the flow of visitors from Oceanology International (over 7,000 visitors) who were not included in our count –

The event worked, and it not only was the formal feedback surveys, but the anecdotal feedback from my walk about on the last day, almost all exhibitors raved about the numbers and quality of visitors.

So we had an event which went to plan, almost – the 4 days, including short courses on Monday, were filled a wider choice for both delegates and visitors than before. The following pages are a snapshot of the

2012 event, and if you click on the email which accompanies this issue, there is even a video, programmes were screened on the floor of the exhibition, simple things like constant free tea and coffee in the seminar / workshop area worked well, and attracted visitors from Oceanology (adding to the footfall).

Monday opened with exhibitors completing their stands, well most of them, and the short course being held in the South Galleries, above the exhibition floor. This year saw more courses and fewer bookings, and a few operating hiccups, an item to review. However, the contributions by IMO, ITOPI, IOPC and OSRL and others to provide these courses was an essential part of the event.

Tuesday, official opening day, the Committee had decided to have a short plenary introduced by Glyn Humphries, Chairman of host UK Spill Association, with keynote speaker, Sir Alan Massey, Chief Executive of the Maritime & Coastguard Agency, supported by Archie Smith, Chief Executive of OSRL, our permanent sponsor. The delegates then spent the rest of the morning on the exhibition floor, before lunch, after which, the formal conference programme started.

The exhibitors reported a really good day, and almost 1,000 registered, the numbers finally hit over 1,300.

Tuesday was rounded off by the Pub Night at The Fox, featuring traditional British beer and fish & chips, an “essential” end after a good first day for all.

Wednesday was a full and busy day, with the Conference programme including an Offshore Forum featuring key speakers from both sides of the Atlantic, as this was the first post Macondo Interspill, and was a good point to consider how much had been achieved since 2010.

The new for 2012 Science workshops, organized by Cedre were launched on Tuesday afternoon on the exhibition floor, in conjunction with a repeat of the Spill Industry Seminar trailed in 2009. Both were in full swing on Wednesday, despite some distractions from being on the exhibition floor, the benefits outweighed the disadvantages, with good numbers taking part.

On **Wednesday** evening, the leading organizations and manufacturers held their main social events, with heavy duty networking, OSRL led off at the Docklands Museum, and followed by Vikoma taking to the Thames, with Lamor and Desmi sticking to dry land at venues close to Excel. A good time was had by all!!!

Thursday, the last day, saw good support for all parts of the Interspill programme, despite late nights for some on Wednesday. The Conference ended with a review by Maritime New Zealand, of the progress with the Rena grounding in New Zealand, before the triennial boomerang was handed over by Glyn Humphries on behalf of Interspill to Toby Stone for Spillcon 2013, which is to be held in Queensland, Australia in April.



UKSpill chairman, Glyn Humphries opening Interspill 2012



Key note speaker, Sir Alan Massey, of the MCA





Patricia Charlebois of IMO, speaking at the conference



Networking is a major part of the Interspill success story





Workshops and Seminars were popular innovations on the Exhibition floor



Exhibitors, speakers and visitors gave Interspill 2012 a thumbs up

The Main Feature:



May I start with four fairly straightforward propositions?

First, global energy demands will continue to increase and will inevitably drive the exploration of oil and gas resources in new regions.

Second, the offshore oil and gas industry will continue to expand, and hydrocarbon exploration will be undertaken in areas of harsh climatic environments and increasingly demanding extraction conditions, bringing increasing challenges to the prevention and control of any pollution.

Third, whilst we have benefited from improvements in ship technology, navigation and safety systems, the very fact that we transport oil and chemical products around the world, principally by sea, means there will invariably be some risk of vessels grounding and potentially polluting the waters surrounding our coasts.

Fourth, the public's expectation will be that governments and the energy industry will, between them, continue to legislate, regulate and innovate such that both pollution prevention and response will achieve

Interspill 2012, extract from the keynote speech by Sir Alan Massey, Chief Executive of MCA

unprecedented effectiveness to make our seas and shores cleaner and safer.

You and I well know, though, that however much has been achieved in managing the risk and aftermath of spills up to now – and there is quite a good story to tell here – we cannot be complacent. We must continue to challenge our understanding and planning, to keep pace with the evolving technologies and the increasing complexity of hydrocarbon extraction and its transportation.

Good work is going on amongst producers, regulators and responders to develop and improve their knowledge and expertise, particularly in the deepwater environment. We all aim to ensure adequate safety regimes, risk assessment and mitigation measures to deal with potential spills. The received wisdom is that no single agency can achieve this on its own, and that in this area of business it is teamwork, shared information, investment and collaboration that will yield the best prospects for success.

To this end, it is axiomatic that combined research, planning and regular exercises must happen to maintain and improve deepwater expertise across all sectors of the industry and its stakeholders. The UK's Exercise SULA in May 2011 was run for exactly that purpose, and incorporated all aspects of the UK's National

Contingency Plan for Maritime Pollution from Shipping and Offshore Installations.

SULA resulted directly from Deep Water Horizon. The exercise brought out a number of important insights, both positive and negative. Some of these were reassuring in demonstrating that today's oil spill response systems and processes generally perform well. For me personally, one of the most impressive features was the polished professionalism of the Chevron Emergency Response Team, which shed a glowing light on the competence and commitment of the industry in taking first responsibility for dealing with spill containment and cleanup.

I'd add a sidenote here. It's probably true to say that the general public simply don't appreciate how seriously the industry takes its responsibilities for preventing and mitigating the effects of spills: and I think we should do more to ensure that we're telling that story.

The Exercise also reaffirmed the benefits of having the SOSREP function at the centre of spill response activity. He has powers akin to those of the Roman Emperor, and this works extremely well in providing unity of purpose and command in the decision-making process.



The full text of this article can be found on the UKSpill website:
www.ukspill.org/spill-alert

Europe passes the boomerang to Australia

At the closing ceremony of Interspill 2012 in London, England on Thursday 15 March, Interspill presented a boomerang to Mr Toby Stone, AMSA General Manager – Marine Environment Division, on behalf of Spillcon 2013. The boomerang symbolises the three-year cycle in which Spillcon operates in conjunction with Interspill in Europe and the International Oil Spill Conference (IOSC) in the United States.



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Cairns, Queensland
Australia

www.spillcon.com

People and Places

EUROPE: EMSA WELCOMES APPOINTMENT OF NEW EXECUTIVE DIRECTOR

Mr Markku Mylly of Finland has been appointed as the new Executive Director of the European Maritime Safety Agency (EMSA).

The vote was held during the 33rd session of the Administrative Board on 8th June 2012. Deputy Chairman, Achim Wehrmann, congratulated Mr Mylly on the new appointment saying: "I am confident that this new leadership will provide the strong direction that EMSA requires to work towards its overall goal of sustainable maritime mobility".

The Administrative Board proceeded with the appointment of the new Executive Director in line with the agency's founding regulation. Following pre-selection by the European Commission, a final shortlist of three candidates was adopted by the College of Commissioners and presented to EMSA's Administrative Board. The board then appointed the new Executive Director.

The new Executive Director will now be entrusted with the execution of the agency's strategic objectives. He will be responsible for drafting the annual budget proposal and work programme in close cooperation with both the European Commission and national authorities.

MOVE TO SWIRE

Fergus Perry has been appointed Operations Manager, with Swire Emergency Response Services in the UAE.



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In the News

UK: TRANSFORMER OIL CONTAINMENT AND BUND RAINWATER DRAINAGE

Thousands of electrical distribution transformers are installed all over the country and more and more are being installed.

With many 40 years old or more and unbunded they present a continual pollution risk, oil leaking slowly but surely and occasionally suddenly due to a catastrophic failure. Call outs for spill clean up occur regularly and the ground contamination can be considerable over time for quite small amounts of oil.

Containment is the answer to prevent this. Transformer bunding can be retro-fitted to an installed transformer, simply lifting it a couple of cms. The bund can then be built up around

the transformer giving a liquid tight containment tank. Single piece tanks can be installed if the transformer is being disconnected and can be lifted higher.

Once banded the transformer potentially sits in a swimming pool if it is outdoors. Rainwater filtering and drainage can be achieved simply, reliably and with practically no maintenance required using the Filtrelec active cartridge system. Transformers are "oil in use" and the regulations allow for drainage, so a simple pipe connection through the bund wall with a shut off valve allows rainwater to drain continuously, passing through the filter which will remove oil to generally better than 1 ppm, such that the water can be allowed to simply run off to a soakaway. Oil contamination is reduced to such low levels that Filtrelec easily meets the requirements of the Water

Framework Directive and related regulations, and the performance is superior to a class 1 interceptor (BS EN 858). In case of a large dump of oil the filter saturates and forms a plug so that no oil is discharged to the environment. This simple system, without electrical or control systems will prevent contamination. Hundreds of units are installed in France, Italy, Spain and now in the UK. An environmental impact assessment can show that the Filtrelec solution is superior to the alternatives in terms of performance and reliability and less expensive to install and maintain.

GMT/Akhelec transformer bunding and rainwater drainage solutions can prevent costly clean up and remediation and contain transformer oil leaks. Contact IAC Ltd to find out more. www.iacuk.com. 020 7486 6474.

ASIA: ABOUT OSI 2012, THE SECOND EDITION OF A NEW EVENT

"Oil pollution incident means an occurrence or series of occurrences having the same origin, which results or may result in a discharge of oil and which poses or may pose a threat to the marine environment, or the coastline or related interests of one or more states and which requires emergency action or other immediate response."

Oil Spill India is an international conference and exhibition organised in order to delineate the overall dimensions of the oil spills problem, explore the present state of the art of prevention and control of oil spills, and review the relevant research and development efforts of government and private industry, both here and abroad. It is an opportunity for relevant

people in the industry to come forward and discuss this issue of Oil Spill in Indian Context, how it can be prevented, what can be done to clean up the menace, how we can utilise the best of the technology from all across the world, investment opportunities for foreign players and so on. Oil Spill India is organised by iTEN Media and is jointly supported by ONGC and Indian Coast Guard.

The outstanding support of the sponsors and dedication on the part of members of government, industry and non-governmental organizations from around the world culminate in the Oil Spill India Conference in September 2012, after years of planning, organizing, evaluating and scheduling. Thanks to all those who help for their special efforts in putting together the conference.

The International Oil Spill Conference in India, Oil Spill India (OSI 2012) is in cooperation with the Interspill conference and is held annually for the first three years and

will be held biennially after that. OSI 2012 is scheduled for 13th - 15th September 2012, Holiday Inn Resort, Goa, India. The theme of the conference will be "Plan Prevent Protect". The Chair for OSI 2012 is Mr. Sudhir Vasudeva, CMD - ONGC (Oil and Natural Gas Corporation). Sponsors and organizers of Oil Spill India conference believe this alignment enhances regional and global knowledge-sharing capability and provides greater resources for addressing global oil spill issues facing the industry.

OSI conference will continue to provide venues for experts from around the world in spill prevention, preparedness, response, and restoration to share information. The conferences also will continue to provide a unique opportunity for members of industry, government and the service sector to catch up on all major developments in the field and interact with the most knowledgeable people tied to those activities.

www.oilspillindia.org

UK: INLANDSPILL12

Glyn Humphries, Chairman of the UK Spill Association welcomed 40 members and guests to a range of presentations at the Inlandspill12 seminar at the Fire Service College, Moreton in Marsh. Opening with **The Polluter Pays, What Does The Insurer Do, And How They Work With Loss Adjusters** – Andy Dix of OAMPS and Neil Ashford of Berry Lace Mawer. **Oil Spills & The Environment Agency** – Bruce McGlashan of the

EA updated members on the latest EA thinking, the need for accreditation schemes and spill reporting to work. The new Accreditation Scheme Assessors, Paul Hilder and Ian Hill, formerly EA officers, reported with views on the Accreditation Scheme operation. **Working With The Fire Service, Veolia's Experience** – Bill Atkinson, Scientific Adviser to the Fire Service, from AEAT, followed by the **Oil Care**

Campaign with a presentation about future plans for the scheme. The closing presentation was - **ARMS, Working To Support The Oil & Gas Industry, An Opportunity For Contractors Training, Plans For Accreditation Of Inland Contractors** – Glyn Humphries presented the background for introducing Accreditation of Training for Shore Line cleanup in the event of an Offshore Spill, which has the support of Oil & Gas UK, the UK oil industry trade association and the UK government.

UK: ADLER AND ALLAN LAUNCHES OXYGEN DEPLETION SERVICE

Oxygen depletion happens in aquatic environments as dissolved oxygen becomes reduced in concentration endangering aquatic organisms living in the system. Fish can be seen hanging at the water surface, sometimes gulping air.

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THE RAW REPORT

INLAND SPILL RESPONSE IN THE CURRENT ECONOMIC CLIMATE



On 25 April 2012, it was announced by the Office of National Statistics that the UK economy has returned to recession, after shrinking by 0.2% in the first three months of 2012.

A recession is defined as two consecutive quarters of contraction and the economy shrank by 0.3% in the fourth quarter of 2011. There can be little doubt that the economic climate continues to have a major impact on sectors such as the construction industry which, according to the ONS, was the major sector influencing our return to recession, but has the economic downturn had a significant impact upon the spill industry? After all, spills are often accidental and by their very nature, 'accidents will happen', so you might not be alone in thinking that spill contractors should continue to be busy throughout difficult economic times.

Within the inland spill industry there are several factors that can influence the number of spills that might occur and these include:

- The climate (e.g. harsh vs mild winters);
- Extraordinary weather events (e.g. very strong winds, floods); and
- The price of oil (particularly heating oil).

The occurrence of a spill does not necessarily mean that a response, investigation and/or clean up are commissioned. Whether or not any action is taken, or an instruction given to a particular contractor following a spill, can depend on:

- Regulatory action/pressure;
- Pressure from a third party to act due to impact or the threat of impact;
- Whether or not the individual who has had the spill has appropriate insurance;
- Whether or not the individual who has had

the spill actually wants to make a claim on their insurance;

- Whether or not the insurers will cover the necessary works;
- Whether or not the individual has the available funds to cover the works themselves if they do not have insurance or insurers won't cover the works; and
- Competing contractors.

All of these factors can be compounded and can have a significant influence on the number of instructions received by contractors.

In our experience, 2011/12 has seen a much lower number of spill instructions in certain regions but not all. The trend is most sharply seen in Northern Ireland where the

harsh winter of 2010/2011 led to record numbers of spill instructions in the region. However, the following mild winter of 2011/2012, compounded by the high price of heating oil and the reluctance of people to make a claim on their insurance, has resulted in a large reduction in the number of instructions.

So contractors might well be experiencing a lower number of instructions whilst also coming under severe pressure from clients to reduce rates and margins on the fewer number of instructions they do have. Over the last year or so there has also been an increase in the amount of competitive tendering on inland spill remediation work and certain contractors are guilty of driving costs down to a level that can simply not be sustained by a company wanting to remain in business for the long term.

In that climate, it is then perhaps not surprising that over the last 2 years an increasing number of spill contractors

have gone into administration compared to previous years.

So what do contractors need to do for survival in the current climate? To go into detail in answer to this question might be giving away too much, but certainly contractors should avoid driving down rates and margins to unsustainable levels. The result of that would certainly be more companies failing, but would also likely result in the lowering of standards of work which UKSpill continue to work hard to maintain, in no small part to ensure the continued support of the Environment Agencies.

An illustration of this is the recent increase in our own instructions as a result of another contractor going into administration, and whilst on the face of it this presents us with an enviable increase in work, this does not come without risk. For example where does the liability lie if another contractor has done the work and we are asked to reinstate

and validate the site? What about the situation where the clean-up works have been unsuccessful or have undermined a property's foundations? These are all potential issues that need to be resolved with the appointed administrators and our own insurers to ensure that no liability is accepted for works that were out of our control.

This situation can not reflect well on anyone involved, including the contractor, the appointing adjuster and indeed the insurer. In these cases the homeowner will clearly be seeking a swift return to the amenity of their property and also assurances that the contamination issues have been appropriately addressed. Hopefully this situation will result in clients looking in more detail into the solvency of contractors that they hope to appoint, and contractors will think twice before driving down rates and margins to unsustainable levels.

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



RAW



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In the News

UK: CSG SPILLS TEAM OFFER EMERGENCY ON-SITE TRAINING

Waste management company Cleansing Service Group (CSG) is offering its customers on-site staff training in the immediate steps that need to be taken to contain a spill of liquids, powders or solids, especially those that are toxic and have the potential to harm health or the environment.

CSG say they will tailor their training to suit the needs of a wide range of sectors, from food manufacture to petrol forecourts.

Hugh Neatherway, divisional manager (spills) for Hampshire-based CSG, said the fast reaction of on-site staff was vital, particularly in operations such as food manufacturing where a spill could possibly contaminate

products intended for human consumption.

"It is very important that a company has the correct equipment in its spill kits and that staff know what method of containment and which equipment or products to use depending on the substance that has been spilt. The correct response can also help stop a minor incident escalating, or help reduce the effect of a major spill pending the arrival of a professional spills clean-up team.

"Accidental spills cannot be totally eliminated but training on-site staff to react correctly can, we believe, help keep potential damage to the minimum."

CSG, which has its own specialist Emergency Response Spills Service and is a founder member of the UK Spill Association, is currently offering its spills training service just to customers but intend to extend it to non-customers later this year.

UK: WHATS WHAT AT UKSPILL

UKSpill policy is to continue to lead and support Interspill as a mechanism for promoting the membership in a global marketplace. Interspill 2012 was the third time that UK had hosted the event since its launch in 2000, a reflection of the importance of London as a centre for the oil spill world.

In addition to promoting its membership through international events, the other side of UKSpill is its Accreditation Scheme for Oil Spill Contractors, which is now spread to include other types of Responders including ports, and is now being taken up by overseas Oil Spill Responders.

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INTERNATIONAL: ROBOTIC FISH SHOAL SNIFFS OUT POLLUTION IN HARBOURS



There is something unnatural lurking in the waters of the port of Gijon, Spain, and researchers are tracking its every move. It is not some bizarre new form of marine life, but an autonomous robotic fish designed to sense marine pollution, taking to the open waves for the first time.

“With these fish we can find exactly what is causing the pollution and put a stop to it right away,” explains Luke Speller, a scientist at the British technology firm BMT and the leader of SHOAL, a European project involving

universities, businesses and the port of Gijon, which have joined forces to create the fish.

Currently the port relies on divers to monitor water quality, which is a lengthy process costing €100,000 per year. The divers take water samples from hundreds of points in the port, then send them off for analysis, with the results taking weeks to return. By contrast, the SHOAL robots would continuously monitor the water, letting the port respond immediately to the causes of pollution, such as a leaking boat or industrial spillage, and work to mitigate its effects.

The SHOAL fish are one and a half metres long, comparable to the size and shape of a tuna, but their neon-yellow plastic shell means they are unlikely to be mistaken for the real thing. A range of onboard chemical sensors detect lead, copper and other pollutants, along with measuring water salinity. They are driven by a dual-hinged tail capable of making tight turns that would be

impossible with a propeller-driven robot.

They are also less noisy, reducing the impact on marine life. The robots are battery powered and capable of running for 8 hours between charges. At the moment the researchers have to recover them by boat, but their plan is that the fish will return to a charging station by themselves.

Working in a group, the fish can cover a 1 kilometre-square region of water, down to a depth of 30 metres. They communicate with each other and a nearby base-station using very low-frequency sound waves, which can penetrate the water more easily than radio waves. However, this means the fish have a low data transmission rate and can only send short, predefined messages.



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

www.ukspill.org/spill-alert

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Recovery & Restoration

BP IN THE GULF OF MEXICO

Mike Utsler, president of BP's Gulf Coast Restoration Organization, discusses BP's response and support efforts in the Gulf. BP has spent more than \$14 billion on the response and clean up in the wake of the Deepwater Horizon accident, underscoring the company's commitment to help with the economic and environmental restoration efforts in the Gulf region.



View BPs video of the clean up and remediation effort in the Gulf of Mexico:
www.ukspill.org/spillalert

Major Progress in Gulf Restoration Effort by Deepwater Horizon Natural Resource Trustees



An estimated \$60 million in early restoration projects soon will begin along the Gulf Coast following the nation's largest oil spill, the Deepwater Horizon Natural Resource Damage Assessment (NRDA) Trustee Council announced today.

With finalisation of the "Deepwater Horizon Phase I Early Restoration Plan & Environmental Assessment", eight restoration projects will be implemented. The projects provide for marsh creation, coastal dune habitat improvements, nearshore artificial reef creation, and oyster cultch restoration, as well as the construction and enhancement of boat ramps to compensate for lost human use of resources.

The ERP/EA is the first early restoration plan under the unprecedented April 2011 agreement with BP to fund \$1 billion in early restoration projects. The funding enables the trustees to begin restoration before the completion of damage assessment activities.

The trustees are working to move the next phase of early restoration forward. The selection process for future early restoration projects will proceed along the same lines as the first. After reaching

preliminary agreement with BP on proposed projects, the trustees will seek public comments before finalising any future plan.

"Having carefully planned the projects in Phase I and extensively discussed them with the public, we are confident that the projects will achieve our goal of beginning to heal the Gulf's ecosystem and people's enjoyment of it," said Alabama representative Cooper Shattuck, chair of the NRDA Trustee Council's Executive Committee.

The Phase I projects, including two each in Louisiana, Mississippi, Alabama and Florida, were the focus of 12 public meetings held throughout the Gulf states and in Washington, D.C., during the months of January and February 2012.

In addition to speaking at meetings, hundreds of citizens filed comments by mail and online. Following the meetings, more than 500 people and organizations submitted comments, which were gathered and carefully evaluated. The comments, as well as trustee responses to them, are included in the Phase I plan, which can be reviewed at www.gulfspillrestoration.noaa.gov and www.doi.gov/deepwaterhorizon. The NOAA Gulf Spill Restoration site also provides additional information about restoration planning and a status update on the ongoing damage assessment.

"We are deeply grateful to everyone who took the time to participate in the process and hope for their continued engagement as we move ahead," said Department of the Interior trustee Rachel Jacobson, Acting Assistant Secretary of Fish and Wildlife and Parks. "The public's comments strengthen our belief in these projects, and offer some great ideas for the future."

"The early restoration projects will drive both ecological and economic renewal," said NOAA trustee Monica Medina, Principal Deputy Undersecretary of Commerce for Oceans and Atmosphere. "Through these and future projects, the trustees intend to build a regional restoration economy."

"The Phase I projects mark an important first step in assuring Mississippi's recovery from the Deepwater Horizon spill, but they are only a first step. We will continue to press for additional projects to restore coastal marshes, damaged shorelines and sensitive areas of ocean habitat and estuaries vital to the sustainability of marine ecosystems," said Mississippi trustee Trudy D. Fisher, Executive Director of the Mississippi Department of Environmental Quality. "The health and sustainability of the Gulf of Mexico are vital links to a strong economy and the livelihood of our coastal residents."

"Natural systems are interconnected, and these Phase I projects will contribute to making the Gulf system whole," said Carter Smith, Texas Parks and Wildlife Department executive director, representing the Texas trustees. "As we mark this milestone, we're looking forward to advancing Texas-specific project proposals for the next early restoration phase."



A Progress Report from Maritime New Zealand on the Rena grounding, where UKSpill member Braemar Howells is a key player

Salvage

- Excellent progress has been made on container removal from the wreck site over the past week, with 21 containers removed from the bow section on Monday - the highest number of containers removed in a single day since the break up of the wreck. A further 8 containers were removed on Tuesday.
- Dive teams have also removed a significant number of bundles of aluminium ingots and other cargo and debris from the stern section of the wreck and the seabed.
- Smit-Svitzer salvage teams, working in joint partnership, are also removing hatch covers from the wreck, giving salvors access to the holds.
- Light to moderate winds and a sea state of around .5m are predicated at the Astrolabe Reef until Sunday, when winds are expected to rise to around 20 knots by Monday.

Container and debris recovery

- The number of containers recovered from the stricken Rena on Mount Maunganui's Astrolabe Reef has risen above the 800 mark, with a total of 815 of the 1368 containers now brought to port.
- Braemar Howells' operations manager Neil Lloyd confirmed the good weather and calm sea conditions had enabled the good progress, and also favoured continuing shoreline debris recovery operations.
- Two tonnes of debris, comprising small pieces of timber, were removed from Matakana Island yesterday.

- With most of the bigger debris removed from Coromandel and Bay of Plenty shorelines the cleanup operations were now focused mainly on bead recovery.
- Braemar Howells has teams stationed on Matakana Island in the Bay of Plenty and at Matapaua Bay, north of Tairua, in the Coromandel this week working on bead recovery.
- Meanwhile, the Braemar / Unimar team is continuing sonar operations this week, with identified seabed targets being investigated to ascertain whether they are containers.

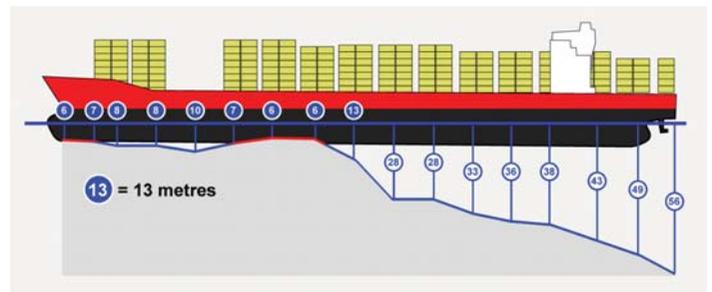
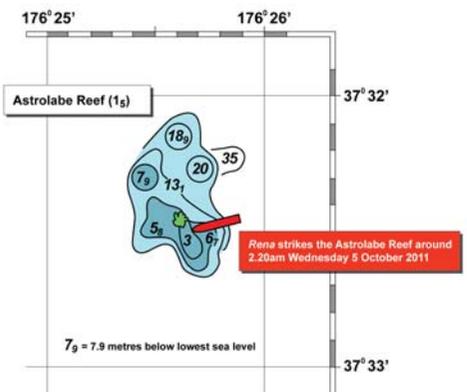
Oil spill response

- Members of the public are encouraged to keep reporting any sightings of oil to the oil spill response hotline on 0800 OIL SPILL (0800 645 774).
- The oil spill response has been reduced from a Tier 3, or national level, to Tier 2, or regional level, response. Any queries about the oil spill response should now be directed to the Bay of Plenty Regional Council.

Rena by the numbers

Please note: some numbers are estimates and many of these numbers are subject to change

- At the height of the response approximately 600–800 people were involved in the oil spill response team,** including members of the Incident Command Centre (ICC) and people



in the field undertaking beach clean-up and wildlife response.

- Approximately 15 staff managing the overall response from the ICC.

- 60 oil spill responders working in the field.
- Members of the National Oiled Wildlife Response Team are available to receive affected wildlife at Massey University, while contingency plans are in place to escalate the wildlife response if required.
- Department of Conservation personnel are still responding to oiled wildlife calls through 0800 333 771.
- Technical advice and personnel has been provided from New Zealand, Australia, the UK, US, Netherlands and Singapore, with offers of assistance and equipment and under international agreements.

- 25 crew on board Rena at time of grounding.
- 150 member salvage team from the appointed salvage company Svitzer with local support teams and colleagues providing round-the-clock technical advice and analysis from Australia, Singapore and the Netherlands.

Salvage – containers

- 1,368 containers on board Rena at time of grounding.
- 547 containers stored above deck at the time of grounding.
- 821 containers stored below deck at time of grounding.
- 121 containers with perishable foodstuffs.
- 32 containers with dangerous goods.
- Approx 250 containers remain below decks on the severed bulk-head (bow section).
- Unable to confirm how many containers remain on board sunken Rena stern section.
- Estimated 98 containers (total) lost overboard before 8 January 2012.
- Estimated 150 containers lost overboard on 8 January 2012.
- A further 8 containers confirmed lost overboard during the weather event on 21 March 2012.
- An estimated 11 containers lost overboard during the weather event on 3 April 2012.
- A total of 815 containers have been received ashore since container recovery began on 16 November. This total includes those removed from Rena by salvors and those collected from the water and beaches by Braemar Howells container recovery teams.

Beach clean up

- 1,041 tonnes of waste collected.

- A total of 8,061 volunteers are registered in the volunteer database.
- 12 active groups in Adopt-A-Beach programme.

Salvage – oil recovery

- Over 1,300 tonnes of oil recovered through fuel recovery operations on board Rena.
- 1,712 tonnes of oil on board Rena when it grounded.
- Around 350 tonnes of oil released from Rena fuel tanks between 5–11 October.

Wildlife

- A total of 409 birds were being cared for in The Te Maunga Wildlife Facility at the height of the response, including 345 little blue penguins, 60 New Zealand dotterel and 4 pied shags. The facility has now been removed and birds are being cared for at Massey University.
- 120 rare New Zealand dotterels in Bay of Plenty area – 60 pre-emptively caught and cared for at the wildlife facility; 1,700 rare New Zealand dotterels in existence.
- 2,410 dead birds collected, of which 1448 were oiled.

Equipment

- 1 Squirrel helicopter for winching people on and off Rena.
- 1 C172 aircraft used for aerial observation flight.
- 1 MNZ-owned oil recovery vessel, Kuaka from Auckland (on standby).
- 1 MNZ-owned oil recovery vessel Tukuperu from Picton (on standby).
- 1 anchor-handling tug, Go Canopus, on site for container recovery, receiving oil and capable of maintaining station in poor weather.
- 1 landing craft vessel Brandy Wine.
- 1 barge Sea Tow 60.
- 1 crane barge Smit Borneo, used for removing containers from Rena.
- 1 Port of Auckland tug Maui.
- 1 Auckland barge Pohunui.
- 1 Bell 214 helicopter flying equipment to Rena, carrying 3 tonnes at a time (on standby).
- 3 local tugs mobilised to intercept drifting containers and debris.
- 600 metres of ocean-going booms from across New Zealand (ready to be deployed).
- Salvage equipment brought by Svitzer includes air compressors,

power generators, chains, shackles, ropes, tools and oil removal equipment.

Equipment used during the response that has subsequently been stood down:

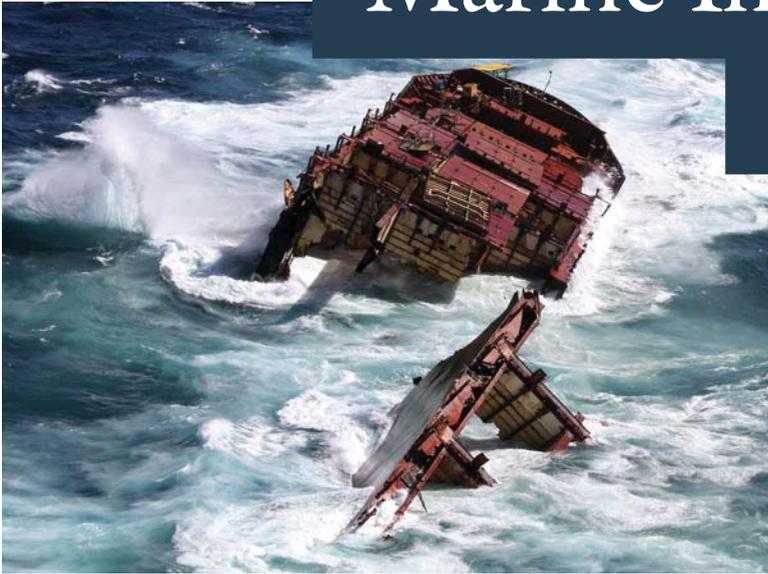
- 1 double-hulled tanker Awanuia, capable of receiving oil from Rena.
- 1 tug Swiber Torunn.
- 1 crane ship Pancaldo.
- 1 Port of Auckland tug Waka Kume.
- 3 mussel barges, Ocean Phoenix, Northern Quest and Union Beach, used for on-water oil recovery operations.
- 4 NZDF Navy inshore patrol vessels, Rotoiti, Hawea, Taupo, and Pukaki.
- 1 NZDF Navy fuel tanker Endeavour.
- NZDF light operational vehicles.
- NZDF Seasprite helicopter.
- 5 NZDF Unimogs.
- NZDF literal warfare support group personnel and assets, conducting surveys of shipping lanes.

At the height of the response there were...

- Between 200–300 personnel managing the response from the incident command centre. These included people from MNZ, the National Response Team, regional and local councils, Massey University, the Department of Conservation, the University of Waikato, WWF and New Zealand Fire Service. This figure also includes trained oil spill responders leading volunteers and other personnel in the field.
- Around 150 NZDF personnel, from the Air Force, Navy and Army, with another 150 on short notice to respond as needed.
- Around 150 Department of Conservation personnel providing field support to the wildlife response, conducting field surveys, collecting live and dead oiled wildlife, and providing logistical support, with others available at short notice.
- Around 100 people working in the wildlife response team, including National Oiled Wildlife Response Team personnel, veterinarians, ornithologists and expert responders with experience in the capture and treatment of oiled birds.

**Includes staff from MNZ, the National Response Team, regional and local councils, Massey University, the Department of Conservation, Forest and Bird, University of Waikato, WWF and New Zealand Fire Service.

Pollution Response in Emergencies: Marine Impact Assessment and Monitoring



The Aim

To provide a forum for scientists, regulators, responders and other professionals working in the field of marine oil/chemical spill monitoring to share experience, best practice and knowledge to the wider marine emergency response community.

To promote the use of sound science, co-operation and co-ordination in the design, conduct and management of environmental monitoring and impact assessment practices following accidental releases of oil/chemicals to the marine environment.

PREMIAM is an initiative supported by 18 government departments and agencies across the UK. This conference is part of a process to share best practice and engage with the full

spectrum of industry, NGOs and academia in this important area.

The External Objectives

- Publicise and promote best practice in the application of sound science to monitoring and impact assessment following marine spill incidents.
- To hear the views of emergency response professionals charged with commissioning and conducting post-spill marine monitoring and impact assessment.
- To learn about relevant emerging issues new risk assessment approaches.
- To share best practice in the planning, management and conduct of marine monitoring activities following marine

incidents and to learn from recent incident case studies.

- To understand the drivers and importance of quality post spill monitoring programmes from the perspective of key stakeholders: Regulators, Responders, Conservationists, Scientists, Industry and Fishermen.
- To learn about innovative and novel scientific approaches and their potential use in post-spill monitoring and impact assessment.
- To understand how post-spill monitoring fits in to the wider response, clean-up and advice activities following a spill.
- The Premium project will hold a conference in London on 4th July 2012.

The Premium Conference

Pollution Response in Emergencies, Marine Impact Assessment and Monitoring

July 4th, 2012 - SOAS, University of London

The aim of this conference is to provide a forum for scientists, regulators and other professionals working in the field of marine

oil/chemical spill monitoring to share experience, best practice and knowledge to the wider marine emergency response community. We hope to promote the use of sound science, co-operation and co-ordination in the design, conduct and management of environmental monitoring and impact assessment practices following accidental releases of oil/chemicals to the marine environment.

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For details contact Bob Earll on 01531 890415 or bob.earll@coastms.co.uk

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DESMI was founded in 1834 by Henning Smith and is one of Denmark's oldest companies. Today we are known to be the most experienced manufacturer with a modern, dynamic and innovative organisation which has constantly evolved to meet the needs of our customers and the changing business environment.

In 2005 DESMI also took over the full ownership of DESMI Ro-Clean A/S, which was originally set up in 1995 in co-operation with Roulunds Fabriker A/S as a joint marketing and sales company for environmental equipment. DESMI Ro-Clean A/S further enhanced its position in the market by taking over the production of booms from the previous sub-supplier, Roulunds Tech A/S, in 2007 and by merging with Applied Fabric Technologies, Inc. (AFTI) of Orchard Park, New York, in 2008.

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Ayles Fernie International Limited

Unit D5, Chaucer Business Park
Kemsing, Sevenoaks, Kent
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t: 44 (0) 1732 762962

f: 44 (0) 1732 761961

e: sales@aylesfernie.co.uk



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Shipping Threatens to Trouble Baltic Waters

From an article in the *Moscow Times*, 24 May 2012.

Rapidly growing commercial vessel traffic and related infrastructure, like this port on the Baltic Sea coast, increase the risk of ecological damage.

More than three centuries after Peter the Great gave Russia access to the world by founding St. Petersburg as a "window onto Europe" at the head of the Gulf of Finland, area ports handle more than one-third of all oil exports and more than half of the country's container cargo turnover.

Sea traffic is growing at about 5 percent per year — leading to a boom in onshore infrastructure development, corresponding stress to the environment and risk of ecological disaster.

"The main contamination of the world's oceans is not happening at oil rigs, or other places where oil is being extracted - the share of such spills is only about 2 percent," said Valery Tsepelev, deputy head of the northwest branch of the Federal Service for Hydrometeorology and Environmental Monitoring, or Rosgidromet. The much greater risk comes from transportation, he said, mainly at the ports where oil is being loaded onto tankers.

While three modern port facilities in the area have come online, the specific fragility of the Baltic and Russia's antiquated fleet keep the risks as high as the rewards.

"The Baltic Sea is no less threatened and vulnerable a zone than the Arctic," said Viktor Afanasyev, deputy rector of the Makarov State Marine Academy in St. Petersburg.

One of the most important factors, Afanasyev said, is that the Baltic is an unusually frigid sea — with average temperatures of surface waters in the Gulf of Finland in summer at 15 to 17 degrees Celsius, dropping in winter to around freezing. Large areas of the Gulf of Finland are covered with ice up to 65 centimetres thick in winter months. In some parts of the Baltic Sea, ice floes and sea-bottom ice can be encountered as late as June.



That makes oil or chemical spills particularly risky, largely because no technology yet exists to clean up oil spills in frozen seas, said Alexei Knizhnikov, head of WWF Russia's oil and gas programme.

The Baltic is also much less salty than other seas, and its brackish waters host a unique ecosystem of organisms that have adapted to life in such conditions. That makes any rapid changes in water salinity or chemical content extremely dangerous for the delicately evolved ecosystem.

And with an average depth of 50 and 60 metres - compared with 1,500 metres in the Mediterranean - the Baltic is unusually shallow. This factor and the narrowness of the Danish straits mean that its waters are replenished very slowly - about once every 30 years - therefore it takes much longer for the marine ecosystem to recover from the impact of pollution.

These three factors together make the sea uniquely vulnerable to oil spills, said Alexander Sutyagin, head of an environmental watchdog project called Monitoring the Baltic Pipeline System.

"The Gulf of Mexico could handle oil spills of several thousands of tons — the shallow Baltic Sea wouldn't survive. Even an oil spill

of 10 tons could have an impact on the marine environment; a spill of 100 tons would be very hard to tackle; and a 1,000-ton spill would create an absolutely hopeless situation," he said.

Climate change is a wild card that also has a serious impact on the Baltic. "The weather is in a feverish state," Tsepelev said. According to Rosgidromet, average temperatures in the southern Baltic have risen by a full degree over the last 50 years, and by two degrees in the north.

"We're seeing a growing number of extreme situations in which catastrophic conditions, such as high waters, storms and extreme weather, may occur more often than before," Tsepelev added, which puts the risk of maritime disaster even higher.

Risks vs. Rewards

The threat of oil spills is rising as new terminals are installed and shipping grows, said the WWF's Knizhnikov. "Construction of new terminals and increasing cargo transportation brings along higher risks," he said.

Noren of the Clean Baltic Coalition said oil and other cargoes are quite often being carried on old, single-hull ships that do not meet modern standards.

Russia could do much to change this itself, said Olga Senova of Friends of the Baltic, an NGO. "Countries willing to protect their seas from oil spills introduce special requirements for oil tankers coming to their ports, for example, a requirement for double hulls. However, our ports in the Gulf of Finland still accept single-hull vessels," she said.

The Baltic was granted the status of a "particularly sensitive area" in 2003 by the Council of the Baltic Sea States in order to protect it from poor-quality vessels, including those with single hulls. But Russia has refused to comply with the requirements, and the restrictions are not enforced in Russian territorial waters.

Commenting on the issue in June 2005, President Vladimir Putin said international environmental cooperation should be used to benefit Russia and not as an "instrument of competitive struggle against the development of our economy."

Stankiewicz of HELCOM said there are some additional measures that Russia subscribes to. For example, restrictions on sewage discharges from vessels, especially passenger ferries and cruise liners, are applied in all countries.

And those rules are about to get even stricter. Russia has agreed to EU regulations

set to come into effect in 2015 that will require all vessels passing through the Baltic Sea to use fuel with no more than 0.1 percent of sulfur, which is one-fifteenth of the present limit.

Measuring the Threat

Just how much oil is spilled is hard to measure, partly because of a dearth of data. WWF Russia recorded 31 "officially" recognised oil spills of more than 10 litres in all Russian seas in 2010, but Knizhnikov says information on oil spills in the Russian Baltic is not publicly accessible.

Official statistics do confirm that several times over the past year concentrations of oil and other chemicals in the Baltic have reached two to four times the maximum allowable levels.

According to Sutyagin, oil spills in the Baltic quite often go unmonitored. "Information is only exposed when a vessel goes by and notices an oil spill. Nowadays, there is more transportation, shipping traffic is increasing - and if we don't have an adequate control system, we won't know whether there is an oil spill, where exactly it is, which direction it is moving in," he said.

There are efforts to mitigate the risks. In HELCOM, the coastal states cooperate

to build readiness to respond to major oil spills from shipping accidents, Stankiewicz said. In addition, specific HELCOM regulations require that the countries exchange information in case of the construction of an installation with a significant potential adverse impact on the Baltic Sea.

Meanwhile, a team of researchers at Finland's Aalto University is trying to calculate and minimise the risks of oil transportation in the Gulf of Finland. Another research project is looking at how the increase in shipping traffic influences the probability of collision by evaluating AIS data — a system under which every individual vessel over 300 tons sends in details like position, course, speed, draft and cargo. The information is then available to other ships in the area and stored in a shore-based database.

That gives the researchers a complete "snapshot" of shipping over a given area for a given time period. "We know how the ships are navigating, how many of them and what types and sizes," said Jakub Motewka, a researcher in the team.



The full text of this article can be found on the UKSpill website:
www.ukspill.org/spill-alert

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