



THE OSI NEWSLETTER

The OSI Newsletter is published quarterly by Oil Spill India, an industry led forum supported by its advisory board. One of the central goals of OSI is bringing together the global spill response industry & its stakeholders in the region for enhanced cooperation in planning, prevention and response of any spill or disaster in marine ecosystem, concurrently building an informative schedule of the raising Global Standards. It is intended to function as a thought - starter, change - agent and signpost through the intellectual capital that accrues through the rich assortment of diverse, pertinent and eminently interesting subjects of concern to the spill, salvage, wreck removal & marine disaster industries besides showcasing the technological depth and knowledge repertoire of the industry.

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The Energy and Climate Initiatives Society (ENCIS) is a registered non-profit organisation that supports, encourages & catalyzes the development, discussion and dissemination of consequential research and projects in energy and climate protection industries. An independent, nonpartisan organisation that facilitates stakeholder's analysis and decisions on policy frameworks and initiatives within the global frameworks of sustainable development.

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With leading experts on environment, natural resources and energy, the Advisory Board of ENCIS provides the key impetus to the organisation's initiatives & strategic insights on the evolving global industry, steering an immensely profound impact on the economic, environmental and strategic landscapes of the future.

Cabinet approves MoU between India and SACEP for cooperation on Oil and Chemical Pollution

The Cabinet on Wednesday gave its approval in signing of a Memorandum of Understanding (MoU) between India and South Asian Cooperative Environment Programme (SACEP) for cooperation on the response to Oil and Chemical Pollution in the South Asian Seas Region.

The decision was taken at the Cabinet meeting headed by Prime Minister Narendra Modi.

The MoU intends to promote closer cooperation between India and other maritime nations comprising the South Asian seas region namely Bangladesh, Maldives, Pakistan and Sri Lanka for protection and preservation of marine environment in the region.

With regards to its implementation, Indian Coast Guard (ICG) will be the Competent National Authority and national operational contact point of "Regional Oil Spill Contingency Plan" under the MoU and shall respond to oil and chemical spills on behalf of the government.

Further, ICG Maritime Rescue Coordination Centres (MRCCs) will be the national emergency response centre for marine incidents.



Guyana prepares to deploy oil spill equipment; SOL, ExxonMobil in training partnership

Guyana is preparing to deploy oil spill equipment as part of preparations should there be breach more than 120 miles offshore where commercial oil production will begin in 2020, Minister of Natural Resources, Raphael Trotman has announced.

Addressing a Civil Defence Commission Stakeholder Meeting on the National Oil Spill Contingency Plan, Trotman said four containers of oil spill response equipment and accessories including booms, skimmers, dispersants and other items would be located at strategic points to respond to an oil spill.

"These are presently stored at the CDC's Alternate National Emergency Operations Center (ANEOC) at Timehri and will soon be pre-positioned at various locations to facilitate ease in deployment should the need arise," he said.

Meanwhile, SOL, a leading petroleum company in the Caribbean and Central America, says it is an oil-spill partner with ExxonMobil in Guyana.

"We actually do an incident command centre training with them and we have done that here with them four months now so we are actually coordinated with them," General Manager of SOL (Guyana) Inc; Liz Wyatt told Demerara Waves Online News after her company launched its Shell Helix Ultra PurePlus Technology advanced lubricant which is the first motor oil designed from natural gas.

She explained that SOL is Exxon's oil spill training partner and her company has equipment, as part of "one system" with several partners including the Civil Defence Commission.

National News

Newly-commissioned Indian Coast Guard ship is capable of oil spill management



Indian Coast Guard Ship - Sujay - the sixth in the series of six 105m Offshore Patrol Vessel (OPV) was commissioned today at Goa by Director General Rajendra Singh.

Sujay, which means "great victory", is a projection of the Indian Coast Guard's will and commitment "to serve and

protect" the maritime interest of the nation. The ship is based at Paradip, Odisha under the operational and administrative control of the Commander Coast Guard Region (North-East).

The 105 meter OPV has been designed and built by Goa Shipyard Limited. It is fitted with state-of-the-art navigation and communication equipment and sensors and machinery.

The features include a 30mm CRN 91 Naval Gun, integrated bridge system (IBS), integrated machinery control system (IMCS), power management system (PMS) and high power external fire fighting system.

The ship is designed to carry one twin engine light helicopter and five high speed boats including two quick reaction inflatable boats for swift boarding operations, search and rescue, law enforcement and maritime patrol.

The ship is also capable of carrying pollution response equipment to contain oil spills at sea.

Indian Coast Guard Ship ICGS Shoor in Sri Lanka on a goodwill visit



Sri Lanka Navy, in accordance with naval traditions, has welcomed an Indian Coast Guard ship ICGS Shoor arrived at the Port of Colombo on Friday on a goodwill visit.

ICGS Shoor is on a visit to Colombo from 30 March to 03 April 2018. The ship's visit is aimed at furthering cooperation and enhancing the interaction with the Sri Lanka Navy and the Coast Guard.

Captain of ICGS Shoor M. Murugan told a group reporters who was on a tour to the ship on Monday that the visit was intended to strengthen bilateral ties enjoyed by two countries' Navies and further cooperation and interoperability between the Coast Guards of both the nations.

ICGS Shoor is an indigenously designed and constructed state of the art multi-purpose vessel that is designed to carry high speed boats for fast boarding operations, firefighting, search and rescue, law enforcement and maritime patrol. The ship is also capable of carrying pollution response equipment to combat oil spill contamination at sea.

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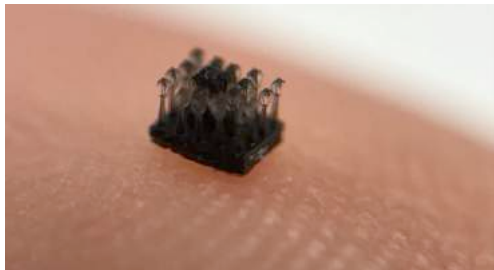
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International News

Scientists mimic odd leaf structure for potential use in cleaning up oil spills



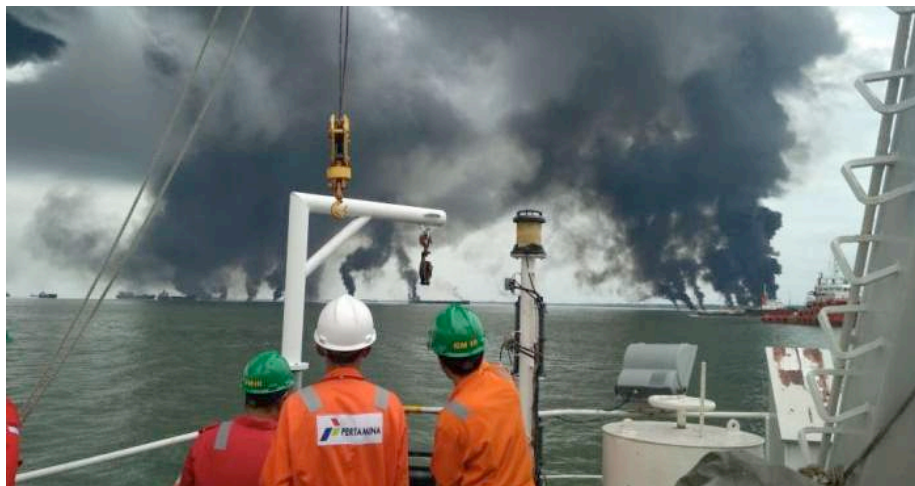
Mother Nature is perhaps the most reliable muse, inspiring the likes of artists, scientists, and engineers with tried-and-true evolutionary designs. But many of nature’s most sophisticated structures have only recently been unlocked, enabling researchers to ‘mimic things like a geckos grip and the ability of an octopus to camouflage itself.

To tackle some of today’s most pressing man-made natural disasters, a team of researchers from the University of Southern California have turned to the leaves of a floating fern called *Salvinia molesta*, which have strange eggbeater-shaped protrusions. The unusual shape contained within these leaves makes them “super-hydrophobic,” meaning they repel water. The aim is to make man-made materials that are inspired by these leaves that can separate oil from water, hopefully resulting in more efficient oil spill cleanups.

“In our work, super-hydrophobic, micro-scale artificial hairs with eggbeater heads inspired by the *Salvinia molesta* leaf were fabricated by a new three-dimensional printing process,” Yong Chen, a USC engineer who led the research, told Digital Trends. “We are the first to build this eggbeater structure, at the same size as in nature, by using 3D-printing technology.”

It isn’t easy to re-create the complex structures found in nature. To do so, Chen and his team used an advanced technique called immersed surface accumulation 3D printing to develop the array of microstructures that have both super-hydrophobic and oil-absorbing properties. Together, these forces offer an efficient way to separate oil from water, and potentially clean up vast areas on contaminated ocean.

Borneo oil spill: Fishermen and environmentalists concerned over spread of slick



An Indonesian oil company has denied responsibility for a major oil slick off the coast of Borneo, which appears to be spreading and contaminating new stretches of coastline and local fisheries.

At least four fishermen died in Balikpapan Bay on the weekend when part of the slick ignited. A fifth fisherman is missing.

The toxic slick is at least 4 kilometres long and fishermen say it has already killed at least one protected dugong that washed up on a local beach yesterday. They also said it was wrecking their livelihood.

Fishermen in the town of Balikpapan, in the Indonesian province of East Kalimantan, said they would hold a protest on Wednesday over the lack of responsibility shown by the Indonesian Government and the state-owned oil company Pertamina.

“We demand the stakeholders investigate and punish the culprit who’s caused this ecological disaster and caused the loss of lives,” Maspelle said.

Pertamina said the spill had nothing to do with its nearby refinery or undersea pipeline. The general manager of the nearby Pertamina Unit V Refinery said the company’s divers had not been able to find any pipeline leaks.

“That’s the reason why we’re still running the refinery facility normally,” manager Togar Manuring said. The fishermen and environmentalists were sceptical about Pertamina’s claim it was not responsible for the slick.

“We think there must be a leak from the Pertamina pipe because it’s located very close to the oil – maybe 100 metres,” Pradarma Rupang, from the local environmental group Jatam, said. “There is no shipwreck, no collision, no sinking ship, no burned ship, nothing. Suddenly oil appears in the middle of the sea. “People in the coastal area smelt oil at midnight on March 31, then there was a fire at 10:00am. There’s an offshore refinery of Pertamina nearby.”

Featured Exhibitor

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Coast facing oil spill peril after fleet of rescue tugs was scrapped



The UK coast is at risk of an environmental disaster from an oil tanker or cargo ship running aground because of the scrapping of emergency tugs to rescue ships in storms, according to the chief inspector of marine accidents.

Steve Clinch said there was an argument that “we are probably overdue a significant major accident” and the costs of the effects of that, compared with those for reinstating safety vessels, needed to be weighed up.

A collision off Kent involving a drifting cargo ship has exposed the lack of protection in the Dover Strait, one of the world’s busiest shipping lanes. The captain lost control of the 29,000-tonne Saga Sky during Storm Angus in November 2016 and radioed for a tug. None was available because the government had scrapped the national fleet of four “emergency towing vessels” (ETVs) in 2011 to save money, according to a report by the Marine Accident Investigation Branch (MAIB).

The tugs were introduced in 1994 following a recommendation by Lord Donaldson in his report into the disaster involving the Braer oil tanker, which had run aground off the Shetland Isles in a hurricane the previous year, spilling 85,000 tonnes of crude oil. At least 1,500 birds died after becoming coated in oil and up to a quarter of the local grey seal population was affected.

In 2010 the government justified the decision to get rid of the tugs, saving £32.5 million over five years, by suggesting that commercial tugs would be available. It said: “The government believes state provision of ETVs does not represent a correct use of taxpayers’ money and that ship salvage should be a commercial matter.” An ETV was retained for Scotland after lobbying by Scottish MPs but England has none.

OIL SPILL MONITORING BUOYS FUEL INTERNATIONAL INTEREST



Integrated systems manufacturers Ocean Scientific International Ltd are reporting high levels of interest in their Oil Spill Monitoring buoys following several recent installations in the Middle East and exposure at the world leading ocean technology and marine science exhibition, Oceanology International in March.

The buoy systems are designed to integrate a real time non-contact hydrocarbon sensor in the high visibility top frame design, which is equipped with a pulsed UV LED beam and optical photo-detector with on-board software to enable the buoys to detect oil spills on water autonomously and immediately alert the users to any changes to protect vulnerable areas day and night, even under harsh weather conditions. The buoys can detect a variety of hydrocarbon based substances, and can be set up to ignore other materials that fluoresce in the same wavelength.

Real time data from these monitoring systems can be transmitted from the buoys via GSM, UHF radio and satellite to a base station and can be integrated into the clients own computer systems, providing users with a variety of alarm options including email and text alerts, audible alarms or visual indicators such as flashing lights. The systems can also be equipped with additional water quality or MetOcean sensors depending on customer requirements.



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Offshore oil facing countdown to comply with new EU safety rules



Oil companies operating in European waters are racing to comply with a 19 July deadline to implement new EU safety rules on offshore drilling, adopted in the aftermath of the disastrous BP oil slick in the Gulf of Mexico.

“The likelihood of a major offshore accident in European waters remains unacceptably high.” So said the European Commission in 2011 when it tabled legislation to tighten EU rules on offshore drilling in the wake of the Deepwater Horizon catastrophe the year before.

The Safety of Offshore Oil and Gas Operations Directive was adopted two years later, ushering in strict requirements aimed at preventing such a disaster occurring in European waters, and ensuring oil and gas companies were liable for any damage they might cause.

EU countries were obliged to adopt the new rules into domestic law by 2015, but a three year transition period means that the new rules will only apply fully this year.

By 19 July, governments must ensure that all existing oil rigs and other production installations comply with the directive. “It’s a milestone for the offshore industry,” said Rob Beks, a senior consultant on asset risk management at DNV GL, which is offering independent verification services to offshore operators.

Under the offshore safety directive (OSD), operators are required to imagine the worst-case scenario and put a plan in place to make sure it does not happen. They also have to have plans to mitigate the impact of major incidents such as oil spill, and all

planned measures must be subject to independent verification.

This is where consultancies like Norwegian firm DNV GL and competitors such as UK-based Lloyds Register and France’s Bureau Veritas come in.

Beks said operators in Europe were initially resistant to the new regulatory rules. “As they saw it, the oil price was low and they were being asked to perform another task costing a lot of money,” he said. “I think operators now see the positive side and see it as an improvement in their maintenance and assurance operations,” he continued.

But not everyone is happy with the directive, which was criticised by MEPs in a recent resolution on liability, compensation and financial security for offshore oil and gas operations.

MEPs called on the European Commission to put in place “strict civil liability rules...for offshore accidents in order to facilitate access to justice for victims...as this can provide an incentive for the offshore operator to properly manage the risks of operations”.

6,600 Oil Spill Incidents Reported To DPR In Nine Years

Over 6,600 oil spill incidents were reported to the Department of Petroleum Resources (DPR) in the last nine years, it’s Director, Mr. Modecai Ladan has said.

He also said 53 per cent were attributed to acts of sabotage, accounting for about 57 per cent of total volumes of oil spill.

He spoke in Lagos at the Tertiary Education Trust Fund, TetFund sponsored petroleum hydrocarbon containment groundwater remediation seminar on Baruwa underwater contamination, cautioned of the consequences of sabotaging oil infrastructure which has damaged the environment in Niger Delta area.

Modecai, who was represented, by Dr. Musa Zagi director of environment in the DPR, said his agency should not be held responsible for the damage to the environment because it is a regulatory body and not a security agency that arrests bandits.

He alleged that most host community block access to affected facilities thus aggravating the situation, adding that: “They do this intentionally with intention to attract sympathy and claims without considering the overall consequences of their actions”.



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Global Oil Spill Management Market 2018 Review - GE Oil & Gas, CURA Emergency Services, Cosco Shipyard Group and National Oilwell Varco

The report 2018 Global Oil Spill Management Market mainly highlights thoughtful facts and intelligence of Oil Spill Management industry in conjunction with prevailing and future market trends throughout the forecast period from 2018 to 2022. It additionally executes the great study of price, current Oil Spill Management geographical zones, technology, and demand-supply. Therefore the consequences it might wear the market growth of Oil Spill Management trade.

The scope of the report: The report firstly introduces the Oil Spill Management market basics: definitions, classifications, applications and industry chain overview. Then describes product specifications, Oil Spill Management industry policies and plans. Next illustrates Oil Spill Management manufacturing processes, cost structures and so on. Later it analyzes the world's main



region Oil Spill Management market conditions, including the product price, profit, capacity, Oil Spill Management production, capacity utilization, supply, demand and industry growth rate etc. At last, the Oil Spill Management report proposes fresh project SWOT analysis, investment feasibility and Oil Spill Management investment return analysis.

An outlook of the report: The report

commence with a Oil Spill Management market overview and progress to cover the advance proposal of the Oil Spill Management industry. Worldwide Oil Spill Management industry 2018 is a complete, competent report distributes Oil Spill Management market research data which is appropriate for new aspirant as well as established players. It includes decisive planning of the companies running in the Oil Spill Management industry and their impact analysis. Furthermore, report pin points a Oil Spill Management business overview, SWOT analysis and revenue share of the key players in the Oil Spill Management market.

Worldwide Oil Spill Management market leading players: Fender & Spill Response Services, Cameron International, Cosco Shipyard Group, Northern Tanker Company Oy, Hyundai Heavy Industries, SkimOil, GE Oil & Gas, Control Flow, National Oilwell Varco and CURA Emergency Services.

New vessel will bolster oil spill response in Western Alaska



Western Alaska will have better oil spill response capabilities with a new vessel. The OSRV Ocean Liberty was expected to arrive in Unalaska by the end of March, but the ship is awaiting modifications and clean up of an oil spill in Shuyak Strait near Kodiak has delayed the process.

Unalaska Mayor Frank Kelty is excited for the added layer of safety the vessel will bring to the region. In a given year at America's top fishing port, he says local fuel docks can pump up to 60 million gallons of fuel. Plus, large vessels pass through the region on major shipping routes.

"We all know of the catastrophes we've had with the Selendang Ayu, the Kuroshima, and vessels transitioning this area," Kelty said. "If something happens closeby, this vessel would be able to respond and help assist with any cleanup work."

The Ocean Liberty was built

specifically to respond to spills. It will be the only boat like this in Western Alaska. It is contracted by the Alaska Chadux Corporation.

A similar vessel, the OSRV Sea Strike is based in Kodiak and covers the Alaska Peninsula. The Ocean Liberty should arrive in Unalaska by mid-April.

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MV Qing poses serious threat to marine environment



Even after two years, MV Qing vessel, which is currently grounded at the WISL yard, continues to pose a serious threat to the marine environment due to high possibility of oil spill during the forthcoming monsoon season.

Herald investigation revealed that grounded MV Qing vessel currently has around 350 tonnes of oil and around 20,000 tonnes of sea water mixed with oil and grease. Now, Mormugao Port authorities, who want to get rid of the vessel, had asked the new owner namely M/S Balaji Fuels from Gujarat (highest bidder in the auction by High Court) to remove the 350 tonnes of oil from the vessel and then to tow it away to Gujarat for scrapping. However, MPT's plans faded due to the alleged delay from the Goa Pollution Control Board (GSPCB) side.

MPT sources informed that Balaji Fuels had initially collected samples of sea water present inside the vessel and had sent the same to Goa Pollution Control Board (GSPCB) for check and so that the board could permit the new owner to release the sea water back into the sea as there is no facility at port or in Goa to store or treat such high amount of sea water. GSPCB refused to accept the samples and communicated that they would come and collect the samples on their own.

"We have started the work of sealing all the doors and other openings so that ingress of sea water in the vessel is stopped. We have also presented the salvaging plan before the GSPCB but we are unable to complete the task on war footing. The major threat is of oil spill as last two monsoons were not strong enough. However, if this forthcoming monsoon is strong then the vessel can either topple or the oil tanks with 350 tonnes of oil may get damaged which will pollute the sea," a staff engaged in salvaging operation said.

Indonesian city declares emergency after oil spill



Officials in the Indonesian port city of Balikpapan declared a state of emergency on Monday (April 2) after an oil spill and a subsequent fire killed four people off Borneo island over the weekend.

"We're in a state of emergency because of the oil spill's impact," said Balikpapan city secretary MN Fadli.

He warned residents to be extra careful when spending time at affected beaches near Balikpapan Bay in East Kalimantan province, adding that they should not smoke near the area.

"I may sound like I'm exaggerating, but the state of the bay is like that of a gas station," he said.

The oil spill, which stretched for more than 400 metres in the bay on Saturday morning, has now spread to a radius of more than 2 kilometres in the waters around Semayang Port to Margasari, the Makassar Strait and beaches in the southeastern part of Makassar.

The Semayang Port Authority is coordinating with private oil company PT Chevron Indonesia and state-owned oil and gas company Pertamina to clean up the spill.

The Environment and Forestry Ministry's law enforcement director general, Rasio Ridho Sani, said a recovery team had deployed oil spill containment booms, which are temporary floating barriers used to contain an oil spill, as well as sprayed chemicals on the oil spots to make recovery easier.

"Our focus now is to mitigate the impact of the oil spill. Since Saturday, our team as well as Pertamina and the Balikpapan Environment and Sanitation Agency have worked together to minimise the impact."



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