

# The Forecasting Committee

Commissaire en chef François Martineau Chef de la division Action de l'Etat en Mer Préfecture maritime de l'Atlantique

## Plan

 Introduction : A Forecasting Committee: Why ?

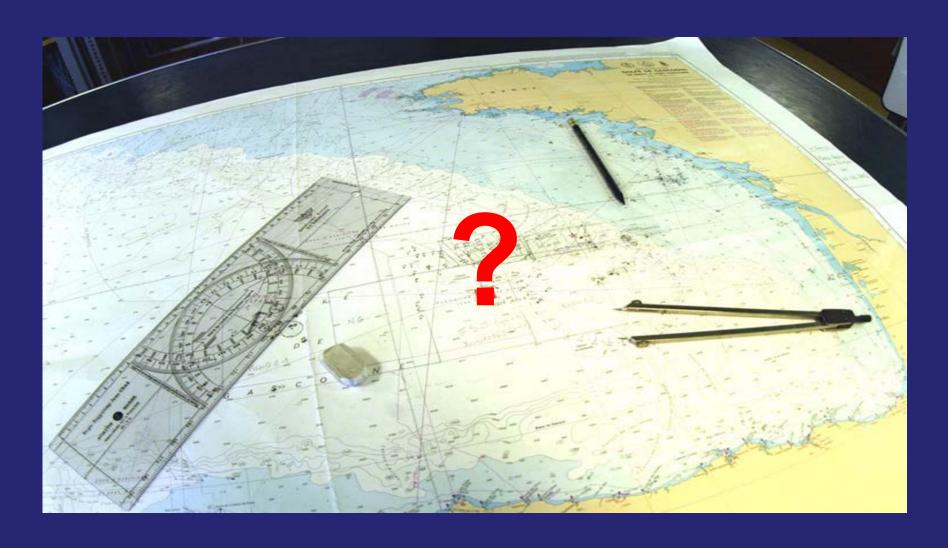
### Historical

- 1999 : Erika

– 2002 : Prestige

 2006 : 11 January 2006 Prime Minister Instruction

# Locate the spill to treat it



## Erika feed back



Uncompleted prediction

An insufficiently controled communication

# Prestige: adaptation of the system



#### ▶ Sept jours de dérive pour le "Prestige"

#### Vendredi 15

Le bateau est à 65 miles de la côte. La coque présente une brèche de 40 à 50 mètres de long.

#### Mercredi 13

Une voie d'eau est détectée, le bateau part à la dérive en se rapprochant des côtes espagnoles et commence à perdre du fuel.

#### Dimanche 17

Toujours remorqué, le bateau continue de dériver vers le sud.

#### Lundi 18

Le Prestige se trouve désormais au large du Portugal, les autorités espagnoles cessent de le prendre en charge.

#### Jeudi 14

17 marins sont évacués, restent à bord le capitaine, le premier officier et le chef machiniste.

#### Mardi 19

Le bateau se brise et coule vers 15h30 GMT

#### Samedi 16

**Finisterre** 

Le bateau dérive vers le sud toujours sur le point de se briser en deux.

#### Jeudi 14

Le Prestige est tiré par 4 remorqueurs et s'éloigne de la côte.

Caion

### a Coruna Galice

Cap Ortegal

Zone touchée par la pollution

#### Pontevedra

**ESPAGNE** 

#### **PORTUGAL**

Porto

Vigo



25 km

Source : Libération

# 21 November 2002 : the Secretariat General of the Sea asked to :

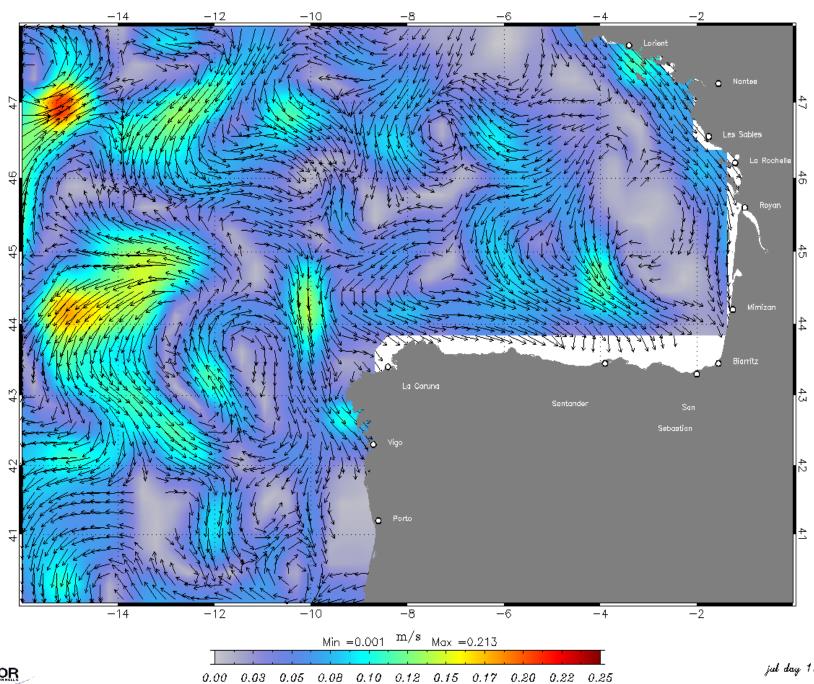
- IFREMER;
- SHOM;
- METEO France;
- CEDRE
- « to detach a liaison officer to CEDRE in order to provide daily to Atlantic Maritime Authorities the drift data concerning the heavy oil released from the Prestige »



## The Tools of the committee

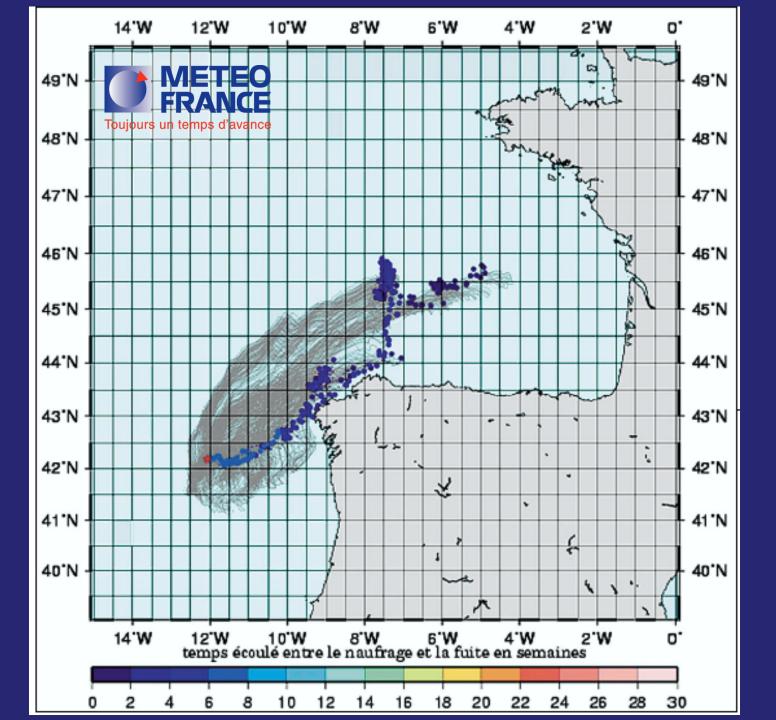
- Mathematical models
- Aerial observation
- Drifting buoys
- Satellite imagery

PSY1v1 Mean Surface Current: 12-2002





jul day 19337



## **Aerial Survey**



2 to 7 flights/day > 1200 h of observation flights

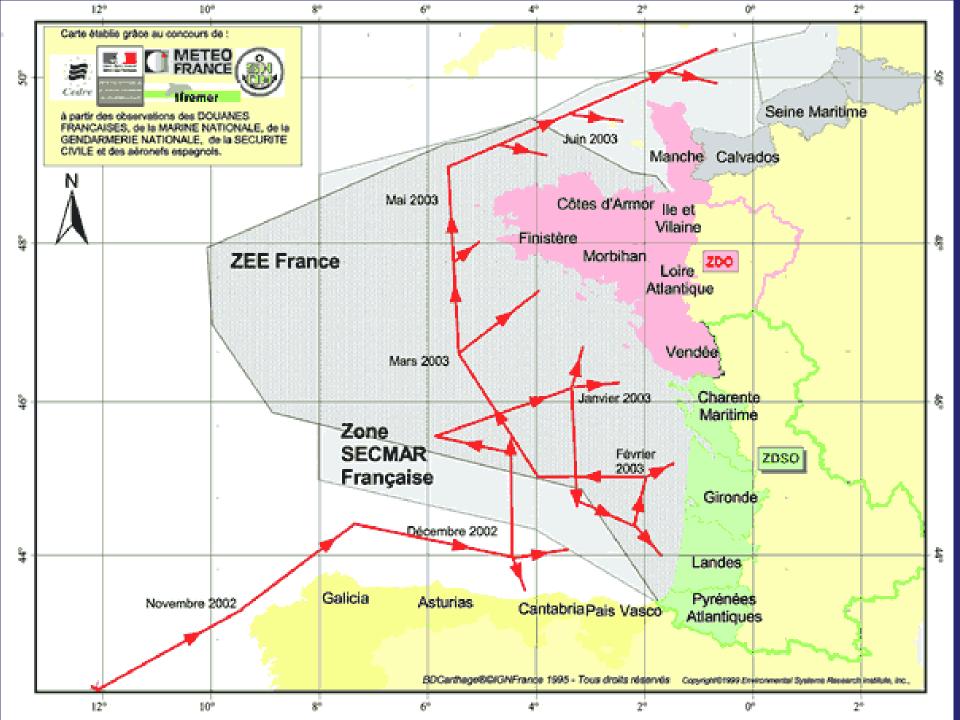




## The drifting buoys







## An encouraging result:

 Greater volume of oil recovered at sea during an oil spill (53 000 t of emulsion in Spain and France)

#### – Due to :

- the progressive release and drift conditions of the spill
- numerous aerial observations
- drifting buoys data
- Which helped to improve mathematical model of prediction
- Still to improve : nearshore drift prediction

# 11 January 2006 Instruction adapting the regulation related to maritime oil spill response (POLMAR)

 « A committee in charge to analyse the observation and to forecast slick drift is created beside the maritime prefect or the delegate of the Government, representing the State at sea in overseas communities. Animated by the Centre of documentation, research experimentation on accidental water pollution (CEDRE), this committee consisted of representatives from Météo-France, French Research Institute for exploitation of the sea (IFREMER) and Hydrographic and Oceanographic French Navy Department (SHOM). Other national or foreign competent institutions can also join committee as necessary