



Cedre NEWSLETTER

A monthly publication
by the Centre of Documentation, Research and
Experimentation on Accidental Water Pollution

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Cedre Information Day 2014 "Hazardous and noxious substances" Tuesday 1st April 2014 in Paris

[Programme and Registration form.](#)

In short

Dates for the diary

► **INTERSPILL 2015**, 24-26 March 2015
Amsterdam, Netherlands

Emergency Response

In January, a stormy winter month, *Cedre* was involved in the response to the loss of 33 containers overboard from the *Maersk Stepnica*. This container incident was the fourth noteworthy event of its kind this winter, with the loss of 45 containers from the *Maersk Salina* on 28th October 2013, 79 from the *Cosco-Nagoya* on 23rd December 2013 and 14 from the *CMA-CGM Rossini* on 3rd January 2014. None of these 171 containers was declared to be hazardous. Some however had to be tracked and recovered by the maritime authorities due to navigational risks.

Two actions were implemented as part of the **Mar-Ice** protocol: *Cedre* was mobilised by MRCC Dublin in relation to a towed and drifting vessel carrying a cargo of 15,000 tonnes of sodium hydroxide, and secondly was mobilised by MRCC Barcelona for an exercise.

A field assignment mobilised one agent from *Cedre* to assist the local authorities following the grounding of the trawler *Estran* on the morning of 20th January, as it was leaving the port of Saint-Guénolé (Finistère) with 40,000 litres of diesel on board. The vessel was finally refloated on 30th January.

Training courses

► Training day for 10 students and 2 members of staff from the professional Masters' course in Oceanography, Marine Environment specialisation. Day devoted to the presentation of *Cedre's* activities, and more specifically oil spill response and oil behaviour in the marine environment.

► On 24th, training of 6 CCI agents working in the port of Brest on the use of sorbents in the event of pollution on the ground or on water.

Cedre training courses

In a bid to best meet your expectations, *Cedre* is considering the possibility of implementing an e-learning system. Please take a few seconds to answer [our questionnaire](#) to share your opinion on this question.

Response product validation

The floating sorbent "DEUREX PURE" in the form of flakes was registered on the [list of floating sorbents for use at sea or on inland waters](#). This sorbent, validated by *Cedre's* laboratory for DEUREX AG GERMANY, is marketed in France by BERKIMPEX FRANCE SA.

Meeting with the Maritime Prefect for the Mediterranean

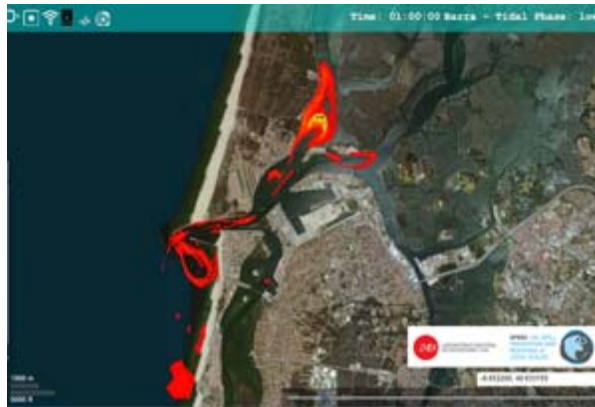
On 13th January, *Cedre's* Director and Mediterranean correspondent travelled to Toulon to meet Vice-Admiral of the Fleet Yves Joly, Maritime Prefect for the Mediterranean, and his deputy in order to present *Cedre* and the support it can provide to the authorities on a routine basis and in the event of an incident. This meeting was the opportunity to highlight the possibility of using *Cedre's* tools in the event of an incident in order to study the behaviour of a pollutant spill in the marine environment and its impact on the environment with a view to developing objective decision support on the choice of spill response methods to be implemented.

Local water management event

On 29th and 30th January, the Director of *Cedre* attended the 15th *Carrefour des Gestions Locales de l'Eau* held in Rennes by the Loire-Brittany Water Agency. Each year, this event gathers stakeholders for conferences and a specialised trade show. In addition to themes relating to the quantitative and qualitative management of continental waters, several workshops focus on shoreline and coastal water management. This event provides an opportunity for networking and discussions with all stakeholders in this field.

SPRES project: Oil Spill Prevention and Response at Local Scales

Two years after the kick-off of the European project **SPRES**, all the partners gathered at the University of Aveiro (Portugal) on 29th January 2014, for the 5th transnational meeting. This meeting was followed by a day devoted to the presentation of the initial project results to local partners (Aveiro port authorities and managers, industry partners involved in the shipping of hazardous goods, emergency services, representatives of local municipalities and environmental services). These potential users appreciated the benefits of the modelling tool developed on the scale of Aveiro lagoon. This tool is now operational and can be used to simulate different spill and pollutant drift scenarios in the lagoon, and thus better assess the feasibility of response and the techniques to be used. With these results, *Cedre*, leader of the activity on the definition of site protection and shoreline clean-up strategies and techniques, now has the elements required to develop the last project phase. This will be completed with the running of an exercise in the River Fal (Falmouth, UK) in May 2014.



16th IMO OPRC-HNS Technical Group (TG) meeting

The last meeting of the **IMO OPRC-HNS** Technical Group was held in London from 28th to 31st January 2014, in the presence of representatives of 26 countries and observer organisations. With the reorganisation of the IMO sub-committees which have been reduced in number from 9 to 7, the Technical Group now comes under the new Pollution Prevention and Response (PPR) sub-committee in the form of a working group. As concerns the guidelines under revision, parts I and II of the dispersant guidelines have been finalised. Work on part III and the guidelines on international offers of assistance will be conducted by correspondence. Norway, in charge of developing the guidelines on oil spill response in ice and snow conditions, is set to recruit a specialist to begin the drafting of the document.

Rail transport and oil pollution (Canada)

The latest accident to date which occurred in New Brunswick (Canada) confirmed an emerging trend: a sharp rise, at least in North America, in the volume of oil spilled due to rail accidents. For the US, 2013 alone represented over 4 decades of spills due to rail transport.

Chemical pollution in the Elk River (West Virginia, US)

On 9th January, a leak occurred from a chemical storage tank leading to the release of methylcyclohexane into the Elk River. Twelve days after the incident, the tank owner announced that a second chemical, PPH (polyglycol ethers), had also been released. The leak was estimated at over 28,000 litres, of the 180,000 litres contained in the storage tank. This incident resulted in the contamination of 2,400 km of pipelines, 530 people being admitted to hospital and 300,000 people without drinking water for several days. Half a dozen lawsuits have already been filed.

Silver tanker (Tan-Tan, Morocco)

On 23rd December 2013, the tanker *Silver*, transporting around 5,000 tonnes of fuel oil, ran aground at the entrance to the port of Tan-Tan. While **WWF** decried the lack of contingency planning and several towing attempts had proved unsuccessful, an ultimate attempt at refloating the vessel was made and cargo removal operations began on 31st December and lasted until 6th January. One hundred and eighty-two 25-tonne tanker trucks transported the fuel oil to Tan-Tan power station, while 1,000 metres of sorbent boom were deployed to protect against pollution risks. The tanker was successfully towed on 15th January.