



## Cedre NEWSLETTER

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

### N° 221 E – News from February 2014

#### A few places are still available for the next Cedre Information Day 2014 "Hazardous and noxious substances" Tuesday 1st April 2014 in Paris

[Programme and Registration form.](#)

#### Emergency Response

In February, the Emergency Response team was kept busy due to the prevailing weather conditions. Following the grounding of the Spanish cargo vessel *Luno* and upon request by the French authorities for the Pyrénées-Atlantiques area, an agent from *Cedre* was present in Anglet on 6th and 7th February (cf. article below).

Meanwhile, the response centre and Emergency Response team were particularly in demand by the areas of Morbihan, Loire-Atlantique, Charente-Maritime and Vendée following sporadic, repeated occurrences of tarballs being washed up on their shores. These oilings occurred between 5th and 20th February, mobilising 4 agents on site for a dozen days in total in order to conduct surveys and assist the authorities in setting up clean-up sites, choosing appropriate response techniques and managing waste. The samples taken on the shoreline in these areas were analysed in *Cedre's* laboratory to attempt to pinpoint their origin. The results showed that all the samples (23 in total) had the same chemical signature, which was very different from the reference oils from the pollution incidents having affected the area over the past years: *Erika*, *Prestige* and *TK Bremen*. Investigation is still underway to determine the origin of this pollution, in particular using drift backtracking from the grounding locations implemented by Météo-France (Toulouse).

#### In short

##### MEETINGS

- ▶ Meeting of the Interspill 2015 Conference Committee, 3rd February, OSRL, London

##### DATES FOR THE DIARY

- ▶ [Cedre Information Day](#), 1st April 2014, Paris
- ▶ [IOSC 2014](#), 5th - 8th May 2014, Savannah, Georgia, USA
- ▶ [INTERSPILL 2015](#), 24th - 26th March 2015, Amsterdam, Netherlands

#### Grounding of the *Luno*

On 5th February, the cargo ship *Luno* suffered an electrical blackout and hit a breakwater in Anglet as it attempted to enter the Adour channel.

In severe sea and weather conditions (storm *Petra*), the ship rapidly split up, releasing part of the marine diesel from the fractured bunker tanks and causing a risk of coastal pollution from the oil in the tanks in the front section of the vessel, believed to still be intact. The authorities for the Pyrénées-Atlantiques area requested the presence on site of an agent from *Cedre* in order to conduct surveys on the nearby beaches (Cavaliers, La Barre and La Digue), and to provide technical advice for any shoreline clean-up operations, which in fact proved unnecessary due to the rapid natural breakdown of the spill oil in the prevailing conditions.

#### POLLUPROOF project

The POLLUPROOF project (Consolidation of proof of marine chemical pollution by airborne radar and optical means) was selected by ANR as part of the 2013 "EcoTechnologies and EcoServices (ECO TS)" call for proposals. The project kick-off meeting was held on 13th and 14th February on the premises of the Directorate-General of Customs and Indirect Taxes in Montreuil under the coordination of the project leader ONERA. This two-day meeting provided the opportunity to outline the general project organisation and the expected contributions of the various partners and to begin to detail the technical and scientific content of the different tasks as well as the related work schedule. The project officially began on 3rd February 2014 and is set to last 42 months. It aims to improve capacities to detect, locate and categorise polluting substances (excluding petroleum oil) and gas and particle releases in order to gather evidence to prosecute offenders while ensuring an efficient response in the event of a spill. [Further information.](#)

## Response product validation

The following products have been validated by *Cedre's* laboratory and registered on the list of sorbents for use at sea or on inland waters:

- the floating sorbent "GRANOFIBRE\_H" in the form of light brown granules for the company SAS JACKY COURTIGNE,
- the floating sorbents "Ref 175 018" in the form of single-ply perforated pads, "Ref 218 044" in the form of two-ply perforated pads with coverstock and "Ref 128 553" in the form of sorbent boom for the company DENIOS SARL.

The full list of floating sorbents tested and validated by *Cedre* is available [online](#).

## February training courses

A trainer from *Cedre* was based in Mohammedia (Morocco) from 3rd to 6th February to run a training course and exercise on oil and HNS spill response in ports and on the management of solid and liquid waste from ships in ports, for the National Ports Agency, in collaboration with a local contractor. Around thirty trainees attended the course. Furthermore, an engineer from the Studies and Training Department ran a one-day module on 11th February on oil and chemical spill response for 15 students on the Environmental Coordinator Bachelor's degree course at EME (*École des Métiers de l'Environnement*) in Bruz (Ille-et-Vilaine, France).

## SONARA contingency plan

SONARA (the Cameroon national refining company) commissioned *Cedre* to revise its **OSCP** in order to take into account the company's new organisation, facilities under construction, new crudes processed, response equipment acquired and the lessons learnt from the national exercise run at the refinery. From 24th to 28th February, two engineers were present on site in Limbé to gather information, visit the new facilities, meet key people, inventory the mobilisable resources and begin to draft the plan. Following this mission, a draft of the plan and its appendices will be submitted to SONARA management for approval, with the final version due before the end of summer 2014.

## Feedback from the *Rena* incident

On 5th October 2011, the container ship *Rena* ran aground in the Bay of Plenty (North Island, New Zealand). This 236-metre-long vessel was carrying 1,368 containers and 1,700 tonnes of bunker fuel (IFO 380), of which 400 tonnes were spilt. The pollution response operations lasted eight months. Wreck salvage operations are still not complete today. In late 2012, Maritime New Zealand and the New Zealand Ministry of Transport commissioned an independent review of the handling of this incident. The former Secretary of Foreign Affairs and Trade, Simon Murdoch, was in charge of this assignment. He performed a meticulous analysis leading him to formulate recommendations compiled in a report released in late 2013. The New Zealand Ministry of Transport has earmarked \$2.05 million to implement these recommendations over the coming three years. See the full report [here](#).

## Containers lost off Ushant

On 14th February, while storm Ulla was raging at the western tip of Brittany, the container ship *Svendborg* operated by Maersk alerted MRCC Corsen (Brittany) that it had lost 50 containers carrying no hazardous goods. By the end of the day, 70 containers had been lost, then soon 90. Most of them sank. This incident involved the greatest number of containers ever known to have been lost overboard. In total, 517 lost containers were finally reported to the French authorities by the Danish operator. The association *Robin des Bois* filed a complaint with the prosecutor of the court of Brest for "endangerment" and "pollution and waste dumping". By the 19th, the French maritime authorities for the Atlantic had already located and/or recovered 6 containers; the cost of these operations was covered by Maersk.

## Death of Alphonse Arzel, figurehead of the battle against Amoco

The sinking of the *Amoco Cadiz* on 16th March 1978 and the release of its 220,000 tonnes of crude oil, polluting over 300 km of Breton coastline, were to change the life of Alphonse Arzel. The US firm Amoco, owner of the *Amoco Cadiz*, hoped not to have to cover the damages incurred by the coastal population... They had not reckoned on the determination of Alphonse Arzel. This farmer, mayor of his commune, gathered together the local councillors of Brittany, founded the "Joint union for the protection and conservation of the north-west Breton shoreline" (later to become Vigipol in 2001) and delved into a fierce 14-year legal battle, which resulted in Amoco being fined and the municipalities and individuals receiving compensation.

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