



## Cedre NEWSLETTER

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### N° 164 E – News from January 2009

#### Emergency response

The hurricane which hit France on 24 January reminded us that the risks caused by shipping are constantly present. The LNG (liquefied natural gas) carrier *Provalys* found itself in difficulties in the Bay of Biscay, causing our duty team to be placed on alert by the French navy's operational centre (COM de Brest) and Ceppol. We in turn notified CASU (INERIS emergency response unit) of this alert. After a few hours, the *Provalys* was able to reach Saint-Nazaire, escorted by the *Abeille Languedoc* tug boat.

Another alert, on 21 January, was raised due to the grounding of the Turkish cargo ship *Gunay 2* on the island of Planier (near Marseille), while transporting a cargo of wheat. The vessel was refloated a few hours later and towed to Marseille.

January was also marked by several varied requests for information, a Polmar exercise in French Guiana and an alert due to a spill in the Congo.

#### Activations of MOTHY in 2008

The ocean drift model MOTHY was activated 672 times from Météo France's national forecast centre in 2008. The year-on-year rate of increase therefore continues to exceed 50%. This increase is mainly due to requests from the MRCCs and Préfectures maritimes, which have risen significantly. In 2008, 82 requests were made on behalf of *Cedre*, compared to 94 in 2007 and 86 in 2006.

The incidents resulting in the highest number of requests were: the wrecking of the cargo ship *Ice Prince*, loaded with timber, in the Channel on 15 January ; a spill of crude oil at sea, over 110 km from the coast of Angola, on 17 February ; the spill at the Donges oil terminal, on 16 March; an oil spill south-east of Corsica, in early August.

In 2008, three-quarters of the requests made were related to floating objects or men overboard. The number of oil slick drift calculations (a quarter of requests) doubled between 2007 and 2008.

Almost 65% of request concerned the Bay of Biscay, Channel and North Sea area, 20% French overseas territories, 10% the western Mediterranean and 5% were outside of the French zone (mainly Angola, the Arabian Sea and the Gulf of Aden). For more detailed information see <http://www.meteorologie.eu.org/mothy/statistiques>

#### ANR-Precodd Galerne project

The fifth plenary meeting for the project ANR-Precodd Galerne, on evaporating liquids and gases and the risks for the environment, was held at *Cedre*, on 15 January. The project is now coming to a close. The final nine months will be dedicated to compiling the results of the experiments and simulations and preparing emergency response cards

#### Mar-ICE network

The Mar-ICE network, for which an agreement was signed last October between EMSA, CEFIC and *Cedre*, was declared operational by EMSA, from January 2009, in a letter addressed to the Member States' maritime authorities.

#### In short

##### MEETINGS

- ▶ On 8th, participation in the annual seminar organised by INERIS's CASU.
- ▶ On 16th, participation, in Caen, in a launch meeting for the study commissioned to GEOMER by DIREN Basse-Normandie on behalf of MIMEL (Mission Interservices de la Mer et du Littoral), within the framework of a sea and shoreline GIS.
- ▶ On 20th and 21st, annual plenary meeting for the project CLARA 2 (behaviour of dangerous substances spilt in the Mediterranean) on the premises of Météo France in Paris.
- ▶ On 26th and 27th, launch meeting for the project ANR-Precodd Migr'hycar (modelling of oil in continental waters) on the premises of Véolia in Paris.
- ▶ On 28th, in Nantes, preparatory meeting for the 10-11 June "Polmarmer Atlantique 2009" exercise, organised by the Préfecture maritime for the Atlantic with the heavy involvement of departments Loire-Atlantique, Vendée and Charente-Maritime anticipated.

##### PUBLICATIONS

- ▶ Chemical Response Guide "Unleaded Petrol" available in French at: <http://www.cedre.fr/fr/publication/guides/chimique.html>

##### DATES FOR THE DIARY

- ▶ Don't forget to register for our **Information Day 2009 on Thursday 5 March** at INHES on the theme of "Accidental water pollution, impact of statutory and regulatory evolutions". The programme and registration form are available at: [http://www.cedre.fr/fr/publication/colloque/c\\_ji09.html](http://www.cedre.fr/fr/publication/colloque/c_ji09.html)

## Morocco: Tanger Med Port pollution contingency plan

An engineer from the Contingency Planning Department was sent to Tanger Med, Morocco's new major port, still under construction, located on the Strait of Gibraltar, north-west of the city of Tanger. The first terminal - Tanger Med 1 (containers, bulk, ro-ro) - is now in use, while the wharf and oil depot are being completed. A second port is under construction for ro-ro and passenger traffic. The aim of this assignment was to conduct a technical visit of the port area in order to assess the potential spill scenarios, with a view to defining response strategies and determining the means and equipment necessary to implement these strategies in Tanger Med Port.

## Skimmer trials

In late January, trials were conducted at *Cedre* in order to assess the performance of an Alligator oleophilic brush skimmer. These trials, conducted in the presence of representatives of the manufacturer (RoClean-Desmi), CETMEF (Centre d'Etudes Techniques Maritimes et Fluviales), Total and Ceppol, were designed to characterise the recovery rates and selectivity of the skimmer on an oil of average viscosity, then on the same oil in an emulsion containing 40% water. The measurements continued throughout the first week of February in order to test this equipment on a spill of heavy fuel oil.

## UK: Napoli stern section

After the cutting and removal, on 9 August 2008, of the forepart of the Napoli, grounded in Lyme Bay (Newsletter n° 149), the contract to refloat and remove the stern section of the vessel (3,800 tonnes) has recently been awarded to the Dutch firm Global Response Maritime. The company will use a giant crane barge and two flat-top barges equipped with mobile cranes, a very similar set-up to that used for the removal of the *Rokia Delmas*, grounded on the south of the Ile de Ré in October 2006.

## US: Exxon Valdez punitive damages

Nineteen years after the grounding of the oil tanker *Exxon Valdez*, a new step towards the final settlement of the most expensive oil spill in history is currently being taken: the distribution has now begun of 151 million of the 383.4 million Dollars of punitive damages established after a lengthy legal process. Thirty-three thousand fishermen, cannery workers, land owners, Alaska natives, local authorities and business owners are to receive cheques for several hundred to several hundred thousand Dollars. Twenty-two percent will be deducted from each payment to cover lawyers' fees and legal advisory costs.

## US: pollution damages, Washington-style

Those of our readers interested in compensation calculation methods will find on the web, at [www.ecy.wa.gov/laws-rules/activity/wac173183.html](http://www.ecy.wa.gov/laws-rules/activity/wac173183.html), the new proposed calculation formulas of natural resource damages from oil spills into marine and estuarine waters. These formulas take into account the number of gallons spilled, the spill vulnerability score, the acute toxicity score for the oil in question, its mechanical injury score and its persistence score. In other words, damages liability for natural resources is established by combining predetermined indices, without having to conduct a fastidious and questionable assessment of the biomass lost. The compensation obtained that way for natural resources is placed in an account for habitat restoration and support for environmental activities in the areas affected.

## Yemen: pollution from the Sirius Star prevented

The Kenyan authorities' biggest fear, the "Devil's Alternative" scenario, a novel in which pirates hijack a supertanker and threaten to release its cargo of oil, will not come to fruition with the Saudi tanker *Sirius Star*. The Somali pirates who had seized the vessel, released it in exchange for a ransom of 3 million Dollars, carefully packed in a watertight container and dropped beside the vessel by a small plane on 9 January. Press releases add that five pirates were drowned with a share of the booty, when their boat capsized while heading for land at full speed. The US navy, which filmed the series of events, vows it was in no way involved in the accident. A perfect scenario for a 007!

## INTERSPILL 2009

Don't forget to register for the INTERSPILL 2009 conference and exhibition which will gather together all the stakeholders of the oil and chemical spill industry in Marseille from 12 to 14 May. For more information and to register see [www.interspillage.com](http://www.interspillage.com)

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