



Cedre NEWSLETTER

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

N° 199 E – News from February 2012

Cedre Information Day 2012

"Spill and illegal discharge detection"

Tuesday 20 March 2012 at INHESJ

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[Programme](#) and [registration forms](#) here

In short

VISITS AND MEETINGS

- ▶ On 1st, visit from Mr Marcel Renouf, Delegate Prefect for Defence and Safety for the Western Defence and Safety Area.
- ▶ On 24th, visit from Mrs Cécile Dufflot, National Secretary for Europe Ecologie-Les Verts (French Green Party)

DATES FOR THE DIARY

- ▶ [Interspill](#), programme now available 13-15 March 2012, London

CEDRE PUBLICATIONS



- ▶ Operational Guide "Guidance on Waste Management during a shoreline pollution incident" - 81 p.

This guide was produced, within the framework of the Arcopol project, with the advice and funding of Pembrokeshire County Council, Wales.

Emergency response

The month of February saw clean-up operations following the *TK Bremen* pollution come to a close with the last clean-up site closure meetings, in which *Cedre* took part. *Cedre* was permanently present on site to monitor clean-up operations in the Ria d'Etel. The oiled sand on Kerminihy Beach was cleaned, in good conditions, by surfwashing under the technical coordination of ITOPF, supported by *Cedre*. In addition, February was a relatively busy month with an exercise involving a spill of heavy fuel oil in a river, two river pollution incidents involving diesel and a dry dock polluted by engine oil in a shipyard. The fire brigade also contacted us in relation to a few people affected by possible chloramine fumes in a factory. In total, 12 different enquiries were received and three field assignments conducted (including the *TK Bremen*).

VNF - Cedre meeting

VNF is implementing an ambitious quality/environment policy which encompasses spill response. On 26 January, *Cedre* met with representatives of VNF headquarters and regional directorates. The aim of this meeting was to present *Cedre* and its activities. The representatives were reminded of *Cedre*'s advisory role, and informed that in an emergency, any VNF agent requiring assistance can contact the *Cedre* duty engineer by phone and, if necessary, request that an engineer be sent to the pollution site.

The participants that had had previous relations with *Cedre* heartily recommended *Cedre*'s training courses and encouraged the other participants to contact the organisation in case of pollution.

Among the collaboration actions to be reinforced, training was identified as a priority. VNF and *Cedre* have agreed to pursue discussions to identify and consolidate other types of collaboration.

Lorient's marinas

Sellor, a public-private venture involving Lorient urban community whose headquarters are based in Kernevel, recently requested advice from *Cedre* on the use of the spill response products available at its base. Sellor is in charge of managing 6 marinas in Lorient roadstead, of which 3 are regional ports (Kernevel, Lorient Centre Ville and Submarine Base), 2 are departmental ports (Port-Louis and Gâvres), and 1 is a community port (Guidel) transferred by the commune to Cap L'Orient.

Sellor, which is ISO 14001 certified, has set up a pollution alert system, but is keen to improve its response organisation and redefine its equipment and product stockpile. A meeting held at Kernevel Port Authority in late February highlighted the mutual benefit in working towards an improvement in pollution response procedures and staff skills within the ports managed by Sellor.

ARCOPOL

Upon invitation by the Regional Council of Aquitaine, one of *Cedre's* deputy directors presented the tools produced by *Cedre* on behalf of the regions of Brittany and Aquitaine, partners in the European Interreg project, to the local councillors of Aquitaine in Bordeaux on 20 February.

These tools, intended for local authorities, comprise the guides "[What to do in the event of a spill](#)", "[Involvement of Sea Professionals in Spill Response](#)" and "[Management of Volunteers](#)", a [video](#) presenting the main principles of shoreline clean-up following an oil spill and a [training CD-Rom](#).

POSOW project launch

The POSOW project on Preparedness for Oil-polluted Shoreline cleanup and Oiled Wildlife interventions officially began on 1st January 2012, but technically kicked off in February. Led by [REMPEC](#) and funded by the European Union, this two-year project also involves the foundation Sea Alarm, ISPRA (*Instituto Superiore per la Protezione e la Ricerca Ambientale*), CPMR (Conference of Peripheral Maritime Regions of Europe) and *Cedre*.

The project focuses on 4 main themes - volunteer management, surveying polluted shorelines, primary shoreline clean-up and rehabilitation of polluted wildlife - and aims to produce teaching materials (manuals, posters, presentations), to train "reference" trainers for each region concerned and to support pilot training courses organised in each of the 8 Mediterranean countries involved. *Cedre* is more specifically in charge of the technical content of documents on shoreline surveys and clean-up, the formatting and publishing of all the documents and of hosting Train the Trainer courses on its premises.

Illegal discharge in the Mediterranean: a 750,000 Euro fine

On the 15th, the Italian maritime company SDS Navigation was sentenced by the criminal court of Marseille for deliberate pollution in the Mediterranean. The event dates back to 23 April 2010, when the French Customs observed an oil slick at sea, in the wake of the *SD Rain* ([see Newsletter 198](#)). The company was fined 750,000 Euros. In addition, the captain, held liable for this act, was fined 250,000 Euros. Four associations claimed damages and each obtained 5,000 Euros.

Oil spill in a Venezuelan river.

The rupture of a pipeline north-east of Venezuela on the 4th caused oil to be released into Guarapiche River, which supplies drinking water to around 300,000 inhabitants of the city of Maturin. The State-owned oil company *Petroleos de Venezuela SA* (PDVSA), to which the pipeline belongs, immediately took action and by the 19th it claimed to have recovered 95 % of the oil spilt, thanks to response operations conducted by 1,500 people and involving a dozen booms positioned along the river. The authorities minimised the impact of this pollution, which could have represented over 9,500 m³ across 40 hectares, according to some sources.

Erika III: tightening maritime safety

French [order](#) of 30 January 2012 transposes three European directives from 2009, that make up part of the Erika III package, into French law. The new provisions introduced by this order came into force on 3 February, with only a few exceptions (safety certificate, pollution prevention certificate...). We note that, in France, the Maritime Prefects are now authorised to designate a port of refuge to a vessel in distress and to order the designated port to receive the vessel.

Deepwater Horizon: the trial?

On 27 February the trial to determine liabilities for the Gulf of Mexico oil spill was set to open in New Orleans. On the 26th, the US District Court finally adjourned the litigation to allow BP to reach a settlement in place of a lawsuit which was set to be long and drawn-out process with hundreds of claims filed as a single case. We note that BP has already paid out over \$6 billion to 220,000 claimants as well as \$13.6 billion for clean-up and containment operations.

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