



Cedre NEWSLETTER

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

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Emergency Response

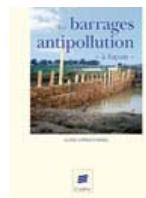
During the month of May, our involvement in three incidents demonstrated that chemicals remain a key issue for field responders and operators: technical consultancy relating to the management of a load of barrels of bleach and sulphuric acid (swimming pool treatment products) following a road accident, possible response actions following a spill of sodium hydroxide (concentrated cleaning product) on an industrial site as well as the assessment of the potential impacts of a sulphuric acid spill (from electric vehicle batteries) into inland waters. The issue of diesel spills, which represent well over half of the spills for which Cedre receives enquiries via its emergency hotline, was illustrated by two spills: the first was a spill from a fish farm tank into a river and the second occurred in a port. The department also took part in an alert and response exercise at sea organised upon the initiative of a shipping company.

In short

TRAINING

- Practical course on shoreline response. Session n°2 from 21st to 25th, 10 participants.

CEDRE PUBLICATIONS



- Operational Guide
Custom-made spill response booms
88 p. - €36.30 incl. tax
Available in French
upon request from the
Cedre resource centre.
English version
available soon.

This guide provides a panorama of the main boom systems produced in emergency situations by response teams.

POSOW meeting

A coordination meeting for the European project **POSOW** was held at Cedre on 30th and 31st May. It brought together **REMPEC**, the project coordinator, as well as three partners (ISPRA, Sea Alarm Foundation and Cedre) in charge of producing training materials adapted to the Mediterranean context, as defined in this project. This meeting was the opportunity to review the progress of the initial tasks: drafting manuals, PowerPoint presentations for training courses and field posters on each of the following themes: shoreline assessment (Cedre) shoreline clean-up (Cedre), volunteer management (ISPRA) and oiled wildlife response (Sea Alarm Foundation). Two train-the-trainer courses to be held at Cedre were also scheduled for late May 2013 and arrangements were discussed, with assistance from **CRPM**, for 8 pilot training courses in each country in the project area (Croatia, Cyprus, France, Greece, Italy, Malta, Slovenia and Spain).

Strategic Committee, Nantes-Saint-Nazaire maritime port

The 35th session of the Cedre Strategic Committee was hosted on 15th May on the premises of Nantes-St-Nazaire maritime port, by the Chairman of the Board and Director of Operations and Maintenance, who presented the recent evolutions and expectations in terms of port management and activities. After discussing the business development scheme underway at Cedre and the investment master plan for the coming 5 years, the meeting mainly focused on directions of Cedre's work for 2013. This should include, in addition to a large amount of recurrent activities related to the organisation's basic missions, its participation in a dozen research projects involving both French and European partners. The committee members are tasked with ranking the themes and action proposals in order of priority so that, by the autumn, Cedre's staff can establish more detailed proposals to be submitted to its partners for funding.

OTSOPA 2012 meeting

The Bonn Agreement Working Group on Operational, Technical and Scientific Questions concerning Counter Pollution Activities (OTSOPA) met from 22nd to 24th May at **EMSA** in Lisbon. At this technical meeting, the new versions of Cedre's flume tank and ecotoxicology test bench were presented, as well as the learning guide on **HNS** pollution which was distributed to the thirty-odd participants. The Bonn Agreement action plan continues to be pursued in the fields of research and development, aerial surveillance, response equipment and techniques, guidelines and manuals as well as feedback from real incidents.

Assistance to land authorities in Western France

Within the framework of the revision of the specific **POLMAR** provision of the on land **ORSEC** organisation for Ille-et-Vilaine, the **DDTM/DML** decided to organise, in anticipation, the support that professional fishing or shellfish farming vessels could provide to so-called "second row" response and to outline certain aspects of the sea/land interface. To initiate this collaboration, a working meeting for the shellfish farming sector was held on 25th May in Vivier-sur-Mer. The aim of this meeting was to present the potential benefits of the involvement of mussel and oyster farmers in a coastal spill response effort to 7 representatives of local committees, thereby encouraging their involvement in the contingency planning phase.

The Ille-et-Vilaine DDTM/DML and **Cedre** representatives presented the context, objectives, stakeholders involved, response techniques, feedback from past spills and benefits of this involvement. The DDTM/DML also outlined its main needs and expectations in terms of these professionals. Finally, a site visit provided the opportunity to better understand the specificities of amphibious craft with wheels, available locally, and to initiate technical discussions on the equipment and possible alterations to be made to these craft to make them more operational for spill response.

Oil in the Parisian basin

Within the framework of an assistance convention, an engineer from **Cedre** spent a day on a land-based drilling rig so as to assess the pollution risks related to future oil exploration operations by Hess Oil France and to revise its spill response contingency plan. The rig visited is located in the heart of an urban area and is intended for geothermal drilling for urban heating. The platform which will be operated for the oil company will be the same type as that visited but on a larger scale and will be run by the same contractor. The next stage will be the identification of future exploration sites in order to analyse the environmental conditions then determine the appropriate response measures for the given environment and identified risks, with a view to proposing improvements to the existing contingency plan.

ECCAS maritime safety seminar

From 23rd to 25th May, one of **Cedre's** Deputy Directors took part in a subregional training seminar on maritime safety, in Malabo in Equatorial Guinea, organised by PRORISK International for the **ECCAS** member States. This action came under the EU's second Peace and Security Programme (PAPS II) for the countries of the ECCAS. This seminar gathered together forty-odd representatives of 9 countries in this subregion and followed on from the Pointe-Noire seminar in April 2012 ([Newsletter n°201](#)).

Training in Tunisia

An engineer from **Cedre's** Spill Follow-up Department, an engineer from Otra and a representative of Total contributed to the Tunisian national workshop on oil spill waste management held in Tunis from 8th to 10th May. Organised by **REMPEC**, **MOIG** and the National Agency of Environment Protection of Tunisia, with support from **IMO**, this workshop gathered 33 participants from various ministries and the oil industry and followed on from the development by REMPEC of "Mediterranean Oil Spill Waste Management Guidelines" and a **Waste Management Decision Support Tool** (electronic application).

Training course for the *Compagnie Fluviale de Transport*

On 23rd, 24th, 29th and 30th May, **Cedre** ran 4 days of training organised by the Seine-et-Oise **CFT** agency, for personnel from CFT as well as its subsidiaries and partners. Each group of trainees (mainly onboard personnel) attended a morning of theory lessons before taking part in equipment deployment exercises using the equipment available on push tugs and in response trailers. The equipment was deployed from a push tug and a wharf, on the CFT sites and Mahieu site in Le Havre.

Erika: towards complete cancellation of court proceedings?

12 years after the sinking of the *Erika*, France's Supreme Court announced on 24th May that it would give its final verdict on 25 September. It could definitively quash Total's conviction if it accepts the Attorney General's interpretation, based on the fact that the ship did not sink in French territorial waters but in the **EEZ**, thus excluding all possibility of criminal proceedings. Finally, the notion of ecological damage, introduced by the first instance judgment and confirmed by the second, could also be abandoned. But whatever the decision on 25th September, Total, which has covered the cost of almost all repairs, has indicated that it will not claim any reimbursement.

Costa Concordia wreck removal operations begin

Colossal operations to refloat and tow the wreck of the **Costa Concordia** are due to begin soon and expected to last 8 to 12 months. They will be conducted by US firm Titan Salvage, assisted by the Italian company Micoperi. Once it has been refloated, the wreck will be towed to a scrapyard. The total cost is estimated at €236 million and will mainly be covered by insurance. Costa Cruises has made an agreement with the region of Tuscany to constantly supervise the seafloor. This will be the largest wreck removal operation known to date.

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