



N° 227 E – News from September 2014

20th Cedre Information Day

Save the date for the **2015 Cedre Information Day: Tuesday 10th March 2015**, in **Paris La Défense**. We will be addressing the issue of **in situ burning and other alternative techniques**.

In short

Use of Cedre's new logo

Cedre recently adopted a new visual identity ([Newsletter 225](#)). This logo together with its usage guidelines are available [here](#). For all additional information, don't hesitate to contact us!

Emergency response

This month we received around ten emergency requests, of which 4 were for exercises: Ice ring test, Maltex 2014 for which Cedre provided the Italian authorities with 3 of a new model of drifter buoys, an exercise in Martinique and the Manchex exercise organised by the French maritime authority for the Channel, for which an agent from Cedre was sent to Cherbourg to join the crisis management centre. Finally, under the **TRANSAID** protocol, we responded to an enquiry from the Orne fire brigade.

DATES FOR THE DIARY

- ▶ 9th **Sea Tech Week**, 13th - 17th October 2014, Brest
- ▶ 20th Cedre Information Day, 10th March 2015, Paris La Défense
- ▶ **INTERSPILL 2015**, 24th - 26th March 2015, Amsterdam, Netherlands

TRAINING

- ▶ Practical training courses on inshore spill response:
 - session 3, from 8th to 12th October, 21 participants
 - session 4, from 22nd to 26th October, 19 participants

ITAC (Industry Technical Advisory Committee) meeting

On 23rd and 24th September, **ITAC** met at Tulane University in New Orleans to review the different projects being carried out by its members and partners. The majority of these were post-Macondo projects initiated either by the oil industry under various JIPs, such as those led by **OGP** and **IPIECA** or **API**, or by **OSROs** gathered within **GRN**. Cedre presented the experimental results obtained at its facilities as part of OGP/IPIECA JIP 2 on Sub Sea Dispersant Injection (SSDI) efficacy. In addition to the efforts made in terms of the dissemination and promotion of the results obtained from these initiatives (technical papers and presentations, guidelines and datasheets, translations etc.), the highlights of the meeting focused on the assessment and applicability of potential response options (dispersion, recovery, burning etc.) in Arctic environments, as well as on the essential role of oil detection in ice-infested waters. At this meeting, the federal bodies **NOAA** and **USCG** presented a number of their research activities relating to actions (exercises, development of response support systems) implemented in both post-Macondo and Arctic contexts. **OSRL** indicated its ongoing support, following its merger with **CCA** in 2013, for research activities in the field of environmental impacts on subtropical systems (coastal coral reefs for instance). This meeting was also the chance for **ITOPF** to review its involvement in incidents since late 2013. Various stakeholders involved in response at sea, both private (OSROs) and public (Maritime New Zealand), also presented their recent advancements (equipment etc.). Finally, several universities (Tulane, Miami, South Florida) presented their **GoMRI**-funded research activities, demonstrating ITAC's commitment to promoting exchanges between operational and scientific players.

RAMOGEPOL 2014 exercise

On 16th and 17th September, Cedre took part in the **RAMOGEPOL 2014** response exercise at sea off Elba Island, organised under the **RAMOGE** agreement by the Italian Environment Ministry. An agent from Cedre was sent to the French maritime authority for the Mediterranean in Toulon and another to the Portoferraio command centre on Elba island. This exercise was a chance to test the French, Italian and Monegasque response capacities (response coordination and rapidity) for offshore spill prevention and response following a shipping incident. The exercise scenario involved a collision between an oil tanker and a container ship, resulting in an oil spill, liable to drift into the Corsica Channel. Cedre was particularly involved in the spill response phase, notably by deploying 3 drifter buoys in the spill area to track the simulated spill. **REMPEC**, assisted by Cedre, took this opportunity to deploy the tools developed as part of the **MEDESS-4MS** (Mediterranean Decision Support System for Marine Safety) project. The results of drift forecast models developed through **MEDESS-4MS** showed a strong correlation with the drift of the buoys and of the simulated spill. A press conference with the organisers from the 3 countries was held in Portoferraio on 17th September, during which Cedre and **REMPEC** released the initial results.

September training courses

September was a busy month for training. In addition to the 2 annual courses mentioned in the "In short" section above, Cedre was involved in various courses on external premises, including one, on the 11th and 12th, on "The use of surveillance systems for marine pollution detection and assessment" run at EMSA in Lisbon, in which the French Customs and Navy were also involved. This 4th session gathered 38 participants from 19 countries. On the 22nd, Cedre ran a SOPEP test exercise for one of the dredgers in the maritime port of Rouen, followed by an afternoon of training. On the 23rd and 24th, a practical course was organised for the DCNS site in Lorient, including a boom deployment exercise. Finally, the 2014 session of the POLMAR-Land training course for the Manche area was held in Portbail on the 22nd and 23rd. This session, organised by the Manche DDTM and DIRM MEMN, was the opportunity for 50 people (local authorities, State services, civil protection etc.) to attend lectures by Cedre and Cerema on the POLMAR system, clean-up site organisation and waste management, then to deploy various equipment provided by the Le Havre POLMAR stockpile.

POLMAR exercises

- On 9th, 10th and 11th September 2014, a departmental ORSEC POLMAR-Land exercise was held in the port of Le Conquet (Finistère). A prior training session, organised by the Finistère DDTM, and jointly led by Cerema and Cedre, was run in April at the POLMAR centre in Brest. Between 50 and 60 people were involved in the 3-day exercise, during which 360 metres of booms were laid to protect the Le Conquet ria. One of the main goals of the exercise was also to involve and train new players – such as local authorities, CCPI, PNMI and private companies (handling/lifting and maritime operations) contracted for the exercise – in spill response techniques (deploying booms and skimmers, erecting storage tanks etc.). The exercise, which was an overall success, enabled the booming plan for the Le Conquet ria to be validated. This plan, along with around 40 other booming plans, is part of the departmental ORSEC POLMAR plan, validated in summer 2014 by the Finistère Prefect.
- As part of the assistance provided to the land authorities upon activation of ORSEC POLMAR-Land plans, an agent from Cedre was sent to Cavalaire (Var) for an exercise intended to validate boom deployment and raise teams' awareness of the deployment of spill response equipment. This exercise was supervised by Cerema and organised by the Var DDTM. Several organisations took part including military civil protection units, authorities and associations.

European Researchers' Night

The 9th edition of European Researchers' Night was held on Friday 26th September. In Brest, an event was held at Océanopolis, with a record-breaking 4500 visitors this year. The evening, on the theme of experiments, was exuberantly announced by robots, cheerleaders and researchers from 12:30 pm in the main square in Brest. The variety of activities organised throughout the evening were of great appeal and were the chance to meet enthusiastic researchers. Cedre specially created new models of its experimental facilities (floating cell, experimentation column) and presented the ecotoxicity tests conducted on algae in its laboratory.

Svendborg Maersk: DMAIB report released

On 14th February 2014, the 8,160-TEU Danish container ship *Svendborg Maersk* lost 517 containers in Storm Ulla, while travelling southwards past Ushant Island. This was a record-breaking number of containers to be lost overboard. The French maritime authority for the Atlantic issued warnings to alert vessels of the hazard and to ensure safety in the area. Considerable resources were deployed to locate and recover the lost containers. Twelve containers were recovered, and Maersk agreed to cover the costs of search operations. Following an inspection of the vessel on 19th February, it was deduced that 85 % of the lost containers were empty, and were believed to have sunk. The Danish Maritime Accident Investigation Board (DMAIB) has just released its **accident report**. It analyses the combination of factors having contributed to the incident: extreme weather conditions prevailing on site and a conversion of the vessel, in 2012, making it possible to add two or three more layers of containers and thus increasing the ship's capacity by 3,000 TEU, but affecting the stability of the cargo.

Mines in the news again: ruptured tank at a Mexican copper mine

On 6th August, in north-west Mexico, 40,000 m³ of sulphuric acid (and heavy metals) were released from one of the world's largest copper mines, contaminating 2 rivers, turning the water bright orange, and leaving 20,000 people (7 towns) without drinking water. A lime neutralisation process (100 tonnes of lime released) was carried out by the mine operator, which took 24 hours to alert the authorities. In mid-September, further leaks were reported. There are no plans to close the mine but rather it is in the midst of an expansion project to more than double its production by 2016.

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