



## N° 254 E – News from February 2017

### Emergency response

This month, we were contacted by our Hungarian colleagues during an ICE ring test on chlorine trifluoride. MRCC Corsen requested our opinion on visible trails on satellite images, to help determine their origin and whether to organise overflights. We were also called upon by the Irish Coast Guard (IRCG) within the framework of the MAR-ICE agreement for information on a chemical dye, rhodamine WT, which may be released at sea during a slick detection exercise. Finally, we received enquiries from the Loire fire brigade and authorities in relation to two chemicals: a liquid fertiliser and cobalt oxide.

### In short

#### Dates for the diary

- ▶ ICOPCE from 25th to 28th April 2017 in Singapore
- ▶ IOSC from 15th to 18th May 2017 in Long Beach, California, USA

### Visit from a South Korean delegation

On 23rd February, a South Korean delegation composed of two people from Seoul National University and two people from the Korean Research Institute of Ships & Ocean Engineering (KRISO) came to visit Cedre. The discussions focused on remote sensing of chemicals at sea. A tour of our facilities was also organised. This initiative came in the wake of Cedre's involvement in the French national research agency-funded project POLLUPROOF.

### Cedre receives IPIECA

On 15th February, we received two IPIECA representatives. Technical Director Rob Cox and OSPRI Manager Peter Taylor met with Cedre's management team. The agenda included a tour of our facilities, discussions on our participation in international work groups and exchanges on future development opportunities. This visit was the chance to strengthen the links between our two organisations, which have been working in unison for over 20 years.

### GI WACAF workshop

From 7th to 9th February, Cedre assisted the GI WACAF project in running a national workshop and tabletop exercise to test the new national oil spill contingency plan for the Islamic Republic of Mauritania. This workshop involved over 50 participants from all the administrative authorities involved in emergency oil spill management as well as oil industry players.

This exercise was the opportunity to emphasise the need to regularly carry out not only tabletop but also practical exercises and, above all, to begin to consider how the plan could be improved in order to provide a better onshore-offshore interface.

### Meeting in Casablanca

On 21st February, Cedre's Director attended a working meeting with the Moroccan national institute of fisheries research (INRH) in Casablanca. The purpose of this meeting was to prepare the work of the 3rd MARPOCS coordination and training meeting, scheduled from 1st to 3rd March 2017. The possibility of establishing a long term partnership between INRH and Cedre also arose.

### New training season kicks off

The winter break, during which maintenance and improvement operations were carried out on our training and technical facilities, is coming to a close and our new training season is kicking off on 6th March. Between now and June our programme includes our standard courses on aerial surveillance, crisis management, sea and shoreline response and inland waters. Please contact us ([contact@cedre.fr](mailto:contact@cedre.fr)) to register for a course or to make an enquiry about personalised training.

## Visit from Finnish Environment Institute

On 8th February, Mr Jorma Rytönen from the Finnish Environment Institute **SYKE** visited Cedre to discuss potential collaboration opportunities in the field of spill response. The possibilities identified included the definition of facilities to test response equipment (pumps, skimmers, etc.), training in response to chemical spills (decision-maker training) as well as research topics such as subsea chemical dispersion of oil and the benefits of drones for oiled shoreline surveys.

## Investigation report: sinking of Maersk supply tugs off France

On the night of 21st to 22nd December 2016, the *Maersk Battler* was towing two decommissioned vessels it informed **MRCC** Corsen that the two tugs had sunk. The weather conditions were particularly harsh. The three supply tugs belonged to the Danish company Maersk and were en route for Turkey where they were to be dismantled. The French authorities ordered the shipowner to provide various documents, including each of the vessels' Green Passport, a document providing an inventory of all the hazardous materials onboard the ship, and to charter a support vessel to accurately locate the wrecks. On 29th December, the *Jif Surveyor* located the two sunken vessels. On 4th January 2017 the French authorities issued a second order, demanding that Maersk carry out an in-depth survey of the two vessels to assess the damage and the risks for the environment. This survey was conducted on 20th and 21st January and Maersk submitted the investigation report to the French authorities on 15th February. The wrecks are lying on their side on the seabed in waters 150 m deep and have suffered major damage, particularly to the bow. Sheen was detected by several overflights carried out by French Navy and French Customs planes, but was dispersed naturally.

## India: Kamarajar Port spill (continued)

The estimated quantity of oil spilt in the Kamarajar Port collision has now been upped to 100 tonnes, affecting 43 km of shoreline (**Newsletter n°253**). Many media sources reported an inadequate emergency response and insufficient equipment given the extent of this spill. The response effort and equipment were subsequently scaled up. Shoreline clean-up was reported to have been completed on 10th February. In total, 208 tonnes of waste and 99,000 litres of oil mixed with seawater were recovered. Furthermore, 30,000 families of fishermen received 5,000 Rupees (€70) each in compensation. The fish caught in the area was declared fit for consumption by the Fisheries University.

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