



## N° 261 E – News from October 2017

### Emergency response

Following the sinking of oil tanker *Agia Zoni II* in Greece, an adviser from Cedre was sent on site (see article below). At the beginning of the month, the French authorities for the Manche area (DDTM 50) reported a brown foamy slick in the port of Cherbourg. Samples were analysed by our laboratory. The MRCC for the Mediterranean in Corsica contacted Cedre to request a slick drift forecast following satellite observations by the European detection service CleanSeaNet. The Finistère authorities (DDTM 29) also contacted us following the sinking of the tall ship *Belle Angèle* to conduct a study on the behaviour of the fuel which may still be contained within the wreck. The Pas-de-Calais Civil Protection and Defence Service (SIDPC) sent samples to Cedre for analysis when new episodes of strandings occurred along the shores of Pas-de-Calais. These tests confirmed that the product was paraffin. The Nantes Saint-Nazaire port authority reported sightings of oil slicks on the Loire, downstream of Nantes. As it happened, a team from Cedre was performing equipment trials nearby and immediately conducted a survey by boat, but the origin of the oil could not be identified. We were sent a sample of oil, believed to be from a recently discovered wreck, by the SAMM in order to determine its origin. Several exercises took place in October. The MRCC Madrid called on us through Mar-Ice to model the behaviour and drift of acetone and phenol involved in a fictitious spill. Cedre took part in the French ANED Polmar Atlantique 2017 exercise, both at the incident command centre and at Cedre's response centre.

### In short

#### Training courses

- ▶ From 2nd to 6th and 16th to 20th, "Oil spill response at sea and on the shoreline", for 15 and 13 participants respectively
- ▶ On 18th: "clean-up site" training course for AFB, Egletons, 15 participants

#### Visits

- ▶ On 6th: Masters students studying chemistry and life sciences at UBO
- ▶ On 10th: Delegation from the IALA World-Wide Academy
- ▶ On 27th: Masters students studying maritime law at UBO

#### Dates for the diary

- ▶ 13th to 15th March 2018: Interspill in London

### Amoco Cadiz, 40 years of change(s): a date for the diary!

Ever since the *Amoco Cadiz* spill off the coast of Brittany in March 1978, the French public and private sectors have been striving and continue to strive to innovate in many related fields. To gain a broader perspective on these 40 years of change(s), Cedre, in partnership with Océanopolis, is organising a special day on 16th March 2018. The morning will take the form of a forum for institutional stakeholders. In the afternoon, 4 round table sessions will be held on the following themes: toxicity, technologies, preparedness and rehabilitation. Further information will be provided in next month's newsletter.

### Sinking of the *Agia Zoni II* oil tanker, assignment in Athens

The Greek-registered oil tanker *Agia Zoni II* sank off the port of Piraeus in Greece on 10th September 2017 with a cargo of 2,195 tonnes of fuel oil and 340 tonnes of marine fuel, as well as 15 tonnes of marine fuel in its fuel tanks and 300 litres of lubricants (Newsletter n°260). Following a request for assistance published by the Hellenic Coast Guard on the Common Emergency Communication and Information System (CECIS) and the acceptance of the offer submitted by REMPEC, an expert from Cedre was mobilised alongside an expert from ISPRA in Athens from 8th to 14th October, within the framework of the Mediterranean Assistance Unit (MAU). The purpose of the assignment was to provide technical advice on the clean-up of the sandy beaches and the recovery of submerged oil.

### MOIG regional workshop in Tunisia

The MOIG annual regional workshop was held on 10th and 11th October in Tunisia. As a MOIG Technical Partner, Cedre ran a training session on shoreline response on the 10th for 130 participants from the Mediterranean oil sector and Tunisian administrations drawing on the training materials developed as part of the POSOW project. The following day, the participants travelled to the TRAPSA terminal in Skhira for a response exercise on the water followed by a shoreline response exercise, run by Cedre.

## 2017 Mediterranean Coast Guard Functions Forum in Turkey

On 12th and 13th October, Cedre's Director attended the annual meeting of the Coast Guard Functions Forum for the countries bordering the Mediterranean in Antalya, Turkey, alongside the French General Secretariat for the Sea (SGMer). At this meeting, a presentation of Cedre and its response preparedness activity was given, with a particular focus on training. Several representatives of the member countries of this forum manifested their interest in Cedre's training capacities which allow the use of real oil. During the forum, the Director held a series of discussions with Gabino Gonzalez, Head of Office of REMPEC, to address cooperation on future projects as well as the current assignment in Greece.

## 40th AMOP Technical Seminar in Canada

The 40th AMOP Technical Seminar was held from 3rd to 5th October in Calgary (Alberta, Canada). Nearly 140 people from some twenty different countries discussed recent work carried out worldwide in the field of accidental water pollution, in particular relating to the fate of oil when spilled at sea, detection, modelling, contingency planning and feedback from recent incidents. An engineer from Cedre took part in this event. Several topics were addressed, including the issue of clean-up, restoration and rehabilitation of the environment following a spill, the behaviour and physical and chemical characteristics of oil spills, and response technologies. The issue of diluted bitumen, or dilbit, was a key focus at this event.

## MARPOCS project meeting in Madeira

As part of the European project MARPOCS, Cedre attended a meeting organised by the Madeira port authority (APRAM) on 10th and 11th October. The aim was to raise awareness among local stakeholders involved in spill response actions on the various tools and studies developed through this project. Cedre presented its actions in terms of research into the behaviour of chemicals as well as a set of training materials on spill response.

## Equipment trials in the Loire estuary

Trials on containment and collection equipment designed for areas of strong current were held in the Loire estuary in early October with support from: French maritime affairs (DAM) and Cerema; TOTAL and FOST; the port of Nantes Saint-Nazaire (GPMNSN); the Saint-Nazaire Subdivision of Phares et Balises. The equipment was deployed from the Donges agri-food terminal with representatives of the companies DESMI, LAMOR and EBERSUND. During the first week, the Speed Sweep made by the Danish manufacturer DESMI was tested. During the second week, the LMOS15, jointly manufactured by the Finnish firm LAMOR and Norwegian firm EBERSUND, was tested. The trials were conducted in suitable weather conditions and the large amount of data recorded is currently being analysed by Cedre.

## South Africa: nurdle spill

On 10th October, in the port of Durban, in the wake of extreme weather conditions, the container ship *MSC Susanna* collided with another vessel. Two badly damaged containers, each containing 990 bags of polyethylene pellets, known as nurdles, representing a total of around 49 tonnes, fell overboard. The containers were retrieved in the days following the incident, but millions of nurdles had already escaped. Two weeks after the incident, nurdles washed up on the shores to the north and south of Durban, from Richards Bay to the Eastern Cape. Clean-up teams were deployed along some 200 km of coastline by Drizit Environmental and specialised response vessels recovered the plastic pellets floating in the port. This disaster was likened to an oil spill by experts and caused concern among the many fishermen in the affected area in terms of the ingestion of the plastic nurdles by fish and their impact on human health. MSC declined responsibility for the spill claiming that it was due to adverse weather conditions, but is nevertheless covering the cost of clean-up in the port. All stakeholders in this incident, including SAMSA and the TNPA port authority, are working together to respond to the disaster.

## Gulf of Mexico: subsea pipeline leak

A leak estimated at between 7,950 and 9,350 barrels was reported on 11th October from the subsea pipeline Mississippi Canyon 209, south-east of Louisiana. This leak, which is far from negligible, went almost unseen as no surface slick formed. The leak was due to a tiny hole in the pipeline which released microdroplets, producing only a small amount of sheen at the surface. The authorities are nevertheless remaining cautious as to the evolution of the situation.

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