



Cedre NEWSLETTER

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Emergency response

During the month of January, the Emergency Response activity mainly focused on a spill in the sea inlet of Aber-Ildut (Finistère), which occurred on 30 December 2010 due to a diesel tank overflowing at an agricultural retailers. In collaboration with the Iroise Marine Natural Park, the local defence and civil protection services and the local government of Plouarzel, the head of *Cedre's* Spill Follow-up Department was sent onsite for several visits. The aim was to review the state of the pollution and, initially, take over from the fire brigade who had deployed filtering dams and sorbent booms from the first day of the spill. Following *Cedre's* recommendations on the operations conducted, a specialised pollution clean-up contractor was called upon by the mayor and financed by the facility owner. Clean-up of the banks of the stream flowing into the Aber-Ildut and the prairie next to the fuel depot was conducted over three weeks and was concluded by a worksite closure meeting in which *Cedre* took part.

As the month came to a close, a call from the Ain fire brigade required us to delve into databases to identify and characterise the risks presented by a concrete additive which was threatening a nearby river.

In short

VISITS

On 26th, 21 pupils from Sainte-Pulchérie high school (French-speaking school in Istanbul) during a trip to France.

[See here for details](#)

DATES FOR THE DIARY

► **Cedre Information Day**

"The future of dispersant use"

17 March 2011, INHESJ.

[Programme and registration forms](#)

► **Safer Seas** "Towards safer and cleaner seas"

10-13 May 2011, Quartz, Brest

► **International Oil Spill Conference (IOSC)**

23-26 May 2011, Portland, Oregon

PUBLICATIONS

The English version of the Chemical Response Guide on "**Methyl Ethyl Ketone**" is now on line.

Deepwater Horizon

The **Deepwater Horizon** oil spill continues to soar high above all others. This is particularly the case for compensation. By the end of December, the 20 billion dollar claims fund chaired by Mr Kenneth Feinberg and established by BP had paid out 2.6 billion dollars to 467,889 claimants. In comparison, the maximum compensation available for the *Prestige* spill was 239 million dollars and the maximum amount available today for a spill in the waters of a Supplementary Fund member state is 1.13 billion dollars. Less than 9 months after the accident, the fund set up by BP has paid out the equivalent of 2.3 times the maximum available compensation for a spill calling upon the **IOPC** Supplementary Fund or nearly 11 times that available for the *Prestige* spill.

Assessment of the "Slick Sleuth" floating oil detection system

Through the company Accoast, the Lorient oil depot requested the use of *Cedre's* equipment and facilities to assess the floating oil detection system baptised "Slick Sleuth", provided and operated by the company Vegase for light oil spills (diesel and petrol).

Two other products (heavy fuel oil and crude oil) were also tested during these trials upon request by TOTAL group. The trials were performed by *Cedre* (equipment and experimentation) in partnership with Accoast and Vegase (detection part).

Cedre exhibition at La Pérouse library

La Pérouse library, a joint venture between **UBO**, **Ifremer** and **IRD**, boasts a documentary collection specialised in the use of the oceans. It provides access to scientific and technological information in the field of marine sciences. In addition, it has now been organising temporary exhibitions for the past few months. Hence visitors were able to learn about the work of *Cedre* throughout January through several posters presenting our activities as well as recent studies and **PPE**. Various oil samples were also on display to show the wide variety of products transported by sea and the difficulty of response in the event of a spill in water. [See pictures of the exhibition.](#)

Sub-regional workshop on HNS in Cairo

A sub-regional workshop on national HNS contingency planning was organised by REMPEC from 17 to 20 January 2011 and excellently hosted by the Arab Academy for Science, Technology and Maritime Transport (AASTMT) in Alexandria (Egypt).

Twenty-five participants from Arabic-speaking Mediterranean countries took part in the workshop, which was run by an ITOPF representative, a Scottish maritime expert (*Gorton Consultancy*) and the head of *Cedre's* Emergency Response Department. The participants held high-level positions in their respective administrations and were therefore liable to be involved in writing and implementing national contingency plans for HNS.

The IMO Manager Level course on HNS acted as a baseline for the different presentations which triggered many stimulating discussions.

Ammunition dumped at sea

A new section on [ammunition dumped at sea](#) has just been added to *Cedre's* website (English version available soon). These texts present the problems caused by this ammunition, the risks generated for humans and the environment, the extent of knowledge of high risk areas and the measures taken to prevent these risks.

UK: austerity measures

After having announced its intention to pull out of the joint Anglo/French arrangement to run the high sea tug *Anglian Monarch* due to government spending cuts, the UK's Department for Transport added, at the end of December, that it intends to close half of the 18 coastguard stations and keep only 3 operating around the clock. It also plans to privatise its search and rescue helicopter service.

Gulf of Mexico: a new leak... of gas

On 16 January, during plugging and abandonment operations on a platform in the East Cameron field, 150 km off the coast of Louisiana in waters 60 m deep, the Apache Corp. personnel observed bubbles of natural gas near the platform. This platform has not been operating for around ten years, however it is used to process natural gas and condensates from other facilities. Under supervision by the new Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE), the workers, after having initially evacuated the platform, returned to attempt to contain the leak, with support from a ROV.

Animal fat spill in Houston Ship Channel

On 5 January, following a spill of around 1,000 m³ from a storage facility belonging to the Californian firm Jacob Stern & Sons Inc., around 60 m³ of animal fat was spilt into Houston Ship Channel via a storm drain, causing a channel section over 1 km long to be closed. This channel is critical to the functioning of the port of Houston, in particular with Exxon Mobil, Shell, Petrobras, Valero and LyondellBasell refineries on its banks. The US Coast Guard, which coordinated clean-up operations, nevertheless expects slight environmental impact, while shipping and the neighbouring refineries appear unaffected.

Use of the US Trust Fund for response in a canal

On 14 January, the US Coast Guard announced that it was able to access the Oil Spill Liability Trust Fund (OSLTF) to cover response to a mobile inland drilling unit which sank in the Charenton Navigational Canal in April 2010 with less than 80 m³ of diesel onboard. The federal fund can be used both to fund response or environmental restoration and to compensate for damages. This decision came after the owners announced they were suspending salvage operations.

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