



Cedre NEWSLETTER

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

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*The Cedre Newsletter wishes you
a happy new year and every success
for the year ahead*



In short

VISITS AND MEETINGS

► On 6th, Board of Governors and General Assembly of *Cedre* on the premises of CNPME.

APPOINTMENTS

► On 21st December, the *Premar Atlantique* hosted the farewell ceremony for VAE de Saint Salvy. He has been replaced as Maritime Prefect for the Atlantic by VAE Labonne. ([more info, in French](#))

DATES FOR THE DIARY

► *Cedre* Information Day on Tuesday 20 March at INHESJ on the theme of "Spill and Illegal Discharge Detection".
[Programme and registration](#)

Emergency response

In addition to its involvement in the grounding of *TK Bremen* (see below), the Emergency Response Department was called upon through the UTMD (*Urgence Transport Marchandises Dangereuses*) protocol following a spill of natural Trans-2-hexenal at Roissy Charles-de-Gaulle airport.

On the 5th, *Cedre* was informed by the Réunion authorities of the arrival of a metal drum and tarballs on 3 beaches. Information was provided on the precautions to be taken in terms of response to the drum washed up on the shore. Technical datasheets on sampling for legal and technical purposes were provided. Clean-up operations are now complete. A sample was sent to *Cedre* for GC-MS analysis.

Cedre was also alerted on the 9th as to a collision between cargo ship *Florece* and oil tanker *Afrodite*, 300 nautical miles off La Rochelle, in international waters. The 88-metre Dominica-registered cargo ship transporting a cargo of clay sank in waters 4,700 metres deep, with no risk of pollution. The 180-metre Bahamas-registered double hull oil tanker transporting petrol showed no leaks and was able to continue on to Lisbon, accompanied by the *Ocean Titan* (cargo ship) diverted to rescue the 7 crew members from the *Florece*. Drift modelling and weathering studies were conducted on behalf of the maritime and land authorities.

Grounding of the *TK Bremen*

On the night of 15 to 16 December, the 109-metre Malta-registered cargo ship *TK Bremen*, containing a total of 200 tonnes of IFO 120 and marine diesel (propulsion), grounded 2 km south of the mouth of the Ria d'Etel in southern Brittany, France. The ship had left the port of Lorient in the afternoon, to anchor north-east of Groix Island to wait until the weather conditions improved. In its attempt to move to a more sheltered mooring, it began to drift and requested assistance from the maritime rescue coordination centre CROSS Etel. The 19 crew members were airlifted to safety by a French Navy Caiman helicopter.

A leak broke out in one of the bunker tanks, polluting Erdeven beach and the Ria d'Etel. Pumping operations began (under the coordination of the French Navy) on 16 December and were completed on 23 December with the beginning of intervention by the Dutch company Smit together with Les Abeilles. *Cedre's* response centre was activated during the night of the 16th and three experts were immediately dispatched to conduct reconnaissance surveys and advise the authorities on pollution response. Booms were deployed to protect the Ria d'Etel, a site classed as a Natura 2000 reserve, and the local shellfish farms. The fire brigade, civil protection and the relevant local authorities (a total of around 200 people) were involved in the manual collection of oil and oiled seaweed at the mouth of the ria and on Erdeven beach. At the end of week 51, the ship manager's insurer announced that it had contracted Le Floch Dépollution, already on site having been requisitioned by the State, to finalise clean-up operations. The units made up of fire brigade and civil protection personnel were gradually demobilised until the 26 December, when the emergency response command system was lifted. Two members of *Cedre's* EPIF team are currently on site to organise the opening and monitoring of clean-up sites. The wreck dismantling operations, for which the Dutch company Euro Demolition has been contracted, have now begun. Several local companies (Recycleurs Bretons and Alzeo) have been contracted to conduct cleaning operations, asbestos removal, iron recycling etc. For more information, see the following websites: [Cedre](#), [Premar Atlantique](#) and [Préfecture du Morbihan](#).

December training courses

The month began with a practical training course on shoreline response organised for the **SARA**. This course, organised by Lamentin refinery in Martinique, was run by two specialists from *Cedre* and brought together 14 representatives of the refinery or of the depots of Guadeloupe and Guiana. The following week, on 6-7 and 8-9 December, *Cedre* ran 2 identical 2-day practical training sessions on spill response in inland waters in Gabon, for the **SEEG** (Société d'Energie et d'Eau du Gabon). In total, 32 technicians from different plants operated by this company were trained in on land recovery techniques and the production of makeshift booms. On 13th, we played host for a half-day to 18 doctors enrolled for the university diploma in maritime medicine offered by the **UBO**. Finally, on the 14th and 15th, 20 maritime affairs executives studying at **ENSAM** in Nantes were given 2 days training on our premises, including one day run entirely by *Cedre*. This was the last training activity of the year. The whole of the training team is now focusing on the winter maintenance of our infrastructures and response equipment, as well as on the organisation of the training courses offered in our 2012 catalogue, available on our [website](#).

Maritime Merit

On 2 December, Claudine Tiercelin, the Caribbean delegate, was officially awarded the title of Knight of the Order of Maritime Merit, granted to her by the Prime Minister's order of 28 July 2011. The medal was presented to her by the Director of the Sea for Martinique, in the presence of the local authorities and representatives of the local and regional oil and shipping industry, for her work towards the protection of the marine environment in the Caribbean.

Symposium on "Coordination of State action at Sea: permanence and evolutions"

On 2 December, the *Institut français des sciences administratives* (IFSA) organised its annual symposium on the theme of "Coordination of State action at Sea: permanence and evolutions" on the premises of the Council of State at the Palais Royal in Paris. The different aspects of the State's action at sea and its prospects of evolution were addressed. The role played by *Cedre* within the system established by the authorities was presented by its Director to a large audience concerned by maritime issues.

European project ARCOPOL - Awareness-raising actions

Within the context of work package 5 of the **Arcopol** project, 3 awareness-raising sessions on accidental water pollution were organised in high schools in November. On 7 December, a final action of this type was conducted by an agent from *Cedre*, accompanied by a representative of the region of Brittany, at Etel vocational maritime and aquaculture high school. Some forty pupils studying for vocational maritime and marine electromechanic qualifications attended this session and showed great interest, less than 10 days before the **TK Bremen** incident in this very area.

Bucharest - HOVERSPILL project

A meeting held in Bucharest on 5 and 6 December was the opportunity to review the progress of this European project which aims to design a small-scale hovercraft for spill response in difficult access areas. The design phase is now almost complete, as is the choice of several components. Following the manufacture phase, currently underway, trials will be conducted in 2012, first on the River Pô, then in the Loire estuary and finally, in 2013, on the Danube, to validate and define the operations that may be conducted by such a vehicle, both in terms of polluted site surveys and spill response. After having played an important role at the beginning of the project in the definition of response scenarios and limitations, *Cedre* is set to be particularly involved in the experimental phase, including in the testing of an originally designed separator and associated skimmers and pumps. For more information: www.hoverspill.eu

Brest - POLHSAR project

The team in charge of the **POLHSAR** project, led by THALES, has presented the work conducted and results obtained so far as part of this **ANR**-funded project on oil spill detection by airborne or satellite **SAR** sensors. The audience was made up of potential users of the project results, notably French Customs, whose new POLMAR planes are equipped with **SAR**, the French Navy, represented by **Ceppol**, as well as pollution response specialists (**Ifremer** and *Cedre*) and a Télécom Bretagne expert. The project, which will end in 2012, benefited, thanks to support from French Customs and *Cedre*, from the opportunity to conduct overflights during pollution experiments in Norwegian waters last June.

London - IPIECA meeting

The OSWG meeting, held on the 8th in **IPIECA**'s offices, was the opportunity to review the actions jointly conducted by the oil industry and **IMO** through a **Global Initiative** aiming to help countries to be better prepared to face spills. Following the implementation of specific programmes in the Mediterranean (**MOIG**), the Black Sea and Caspian Sea (**OSPRI**), West and Central Africa (**GI-WACAF**), and the Caribbean, Asia is set to be the focus of one or more specific programmes, in particular for south-east Asian countries. This meeting was also the chance to evoke a 3 year programme set up by the oil industry to remedy certain insufficiencies observed during the **Deepwater Horizon** spill.