



N° 253 E – News from January 2017

Emergency response

Cedre was called upon by the authorities following reports of tarballs washing up on the shores of Guisseny and Kerlouan (northern Finistère, Brittany). Two agents were sent on site to survey the affected sections of shoreline, provide advice on clean-up and take samples of the pollutant. The tests conducted by Cedre's laboratory showed that it was heavy fuel oil. We received an enquiry from the authorities for the Nord area of France, to confirm the type of product washing up on the shores of this area (between Dunkirk and the Belgian border), which turned out to be coal. We were also called upon by the French Navy Operational Centre in Cherbourg following the grounding of the cargo ship *Fluvius Tamar*, carrying a cargo of magnesium oxide, off Dunkirk, in British waters. Finally, we received several enquiries, one from the authorities of La Réunion on the biodegradability of hydraulic oil, another from civil protection on the list of dispersants approved by Cedre. Finally, we were contacted by our Dutch colleagues during an ICE ring test on propylene oxide.

In short

Dates for the diary

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

POLREP fact sheet

Cedre contributed to the drafting of a [fact sheet](#) on POLREPs (POLlution REPorts) published by the [French national observatory of the sea and shoreline](#), in collaboration with [Cerema](#), which was in charge of processing the data. This sheet provides an overview of 15 years of data on POLREPs, recorded and archived by Cedre. It presents the evolution of POLREPs over time, their geographical distribution in French waters (mainland and overseas) and their distribution by type of spill.

Visit from MOIG Director

On 17th January, we received a visit from Houcine Mejri, Director of the Mediterranean Oil Industry Group ([MOIG](#)), for a presentation of our activities and a tour of our facilities. Cedre has been a technical partner of this entity since it was first established in 1995. This visit gave us the chance to thank Mr Mejri once again for the support provided by MOIG during the [POSOW](#) training course organised in Tunisia last October, as well as to discuss opportunities for technical cooperation between Cedre and the MOIG members.

IMO Pollution Prevention and Response Fourth Session

The fourth session of the IMO Sub-Committee on Pollution Prevention and Response (PPR4) was held at [IMO](#) headquarters in London from 16th to 20th January. Around sixty documents were put forward to the delegates for consideration, making up, as ever, a very busy agenda, divided into five main issues: amendments to the IBC Code, the development of a code for the transport of HNS on offshore support vessels, ballast water management, the impact of emissions of black carbon on the Arctic and the discharge of exhaust gas recirculation bleed-off water. Cedre contributed to the work of the Correspondence Group tasked with finalising the revision of the IMO model courses on oil pollution response and with developing part IV of the guide on dispersants. Led by the US, this section is devoted to subsea dispersant injection. Finally, the informal group created during PPR 2 met to draft a provisional outline of the guide, led by Norway, presenting a simplified procedure for implementing the [OPRC](#) and [OPRC-HNS protocol](#).

"SCAT for tomorrow" workshop

Cedre was invited to take part in the workshop "[SCAT for tomorrow](#)", jointly organised by the National Oceanic and Atmospheric Administration ([NOAA](#)) and the University of New Hampshire (Durham, US), held at NOAA's Gulf of Mexico Disaster Response Center in Mobile (Alabama, US) on 18th and 19th January. SCAT or Shoreline Cleanup Assessment Technique is a process which forms part of the oil spill response organisation and combines site surveys with the development of recommendations on clean-up techniques. The workshop brought together field operation managers and experts and software developers. It aimed to better define the needs and identify the benefits of digital solutions, to spur the development of common standards to ensure interoperability and data exchange between the

different systems put forward. Suggestions to adapt the SCAT procedure to this new context were also made.

iLearning Forum

On 24th January, as part of our study for the development of distance learning courses, Cedre attended the **iLearning Forum** in Paris. This show attracted professionals from across the globe in the fields of e-learning, training, human resources and talent management. It is a key event in France and Europe in the field of learning technologies. With 100 exhibitors and a programme of conferences and workshops, this event was an ideal opportunity to learn about the range of solutions offered both in terms of design tools and delivery platforms.

Spill contingency plan update for the port of Le Havre

From 16th to 19th January, two engineers from Cedre visited the *Grand port maritime du Havre* (GPMH) in anticipation of the updating of the spill contingency plan which dates back to 2010. The aim of this visit was to inventory the spill response equipment available at GPMH, to discuss the spill risks and the different response procedures and to validate the internal alert process. Visits to sites around the port, both on and offshore, were organised (Port 2000/Antifer) by the deputy safety manager in charge of this project.

India: vessel collision and oil spill in a port

On 28th January, two ships (one an oil tanker) collided in Kamarajar Port (formerly Ennore Port). Contrary to initial statements and despite the booms deployed, oil was released. The quantity spilt, initially estimated at two to three tonnes, is now estimated at just over 20 tonnes. More than 2,000 people (coast guards, students and fishermen) helped to clean up the oiled shoreline by hand and inaccessible areas using pumps, while the Indian Coast Guard sprayed dispersant offshore.

Record-breaking fine for the *Thisseas*

The bulk carrier *Thisseas* was spotted by a French Navy plane with an oil slick in its wake off Penmarc'h (Finistère, Brittany) in the French EEZ in February 2016 ([Newsletter 243](#)). The court case was presented in Brest in November 2016 in the presence of the shipowner. The prosecutors of the court of Brest had called for a €1 million fine for the Greek shipowner Laskaridis Shipping Company and a €200,000 fine for the captain, for severe environmental impact. A dozen associations claimed damages, including [Vigipol](#), [France Nature Environnement](#) and, for the first time in an operational discharge case, [Robin des Bois](#). The decision was deferred until 17th January 2017. The prosecutor of Brest fined the shipowner €1 million for "aggravated pollution" and the shipowner €30,000. The environmental associations obtained between €1,000 and €5,000 in damages. One of the particularities of this verdict was that the shipping company was held liable as a legal person, and the captain as a representative of the legal person (he was therefore recognised as a physical person representing the shipowner).

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