



## N° 255 E – News from March 2017

### Emergency response

The Calvados fire brigade contacted Cedre at the beginning of the month to request technical information on lifting a tank of butane lost due to a road accident. A local authority contacted the duty engineer in relation to the stranding of small lumps (<15 cm) of yellowish matter and of Velella (pelagic cnidarians) on a beach in Finistère (Brittany). Cedre's laboratory provided its expertise and showed that the substance was in all likelihood congealed palm oil. MRCC Corsen asked Cedre to provide an expert assessment of the photos taken during a survey by helicopter following a notification by [Clean Sea Net](#). A French authority reported the stranding of small tar-like balls on Europa Island, which belongs to the French Southern and Antarctic Lands. The tests carried out at Cedre on a sample showed that the balls did not contain any hydrocarbons. They may have been composed of seaweed. A local authority in the Le Havre port area questioned us on the best strategy for responding to small recurrent spills of diesel or petrol (gasoline). Finally, the Belgian partner of the [ICE](#) network activated Cedre to request information on cyclohexanone (UN 1915) as part of an exercise.

### In short

#### Visits

- ▶ On the 7th, visit from two representatives of Shell
- ▶ On the 29th, the Director attended the Annual General Meeting of the maritime cluster *Pôle Mer Bretagne Atlantique*

#### Training courses

- ▶ "Aerial observation of pollution at sea", from 6th to 8th, 19 participants (French Navy, Customs and MRCCs)
- ▶ "Marine pollution crisis management", from 27th to 30th, 16 representatives of the French Navy

#### 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

### 22nd Cedre Information Day

#### "Spills in ports"

**28th September 2017** at the Military School in Paris (7th arrondissement)

**Save the date now!**

### Preparation for Interspill 2018

Eleven organisations have been working together since September to prepare [Interspill 2018](#): EMSA, Cedre, IOPC Funds, Interspill Ltd, IPIECA, ITOPI, NOSCA, IMO, OSRL, SYCOPOL and UKSpill. On 8th March, the Conference Subcommittee defined the main themes which will set the tone for the various sessions. On 22nd March, the Board of Interspill Ltd together with the Interspill Committee met in Brest to review the progress of the preparations. This meeting was also the opportunity to visit Cedre's facilities and to take a look at its latest equipment.

### European project MARPOCS, Morocco

From 1st to 3rd March, engineers from Cedre took part in a conference in Casablanca as part of the [MARPOCS](#) project. This event, organised in partnership with the Moroccan national institute of fisheries research ([INRH](#)), was the opportunity to bring together, on the first day, the different partner organisations and to review project progress. During the following days, the Cedre engineers gave various presentations on HNS spills for Moroccan stakeholders and INRH executives. The aim was to provide participants with theoretical knowledge on [HNS](#) and to present the different response strategies through examples of real spills.

## CTG - Maritime Pollution Preparedness and Response, EMSA

The 11th meeting of the EMSA Consultative Technical Group (CTG) for Maritime Pollution Preparedness and Response (MPPR) was held on the 15th in Lisbon. EMSA reviewed its activities in terms of preparedness and response, with a particular focus on its new detection drones programme. Cedre presented the results of the **POLLUPROOF** project as well as its involvement in the **MARINER** project (coordinated by **CETMAR**).

## Transaid meeting on response to spills due to road accidents

Cedre attended the meeting of this working group held on the 21st in Lavéra (Bouches-du-Rhône, France). Cedre is one of the **Transaid** support centres for north-western France and, in this capacity, regularly attends these technical gatherings. This meeting was also the chance to visit the Lavéra platform and its safety department.

## Training

- On 20th and 21st March, Cedre contributed to a course on shoreline pollution crisis management course organised by the Guadeloupe maritime authorities in Saint Martin. During these two days, 7 and 16 people were trained in shoreline pollution crisis management and response, prior to the spill response exercise organised on the island.
- Following the first train-the-trainer session for Moroccan civil protection officers run by Cedre from 28th November to 2nd December 2016 (**Newsletter 251**), the second session was held from 13th to 17th March. Nine participants from different regions attended the course in the field of response to oil and chemical spills affecting the shoreline.
- In addition, from 12th to 16th June, Cedre will be running a course, jointly with **FOST**, on oil spill response on the shoreline and in rivers. The key asset of this course, held in Rognac (Bouches-du-Rhône, France), is the opportunity to handle equipment on natural sites.

## TK Bremen: Captain to reappear before the court?

Just over 5 years after the grounding of the **TK Bremen** in Erdeven (Morbihan), on 17th January the prosecutor of Brest called for the captain of the Malta-registered cargo vessel to reappear before the criminal court of Brest. This request (made on 15th March 2017) is still awaiting a decision by the examining magistrate. As a reminder, the captain was charged on 15th June 2016 and faces a possible 5-year prison sentence and €7.5 million fine.

## Sombre anniversaries, but major progress

The first but not the last of a series of major oil spills occurred 50 years ago. On 18th March 1967, the *Torrey Canyon* ran aground in England, releasing 121,000 tonnes of crude oil which coated the British shores and the north coast of Brittany. Then followed:

- on 16th March 1978, the **Amoco Cadiz** in northern Finistère (France), 227,000 tonnes of crude oil spilt
- on 7th March 1980, the **Tanio**, in northern Finistère (France), 6,000 tonnes of heavy fuel oil spilt
- on 24th March 1989, the **Exxon Valdez** in Alaska, 38,500 tonnes of crude oil spilt
- on 29th March 2001, the **Baltic Carrier** in Denmark, 2,700 tonnes of heavy fuel oil spilt.

It was in the wake of the *Torrey Canyon* disaster that the population and the authorities became truly aware of the issue of oil spills at sea, and more generally of their environmental consequences. This awareness was intensified following the *Amoco Cadiz* spill which triggered the creation of **Cedre**. All these spills led to major progress in the field of shipping, including the creation of the International Oil Pollution Compensation Funds (**IOPC Funds**), the establishment of the International Convention for the Prevention of Pollution from Ships (**MARPOL**), the phase-out of single-hulled oil tankers, the creation of the Ushant traffic separation system (Brittany), the introduction of the French contingency plan **POLMAR** ... Each of these initiatives contributed, over time, to spectacularly and lastingly reducing the number of oil spills at sea.

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