



N° 272 E – News from October 2018

Emergency response

Here at Cedre, October was overshadowed by the collision between the ship *Ulysse* and the container ship *CSL Virginia* off Corsica on 7th October and the resulting consequences. An engineer from Cedre was posted at the [Maritime Prefecture for the Mediterranean](#), in Toulon, for a week. Two to three agents from Cedre at a time have been permanently on site since 17th October to provide support to the authorities ([Var Prefecture](#)) after oil began to wash up on the shores, in particular to conduct site surveys and provide advice on clean-up. Our duty team was also called upon during exercises at the request of [REMPEC](#), the Bouches-du-Rhône Departmental Directorate for Territories and the Sea (DDTM) and the [Maritime Prefecture for the Atlantic](#) (Coleanthe 2018 exercise). In the case of the Coleanthe 2018 exercise, the MAR-Ice network was activated. Finally, we were contacted by the [Iroise Marine Nature Park](#) following a diesel spill in Morgat harbour due to a leak from the fishing vessel *Océan*. An agent from Cedre was sent on site to assist the port manager in handling the incident.

In short

Dates for the diary

► [Cedre Information Day 2019](#), on 5th March, at the French Ministry for the Ecological and Inclusive Transition [MTES](#) in Paris La Défense, on the theme of [Aquatic Litter](#)

► [The IOWater Days](#) on accidental surface water pollution, in Paris on 13th November

Training

► From 8th to 12th, standard course "Response to oil pollution at sea and on the shoreline", 23 participants

Meeting for European project OceanWise

From 9th to 11th October, Cedre hosted the second coordination meeting for [OceanWise](#), a 3-year project co-funded by the European [Interreg Atlantic Area](#) programme, at its premises in Brest. Led by the Portuguese [DGRM](#), OceanWise focuses on the presence of expanded polystyrene (EPS) at sea and in particular the development of concrete solutions to reduce the impact of this form of marine litter on the marine environment in the Atlantic area. The consortium of 13 partners (from Portugal, Spain, France, Ireland, and the United Kingdom) aims to generate better and more sustainable practices among professionals across various sectors (EPS production and processing, use and recycling of EPS products) based on the principles of better resource-efficiency, circular economy and participatory methods. This second coordination meeting was the opportunity for the partners to review the progress of different actions, in particular: capitalisation; knowledge of EPS and alternatives (in terms of manufacture, use, impact), identification of stakeholders, policies and regulations; evaluation of the sustainability and circularity of alternative solutions; research into the weathering of EPS and its alternatives and their impact on the marine environment; finally, awareness-raising and involvement of stakeholders, in particular from industry, by proposing alternative materials and/or reducing their impacts.

PERF meeting

In late October, an agent from Cedre took part in the 98th Petroleum Environmental Research Forum ([PERF](#)) meeting on the theme of "Emerging Risk Issues". The meeting was kicked off with an overview of the projects in progress funded by PERF. This panorama was also the opportunity for the president to give a rundown of all the projects conducted since PERF was first created. Of the 340 proposals put forward since 1986, over half (56%) have not been implemented through research projects, 34% have led to a project and the remainder (10%) have been transferred to other consortia ([IOGP](#) in particular). Among the issues raised this year, environmental contamination by PFAS (per- and polyfluoroalkyl substances) was a major focus. These substances are found in Aqueous Film-Forming Foams (AFFFs), which are conventionally used for fire-fighting on hydrocarbon fuel fires. Through the 10 presentations given on this topic, numerous aspects were addressed, including their ecotoxicity, their fate in the environment, regulations on their use, concrete examples of contamination and possible treatment solutions as well as the potential alternatives. Alongside the other subjects addressed, [ExxonMobil](#) gave a presentation on environmental contamination by microplastics. [Chevron](#) presented a project on the characterisation of biofouling at offshore assets using 3 particularly interesting innovative technologies (eDNA, 3D photogrammetry and a mini-ROV fitted with video cameras).

Sea Alarm workshop

A workshop organised by [Sea Alarm](#) was run at Cedre from 9th to 11th October on emergency response to oiled marine mammals. Presentations were given by 15 speakers from Belgium, France, Greece, Italy, the Netherlands, the United Kingdom and the United States.

GI WACAF workshop in Benin

From 22nd to 25th October, Cedre assisted **GI WACAF** in running a national contingency planning workshop and tabletop exercise to test Benin's national oil spill contingency plan. This workshop involved over 40 participants from the administrative authorities involved in emergency oil spill management as well as oil industry players. The exercise was the opportunity to emphasise the need to regularly carry out not only tabletop but also practical exercises and, above all, to begin to consider how the plan could be improved in order to provide a better onshore-offshore interface. The workshop was designed to meet a number of objectives: train the relevant national authorities in the use of the contingency plan; test the national oil spill contingency plan (OSCP) during a high-level tabletop exercise; prepare to amend the OSCP drawing on the results of the exercise as well as on the outcomes of past workshops and exercises run by the Benin authorities in 2018 and suggest potential improvement to the plan.

Christening of the Moroccan Navy's new hydro-oceanographic vessel

At the invitation of the President of the shipbuilding group Piriou and the civil and military authorities of the French Navy, the DGA (French Government Defense procurement agency) and SHOM (French Naval Hydrographic and Oceanographic Service), Cedre's Director attended the flag-changing ceremony for the hydro-oceanographic vessel *DAR AL BEIDA* on 26th October. This ceremony was the opportunity to hold discussions with Counter Admiral Mostafa El Alami, Inspector of the Royal Moroccan Navy, and the Moroccan Navy officers on future collaboration in the field of marine pollution response.

Assignment in Croatia

Following the MoU signed last April between Cedre and the **Adriatic Training and Research Center (ATRAC)**, two representatives of Cedre visited Rijeka from 15th to 19th October at the invitation of ATRAC's Director Mr Vedran Martinic. This visit was the opportunity to meet with the centre's staff to discuss collaboration possibilities and to run a two-day seminar on chemical pollution for 35 people from Croatian administrations and industry and two representatives of the Albanian Government. The programme also included a visit to the response centre of the company **Dezinsekcija**, contracted by the Croatian authorities to implement the response.

Visit from a Saudi Arabian delegation

On 29th October, Cedre received a visit from a delegation of Saudi Arabian cadets currently studying for a technical diploma in mechanical engineering and who are set to become officers and engineers in Saudi Arabia. Once they have completed their course, they will go on to attend French military schools such as **ENSTA**, the French **Naval Academy** or the **École Polytechnique**.

Equipment trials on the Loire

From 15th to 26th September, Cedre organised trials for two containment and separation systems in the Loire estuary: **Elastec R3S** and **NorLense OilTrawl**. These trials were conducted in partnership with the **French Directorate of maritime affairs**, **CEREMA** (French centre of studies and expertise on risks, environment, mobility and land-use planning), **FOST**, **Total**, **GPMNSN** (Maritime Port of Nantes Saint-Nazaire) and the Loire-Atlantic subdivision of **Phares et Balises** and were a continuation of previous trials conducted since 2013 on four other systems in order to identify suitable spill response equipment for areas of strong current. For environmental reasons, popcorn was used instead of oil in these trials.

TK Bremen trial

On 16th December 2011, the **TK Bremen**, a cargo vessel loaded with 200 tonnes of fuel oil and marine diesel, ran aground south of the mouth of the Ria d'Etal in the Morbihan area of Brittany in adverse weather conditions. Some of its bunker fuel leaked out and contaminated, to a limited extent, Erdeven beach and the eastern bank of the Ria d'Etal (Cedre Newsletters **197**, **200**, **201** and **255**). Seven years on, the **TK Bremen** lawsuit began on 3rd October, at the court of Brest, in the presence of the ship's Turkish captain, the only party accused in this incident. The captain was heard for 3 days in relation to this case of "pollution of territorial waters by gross negligence or manifestly deliberate violation of safety requirements or duty of care". 55 civil parties had filed damage claims, including the **Region of Brittany**, **LPO**, **France Nature Environnement**, **Robin des Bois**, **Vigipol**, **Bretagne Vivante**... The damages caused triggering compensation were also to be established during this trial. The prosecutor called for a 6-month suspended prison sentence and a €20,000 fine for the captain, accused of a "series of errors and misconduct". The verdict will be rendered on 13th December 2018.

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