



# Portland Harbour Authority



## Oil Spill & Marine Pollution Contingency Plan

**2020-2025**

Marine Department Controlled Document  
MCA certificate issued 30<sup>th</sup> June 2020

**Issue Number 02  
(18<sup>th</sup> October 2021)**

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## List of Plan Holders (electronic only)

| Organisation                      | Responsibility in Organisation             |
|-----------------------------------|--|
| Portland Harbour Authority        | Harbour Master                             |
| Dorset Council                    | Emergency Planning Department              |
| Dorset Council                    | Weymouth Harbour Master                    |
| Environment Agency                | Wessex (Blandford) Office                  |
| Historic England                  | South West Branch, Bristol                 |
| Marine Management Organisation    | Head Office, Newcastle                     |
| Marine Management Organisation    | Regional Office, Poole                     |
| Maritime & Coastguard Agency      | Counter Pollution Salvage Officer (CPSO)   |
| Maritime & Coastguard Agency      | National Maritime Operations Centre (NMOC) |
| Natural England                   | Maritime Advisor                           |
| Portland Bunkers UK               | Station Manager                            |
| Tier 2 Contractor - Adler & Allan | Consultancy Department                     |

Notes:

See Section 3 'Data' for contact details

**Plan uploaded to Resilience Direct <https://www.resilience.gov.uk/>**

## Document control and revision procedure

This plan will be revised annually and such revisions will take account of experience gained from exercises and/or actual spill incidents, changes in risk or port operations or legislation. Interim minor updates may also occur. A formal review of the plan will be conducted at 5 year intervals and the plan re-submitted for approval.

**Author(s):** Sandie Wilson  
**Checked By:** Mike Shipley  
**Certificate issued by MCA** 30th June 2020

Release versions and amendment record

| Date           | Release | Prepared | Authorised | Notes   |
|----------------|---------|----------|------------|---|
| 30th June 2020 | 01      | SW       | MS         | Major update issued in accordance with legal requirements and taking account of minor comments provided by MCA. Version takes account of minor amendments. This include the addition of transfer operations for liquid cargoes include oils and non-oils. |



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| <p>Consultation date: July 2021</p> <p>Historic England</p> <p>Revision date: 18<sup>th</sup> October 2021</p> | <p>02</p> | <p>SW</p> | <p>MS</p> | <p>Document has been updated to Issue 02 18<sup>th</sup> October 2021. Version 02 includes updates subsequent to Oil Transfer Licence application submission to MCA taking account of responses to formal consultation. It also includes additional minor changes due to changes in Tier 2 provider, Weymouth Harbour Master and other checks to ensure plan is up to date. A list of amendments are included below.</p> <p>General update of contents pages and version/issue numbers on pages.</p> <p>Note change of Tier 2 contractor with references updated throughout</p> <p>1.5 Historic England added to consultee list</p> <p>1.6.6 and “<b>Wyke Castle</b>” has been removed from active service and replaced with the “<b>Rupert Best</b>” a twin Azimuth Stern Drive (ASD) tug with 50t bollard pull and fire fighting capability.</p> <p>1.7.5 new table added with an overview of ship to ship transfer operations for oil.</p> <p>Appendix 1D replaced with updated Memorandum of Understanding between Weymouth harbour Authority and Portland harbour Authority</p> <p>Appendix 1E replaced with updated Pollution and Preparedness SOP to broaden scope of marine pollution types and take account of Ship to Ship Transfers.</p> <p>Appendix 1F now includes only TransferOpGuide which has been updated. Links to the webpage with details of General Directions is not in main text of document t</p> <p>Appendix 1G replaced with new Tier 2 contractor support (Ambipar) for Oil, HNS and STS/ Transfer Operations</p> <p>2.2, 2.6, 2.8.3, 2.11.6 updated to include need to consult heritage authorities (Dorset Council Heritage in first instance and Historic England if additional need is identified).</p> <p>2.6.6 updated to include details of booming plan in the event of an incident</p> |
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|--|--|--|--|---|
|  |  |  |  | <p>3.5.2 and 3.5.10 updated include details of Dorset Council Heritage Team and Historic England respectively.</p> <p>3.4.2 and 3.4.6 added to include details of heritage assets in and around Portland Harbour.</p> <p>3.5.2 and 3.5.6 updated to include details about heritage authorities (Dorset Council Heritage Team and Historic England)</p> <p>Appendix 3Ai Emergency Contacts Directory has been checked and updated October 2021.</p> <p>Appendix 3Aii Training and Resources/ Equipment – update to title only to be clearer on content</p> <p>Appendix 3D and 3E added which include Heritage Asset Tables and Figures respectively.</p> |
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| 1B                          | MCA Counter Pollution & Salvage Office (CPSO) Annual Return  |
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| 2D                          | CEFAS Poster (2009) titled Identification of the highest priority HNS and the prediction of their fate, behaviour and effects.            |
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# SECTION 1 'STRATEGY'

## 1.1 Introduction

### 1.1.1 Overview

This document sets out Portland Harbour Authority's Oil Spill & Marine Pollution Contingency Plan (**herein the 'Plan'**). The 'Plan' details the contingency arrangements for responding to actual or threatened marine pollution incidents within the Portland Harbour area.

**A copy of the forms and plans referred to in this document are included at Appendix 2A for ease of use. They are then referenced at the relevant sections in this Plan.**

**For details of Dorset Local Resilience Forum (LRF) and Portland Harbour Authority (PHA) Incident Communications (including post incident recovery) including jurisdiction and organisational structure see Appendix 1Aiii.**

Harbour authorities are responsible for ensuring that their ports operate in a manner that avoids marine pollution, and for responding to incidents within their limits. Outside their limits, the owners and masters of ships and the operators of offshore installations bear the primary responsibility for ensuring that they do not pollute the sea and for incident response. The MCA may need to use national assets to protect the overriding public interest in the response to a marine pollution incident when they face problems that exceed the reasonable response capabilities e.g. counter pollution equipment or expertise.

The 'Plan' indicates the Tier 1 response available at the Port relevant to the perceived risks through normal operations as well as the arrangements for calling upon Tier 2 and Tier 3 resources in the event of a large or major incident. The current stock of response equipment at Portland Port is in excess of that required for Tier 1, to cover small operational spillages. Adler and Allen Ltd are contracted to provide a response to medium sized spillages, i.e. Tier 2 cover. In the event of a Tier 3 large scale spillage, the MCA may decide to implement the National Contingency Plan and take charge of the incident and the counter pollution measures. The 'Plan' is exercised twice yearly, and is reviewed and updated on a regular basis. Credible Tier 1, 2 and 3 scenarios are summarised later in this 'Plan'.

All response equipment and personnel costs will be borne by the lead response Harbour Authority. The response strategy for the 'Plan' has been developed taking into account the spill risks and possible sources of spillage associated with the operations taking place within the statutory jurisdictional area of the harbour authority.

### 1.1.2 Structure of the 'Plan'

The 'Plan' consists of three important sections:

1. **The Strategy Section (this section)** - Describes statutory requirements and the purpose and scope of the plan, including the geographical coverage. It shows the relationship of the plan to the National Contingency Plan for Marine Pollution from Shipping (NCP) and plans of local organisations. Also included is a risk assessment, and the Incident Response Organisation and responsibilities of individuals for defined categories of spill.



2. **The Action Section** - Sets out the emergency procedures that will allow rapid mobilisation of resources and an early response to the situation.
3. **The Data Section** - Contains all supplementary information relevant to the performance of the plan such as; Contact Directory, Training and Exercise Policy, Environmental Sensitivities, Roles and Responsibilities of Government and Other Agencies, Resources Directory.

### 1.1.3 Purpose of the 'Plan'

The 'Plan' is designed to guide and assist the Harbour Authority through the processes required for managing a marine pollution incident originating from operations within or approaching the harbour. Its primary purpose is to set in motion the necessary actions to stop or minimise the discharge and to mitigate its effects. Effective planning ensures that the necessary actions are taken in a structured, logical and timely manner.

The tables, figures and checklists and environmental data provide a visible form of information, thus reducing the chance of oversight or error during the early stages of dealing with an emergency situation.

For the plan to be effective, it must be:

- familiar to those with key response functions in the Harbour;
- regularly exercised; and,
- reviewed and updated on a regular basis.

This 'Plan' uses a tiered response to marine pollution incidents. The plan is designed to deal with Tier One and Tier Two incidents and provides guidance for the response to a Tier Three incident. Where a spillage is associated with a wider emergency, then additional factors involving the safety of personnel will take precedence over the pollution response. The salvage and casualty management of any vessel, which poses a threat of pollution, are priority considerations.

During marine pollution response activities account must be taken of the following:

- site hazard information;
- adherence to permit procedures;
- spill site pre-entry briefing;
- boat safety;
- COSHH Regulations and material safety data sheets;
- personal protective equipment needs;
- heat stress, cold stress and hypothermia; and
- decontamination;
- protecting and mitigating the effects on environmental sensitivities



## 1.2 Statutory Requirement

### 1.2.1 Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 as amended 2015, SI 1998 No. 1056

The 'Plan' has been prepared in accordance with the 'Contingency Planning for Marine Pollution Preparedness and Response - Guidelines for Ports' issued by the Maritime and Coastguard Agency (latest revision November 2018 - See **Appendix 1Ai**). The 'Plan' conforms to the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 as amended 2015, SI 1998 No. 1056.

### 1.2.2 'Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol). Adoption: 15 March 2000. Entry into force: 14 June 2007'.

In terms of other types of marine pollution (non-oil pollution) there is no statutory requirement to have a plan in place. The OPRC-HNS Protocol is however relevant and follows the principles of the OPRC Convention and was formally adopted by States already Party to the OPRC Convention at a Diplomatic Conference held at IMO headquarters in London in March 2000. Like the OPRC Convention, the OPRC-HNS Protocol aims to establish national systems for preparedness and response and to provide a global framework for international co-operation in combating major incidents or threats of marine pollution.

For the purposes of the HNS Protocol, a Hazardous and Noxious Substance is defined as any substance other than oil which, if introduced into the marine environment is likely to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.

Parties to the OPRC-HNS Protocol are required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries. The OPRC-HNS Protocol ensures that ships carrying hazardous and noxious substances are covered by preparedness and response regimes similar to those already in existence for oil incidents. Ships are required to carry a shipboard pollution emergency plan to deal specifically with incidents involving hazardous and noxious substances.

Progress made by the United Kingdom in developing a methodology for planning and responding to Hazardous and Noxious incidents is included in a paper that was presented by the MCA at Interspill 2009 (see **Appendix 1Aii**). It states that the UK is presently considering legislation to achieve objectives stated in the Protocol. It also states it will be necessary for the regulatory authority (MCA in the UK) to identify which ports and harbours will fit the criteria for HNS Protocol compliance and produce guidance for incorporating HNS into current response plans and response procedures.

## 1.3 Responsibility for the Plan

The nominated person responsible for the upkeep and amendment of the 'Plan' is the Harbour Master.

The responsibility of the upkeep, amendment and review of this 'Plan' has been assigned to the Harbour Master. It is the Harbour Master's responsibility to ensure that the plan is a controlled (and protected) document, kept up to date and maintained and reviewed in accordance with the legislative requirement.

The 'Plan' can become rapidly out of date and can cause unnecessary delays in the event of an incident. To ensure that the 'Plan' remains accurate it **MUST** be reviewed at least annually. Following the use of the 'Plan' in an exercise or in an incident, its effectiveness should be evaluated. Feedback from participants in



**Portland Harbour Authority Oil Spill & Marine Pollution Contingency Plan**

**Section 1 - Strategy**

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exercises or incidents is important, and the plan should be reviewed to include any modifications. A revision should be included in the plan. All revisions must be submitted to the MCA for approval.

An annual return will be provided to the MCA Counter Pollution and Salvage Officer (CPSO) in accordance with of the MCA Guidance to Ports

A formal review of the 'Plan' will be conducted at 5 yearly intervals and the plan re-submitted for approval. The MCA recommends that the review commences one year before the due date or following incident or exercise. A copy of the approval certificate for the Plan is included at **Appendix 1B**.

**1.4 Geographical Boundaries/ Jurisdictional Limits**

The relevant harbour authority enabling legislation is The Portland Harbour Revision Order 1997. The jurisdictional limits of the harbour are illustrated on **Figure 1a**. A berth plan is also included at **Figure 1b** for comprehensiveness.

**1.5 Identification of lead authority and other authorities represented within the plan**

Statutory and other bodies consulted during the 'Plan' preparation include:

- Marine Management Organisation
- Environment Agency
- Natural England
- Dorset Council (including the Emergency Planning Department and Weymouth Harbour Authority)
- Historic England

Copies of the consultees, plan holders and consultation responses are included in **Appendix 1C**.

**1.6 Interfacing Contingency Plans**

**1.6.1 Portland Port Plans**

| No. | Owner                        | Title   |
|-----|------------------------------|---|
| 1.  | Portland Harbour Authority   | Oil Spill & Marine Pollution Plan   |
| 1.  | Portland Harbour Authority   | Portland Port Emergency Plan  |
| 2.  | Portland Bunkering UK (PBUK) | Portland Bunkers UK Ltd. Terminal Emergency Plan<br>Portland Bunkers UK Ltd. COMAH Major Accident External Emergency Plan |

**The Portland Port Emergency Plan**

The Portland Port Emergency Plan sets out the measures to be taken when dealing with incidents/emergencies arising within the port area. The plan is specifically written to satisfy the requirements of "The Dangerous Substances in Harbour Areas Regulations, 1987". The Emergency Plan provides a framework for dealing with other emergencies which may occur within Portland Port and covers the responsibilities and procedures for incidents on vessels alongside berths in the port, on board vessels



underway, at anchor or aground within the jurisdiction of PHAL and incidents ashore in the land area of the port

### 1.6.2 Local Authority Plans

In the event of actual or threatened shoreline impact, the appropriate local pollution/ emergency plan will be implemented. The level of activation will be dictated by the incident classification.

The interfacing plans are:

| No. | Owner  | Title  |
|-----|--|--|
| 1.  | Dorset Council<br><br>For details of Dorset Local Resilience Forum (LRF) and Portland Harbour Authority (PHA) Incident Communications (including post incident recovery) including jurisdiction and organisational structure see <b>Appendix 1Aiii</b> . | Dorset LRF Coastal Pollution Plan (note - update expected Q3 2021)<br><br>COMAH Major Accident External Emergency Plan (for Portland Bunkers UK Ltd)<br><br>See Also Below |
| 2.  | Dorset Standing Environment Group  | Further details for Dorset Standing Environmental Group Contingency Plan is available <a href="#">here</a>   |

### 1.6.3 Adjacent Areas / Operations Marine Pollution Plans.

Inherited marine pollution incidents may mean that a different marine pollution plan has been activated. If this is the case, the Portland Harbour Marine Pollution Plan should interface closely with the adjacent plans below:

| No. | Owner   | Title   |
|-----|---|---|
| 1.  | Weymouth Harbour Authority (part of Dorset Council) | Oil Spill Contingency Plan<br><br>See also <b>Appendix 1D</b> for Memorandum of Understanding between Weymouth Harbour Authority and Portland Harbour Authority |

### 1.6.4 National Contingency Plan (NCP)

The National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP) has been in existence for a number of years and has been an important reference document for setting out the procedures and processes involved in pollution response and recovery, prior to, and after a marine pollution incident. It is published for use by all UK emergency response organisations that have roles in counter pollution and incident recovery activities. It can be found electronically at

- <https://www.gov.uk/government/publications/national-contingency-planncp>
- <https://www.gov.uk/government/publications/the-national-contingency-plan>



### 1.6.5 Vessels in Transit

The statutory duty for reporting and dealing with pollution from any vessel on route to Portland Port, prior to entering Port Limits or pilotage area, lies with the Master and vessel owners. After commencing pilotage into the Port through the designated area of jurisdiction covered by this 'Plan', reporting and response to any pollution incident will be co-ordinated through the Port Control. Vessels will hold their own Emergency Plans.

### 1.6.6 Place of Refuge

The MCA and Secretary of State's Representative Maritime Salvage & Intervention (SOSREP) have a responsibility discharging the Safety of Life at Sea (SOLAS) obligation for the provision of shelter or safe haven for maritime casualties. Locations within the Portland Port may be called upon to act in such a capacity. Whilst such a requirement does not arise from obligations under OPRC, MCA suggest that contingency arrangements are prepared in consultation with the Regional CPSO.

Of relevance when selecting a port of refuge:

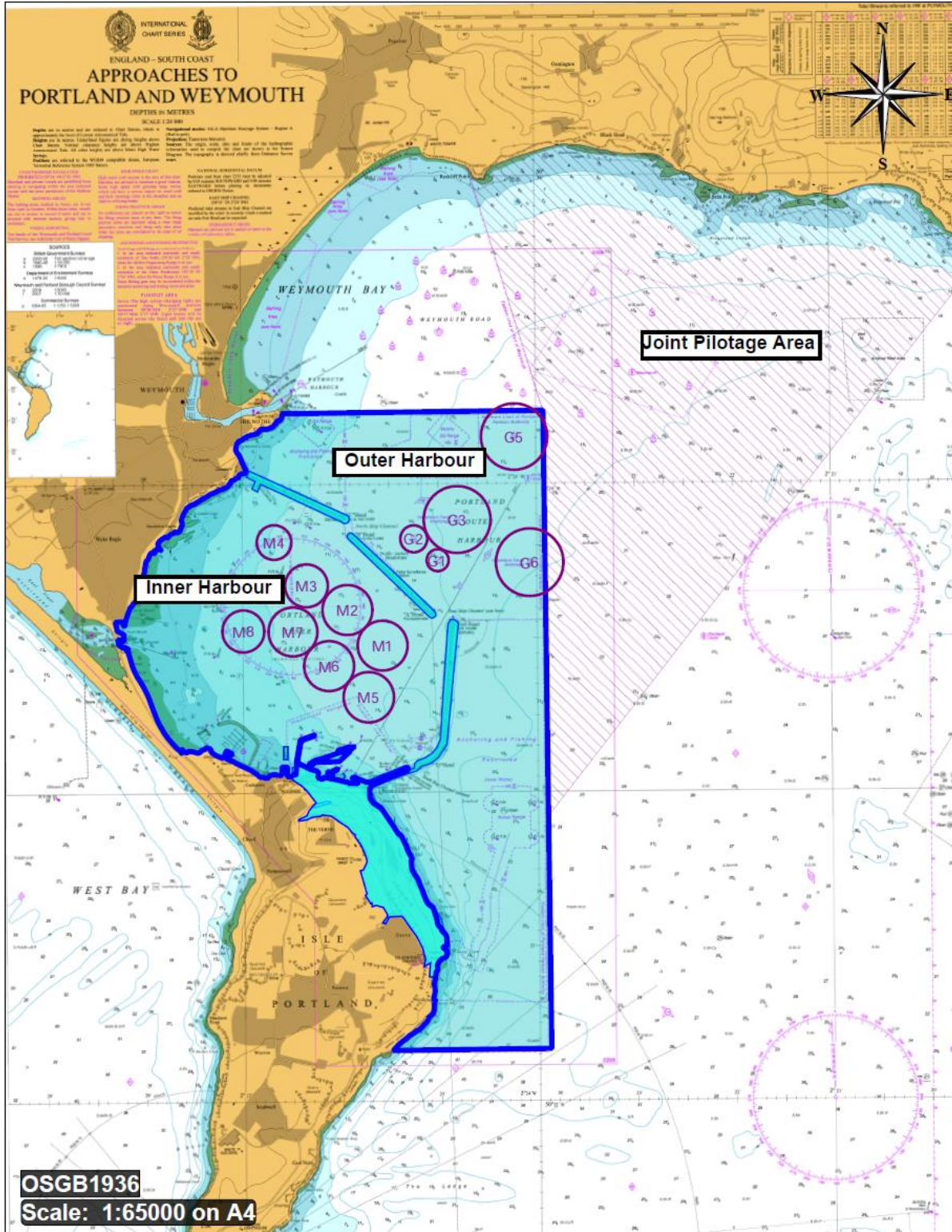
- Portland Port is situated 22 miles north of the westbound shipping lanes, offering fast, safe access 24 hours a day.
- There are no restrictions by locks, tides or air draft. Maximum beam is 50m and Maximum draft 11.5m. Transit through the breakwaters into and out from the inner harbour is restricted to daylight hours for vessels in excess of 200m LOA
- The port has well sheltered waters protected to the West by Chesil Beach and to the East by three man-made breakwaters with depths up to 20m in the outer harbour and up to 15m in the inner harbour.
- Limiting charted depth at the breakwater entrance is 13.8 metres, decreasing to 12.5m within a cable of the entrance.
- With a limited tidal range of 2.0m (Springs) and 0.6m (Neaps) the tidal stream at the breakwater entrances is with a maximum rate of 1 kn (Springs) and of limited extent and duration.
- The port has berths for ships up to 340m LOA with Charted Depths to 11.6m and deeper anchorages in the inner or outer harbour if required. Holding is good with predominantly mud/fine sand bottom.
- We are equipped with three primary towage units offering Bollard Pulls of 55T / 50T / 50T and for certain vessels firefighting capability as well as work, line boats and passenger transfer boats.
- The Port has the capacity to handle all types of cargo from unit load / containers, general cargo and bulk through to project cargos, heavy lifts and most categories of hazardous goods and is licensed to handle explosives up to 5,600kgs / 1.1 net explosive quantities at alongside berths and 500,000kgs / 1.1 net explosive quantities at anchor.
- There is cargo handling hard standing adjacent to berth, as well as mobile craneage and associated handling plant





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Figure 1a Portland Harbour Authority Jurisdiction, Land Ownership & Joint Pilotage Area

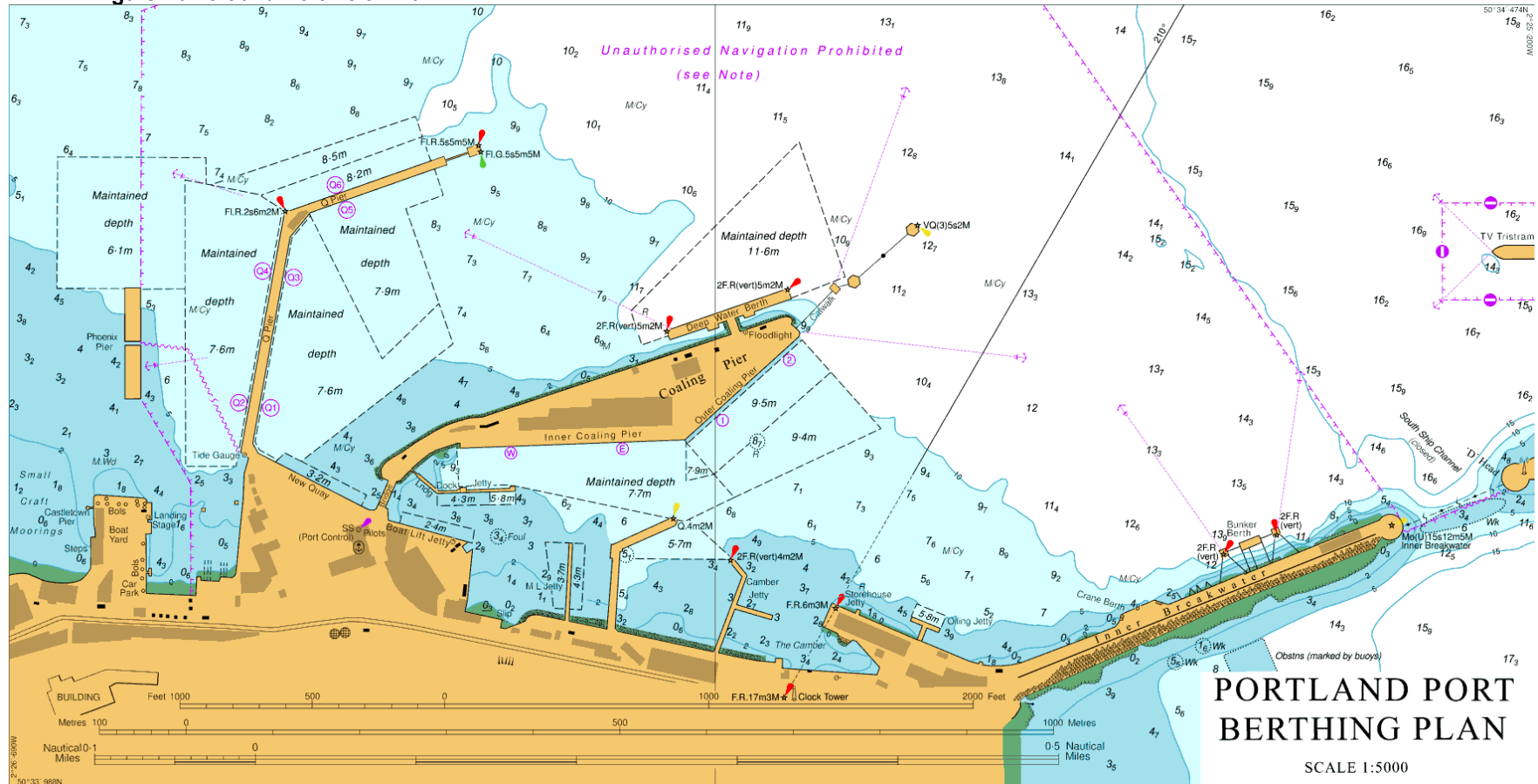






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Figure 1b Portland Port Berthing Plan





## 1.7 Summary of Risk Assessment

### 1.7.1 Introduction

This section considers the risks as follows:

- preventing and minimizing pollution from ships
- maritime pollution incidents worldwide
- risk scenarios specific to Portland
- pollution categories and impact considerations
- harbour management, regulation and operation to preventing and minimise pollution from ships
- contingency planning
- Portland Harbour Tier 1, 2 and 3 example scenarios
- Fate and Behaviour of Oil and other types of marine pollution

### 1.7.2 Preventing and Minimising Pollution from Ships

The International Convention for the Prevention of Pollution from Ships (MARPOL) is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes.

The MARPOL Convention was adopted on 2 November 1973 at IMO and continues to be updated by amendments. The Convention includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations - and currently includes six technical Annexes. These annexes are summarised below.

|   |  |
|---|--|
| <b>International Convention for the Prevention of Pollution from Ships, widely known as the MARPOL Convention. Its technical content is laid out in six Annexes as defined below.</b> |  |
| <b>Annex I - Oil</b>  | means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than those petrochemicals which are subject to the provisions of Annex II of the MARPOL Convention (see <b>Appendix I of Annex I</b> ).  |
| <b>Annex II - Noxious Liquid Substances in Bulk</b>   | means any substance indicated in Pollution Category column of chapter 17 or 18 of the International Bulk Chemical Code or provisionally assessed under regulation 6.3 (of Annex II regulations) as falling into category X, Y or Z.<br><br><b>Category X (major hazard), Y (hazard), Z (minor hazard)</b> are also relevant in that they signify substances that fall under this Annex and the risk level of noxious liquid substances to marine life, human health etc. if discharged to sea from tank cleaning and de-ballasting operations. <b>Other substances</b> i.e. are those that present no harm and therefore do fall under the regulations of Annex II.<br><br>(Note - Liquid substances are those having a vapour pressure not exceeding 0.28 MPa absolute at a temperature of 37.8°C.) |
| <b>Annex III - Harmful Substances Carried in Packaged Form</b>  | means 'harmful substances' identified in the International Maritime Dangerous Goods Code (IMDG Code) and for the purpose of this   |



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|  |   |
|--|---|
|  | Annex, 'packaged form' is defined as the forms of containment specified for harmful substances in the IMDG Code.  |
| <b>Annex IV - Sewage from Ships</b>        | see ' <b>sewage</b> ' definition in Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (amended 2009) below.  |
| <b>Annex V - Garbage from Ships</b>        | <p>means all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except those substances which are defined or listed in other Annexes to the MARPOL Convention.</p> <p>Types of garbage:</p> <ul style="list-style-type: none"><li>• Plastic</li><li>• Floating dunnage, lining or packing material</li><li>• Ground-down paper products, rags, glass, metal, bottles, crockery etc.</li><li>• Cargo residues, paper products, rags, glass, metal, bottles, crockery etc.</li><li>• Food waste (includes - International Catering Waste)</li><li>• Incinerator, ash</li><li>• Other</li></ul> <p><b>Note</b> - Dunnage is a term with a variety of related meanings. Typically dunnage is inexpensive or waste material used to protect and load securing cargo during transportation. Dunnage also refers to material used to support loads and prop tools and materials up off the ground such as jacks, pipes, and supports for air conditioning and other equipment above the roof of a building.</p> |
| <b>Annex VI - Air Pollution from Ships</b> | includes emissions i.e. the release of substances subject to control by this Annex from ships into the atmosphere or sea e.g. Nitrogen Oxides (NO <sub>x</sub> ), Ozone depleting substances and Sulphur Oxides (SO <sub>x</sub> ).   |
| <b>Note - Harmful Substance</b>            | means any substance which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea, and includes <b>any substance subject to control by MARPOL Convention</b> .  |



### 1.7.3 Risk Scenarios Specific to Portland

A wide range of vessel types and sizes visit Portland Harbour. These include cargo, cable, passenger ships, tankers and other vessels – sometimes upwards of 300m length overall (LOA), naval vessels, tugs, fishing vessels, yachts, powerboats, sailing dinghies, kites, surfboards, paddleboards, kayaks, Personal Water Craft (PWC) and small passenger craft.

The following table includes statistics for 2019.

**Table 1a. Cargo Handling Summary 2019**

| Item            | Detail  |
|-----------------|---|
| Number (annual) | 811   |
| GT – annual     | 16,785,337  |
| Types           | Cruise, Bulk Carriers, Chemical Carriers, Container Carriers, Car Carriers, General Cargo Vessels, Tugs, Jack Up Barges, Survey Vessels, Gas Carriers, RFA, Cable Vessels, Bunker Barges, RO RO Vessels, Ro/PAX Vessels, HMS. |
| Cargoes         | Fuel, Animal Feeds, Ammunition, Wood Chips, Project Cargos, Cable, Cement   |
| Movements       | 2514  |

In terms of the numbers of vessels visiting Portland Harbour for commercial port services, the activities that take place and an indication of the cargo on board the following graphs provide a helpful 5-year summary:

**Figure 1d. Total Vessel Numbers Calling at Portland Port between 2015 and 2019**

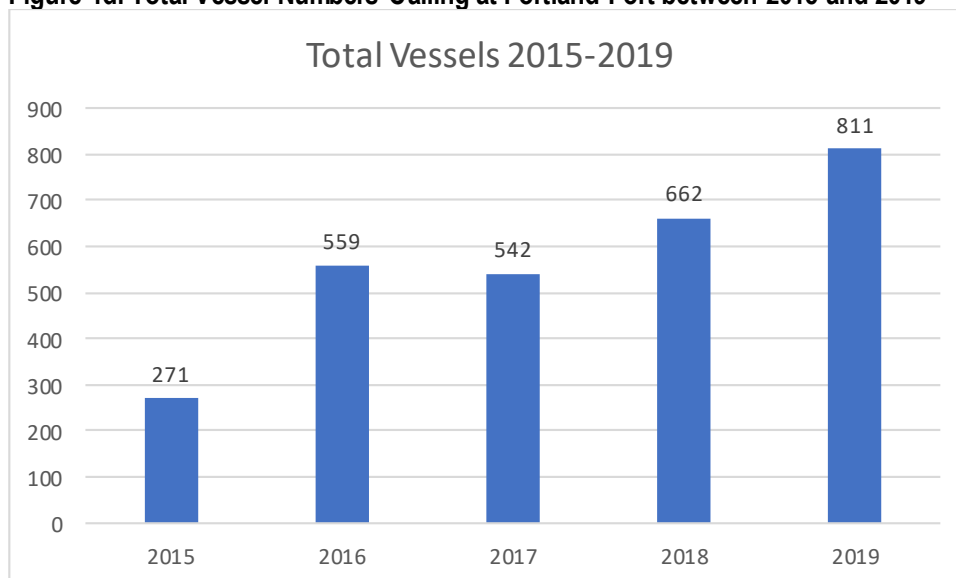
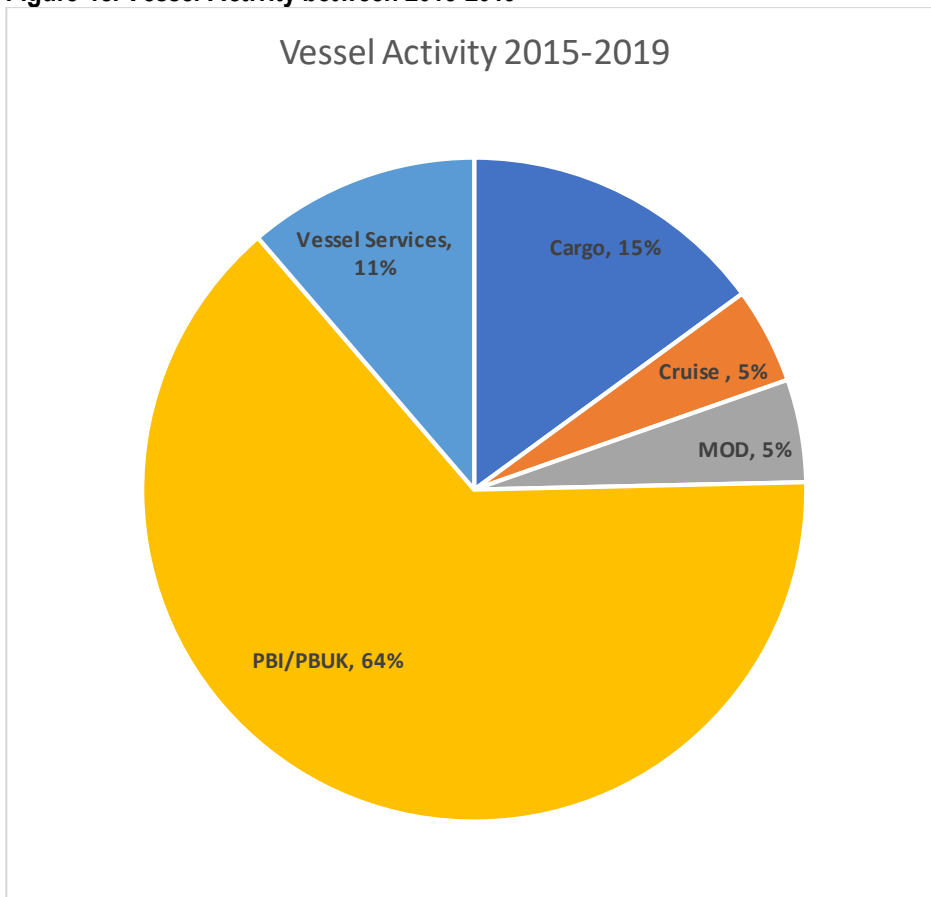




Figure 1c. Vessel Activity between 2015-2019



Risk scenarios are summarised below:

- 1. collision between vessels** e.g.
  - large vessel and small yacht
  - cargo and high speed ferry
  - cargo vessels
  - small recreational vessels/ craft
  - the above might come about due to loss of power to engines/ manoeuvring aids or misjudgement of tide and current influences
  - worst case scenario is between a larger cargo vessel and passenger vessel
- 2. collision between vessel and fixed installation** e.g.
  - vessel and breakwaters either through dragging anchor or entering/ leaving inner harbour
  - vessel and berths whilst berthing
- 3. vessel grounding** e.g.
  - sandflats and rocky shore in the south and western areas of the harbour and the north-west area of the inner and outer harbour
- 4. terminal/ onboard vessel incident or incident during vessel/ terminal operations** e.g.
  - explosion or fire on board vessel or at terminal and associated consequences
  - equipment failure during transfer of cargo from terminal to vessel or vice versa or from vessel to vessel e.g bunkering, waste, other
  - incident associated with landside facility



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5. incident associated with port providing **place of refuge** (place where a ship can take action to stabilise its condition and reduce the hazards to navigation, and to protect human life and the environment e.g. Napoli, Flamminia
6. **inherited incident e.g.** from adjacent harbour authority, Weymouth Bay, English Channel or road incident. Note use of Weymouth Bay anchorages by commercial vessels with observations in excess of 10 vessels at a time.

All of the above could lead to a marine pollution incident if the necessary precautions are not put in place. Harbour management, regulation and operation to prevent and minimise the risk of an incident is discussed below.

### 1.7.4 Pollution Categories and Impact Consideration

This 'Plan' focuses on the following:

|   |  |
|---|--|
| <b>Oil</b>  | <ul style="list-style-type: none"> <li>• Section 151 of the Merchant Shipping Act 1995. Section 151 states:             <ul style="list-style-type: none"> <li>○ "oil" means oil of any description and includes spirit produced from oil of any description, and also includes coal tar;</li> </ul> </li> <li>• Annex I of MARPOL CONVENTION             <ul style="list-style-type: none"> <li>○ "oil" means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than those petrochemicals which are subject to the provisions of Annex II of the MARPOL Convention (see <b>Appendix I of Annex</b>).</li> </ul> </li> </ul>   |
| <b>Other marine pollution i.e. 'Liquid Cargoes'</b> | <ul style="list-style-type: none"> <li>• Annex II of MARPOL CONVENTION             <ul style="list-style-type: none"> <li>○ Noxious Liquid Substances in Bulk - any substance indicated in Pollution Category column of chapter 17 or 18 of the International Bulk Chemical Code or provisionally assessed under regulation 6.3 (of Annex II regulations) as falling into category X, Y or Z.</li> </ul> <p>Category X (major hazard), Y (hazard), Z (minor hazard) are also relevant in that they signify substances that fall under this Annex and the risk level of noxious liquid substances to marine life, human health etc. if discharged to sea from tank cleaning and deballasting operations.</p> </li> <li>• Other substances (OS) listed in the IBC Code i.e. are those that present no harm and therefore do fall under the regulations of Annex II are included here for comprehensiveness.</li> </ul> |



## 1.7.5 Harbour Facilities, Management, Regulation and Operation to Preventing and Minimise Pollution from Ships

### Harbour/Facility information

Table 1b. Harbour/Facility information

| Item                          | Detail  |
|-------------------------------|---|
| Maximum available draught     | Inner Harbour 11.5m, Outer Harbour 16m            |
| Maximum length of vessel      | 340m  |
| Navigational access           | 24hr unrestricted access, subject to LOA          |
| Nature of holding ground      | Good  |
| Tidal influences              | Minimal in Inner Harbour                          |
| Mooring availability          | None  |
| Repair facilities/dry docks   | Available   |
| Tug and pilotage availability | 6 hours notice and confirmation at 2 hours notice |
| Sheltered areas/anchorages    | Yes   |
| Foreshore description         | Sand on west shore/ Rock and sand on north shore  |
| Other commercial interests    | Diving operations, underwater surveys             |

### Harbour Management Overview

#### General

Harbour authorities are responsible for ensuring that their ports operate in a manner that avoids marine pollution. Portland Harbour Authority attracts an increasing number of vessels to port and continues to deliver services to meet market needs. This section presents an overview of how Portland Port manages the harbour with safety and environment in mind.

#### Port Marine Safety Code

The PMSC is a government initiative aimed at formalising the duties and responsibilities for safety and environmental protection within UK ports. It is aimed at directors, commissioners or trustees who are members of the boards of harbour authorities with statutory powers and responsibilities to regulate the navigation of vessels within their waters. There are no exemptions from the Code: its principles are considered to be applicable to harbours of all sizes, irrespective of their resources or level of traffic.

The port retains a Designated Person offering independent audit. The Designated Person conducts an audit on a 6 monthly basis and attends the board annually reporting directly on findings.

#### Navigational Risk Assessment and Safety Management System

The PMSC requires that all harbour authorities base their powers, policies, plans and procedures on an FNRA and that they maintain a Safety Management System (SMS) to control the risks that are identified. The navigational risk assessments are continually reviewed and if required amended quarterly or after a related incident or near miss. The Safety Management System is a tool used in the day to day management of the harbour and a database is maintained of all the safety measures in place and their status.

The PMSC tasks those who manage port marine safety to do so in accordance with industry best practice. The port is independently audited on a 6 monthly basis.



## **Standard Operational Procedures**

As part of the Safety Management System the Harbour Authority has in place Standard Operating Procedures within the Marine Departments Operations Manual. 'Emergency Action Cards' have also been prepared for use in the event of an Emergency and are retained in a separate folder. A copy of the Standard Operating Procedure for Pollution Preparedness and Response (SOPE2) and associated Emergency Action Card is found at **Appendix 1E**.

## **Harbour Regulation**

### **Bye-laws, General Directions, Local Notices to Mariners**

The Portland Harbour Revision Order 1997 includes details of harbour byelaws. The harbour authority also has the powers to make General Directions (GDs) and release Local Notices to Mariners (LNTMs) all of which include details of harbour management and navigational safety measures.

### **Admiralty Chart for Portland Harbour (BA 2268)**

The Admiralty Chart for Portland Harbour (BA 2268) covers all areas within PHAL and updates are provided to the UKHO with regard to changes.

### **Portland Harbour Consultative Committee (HCC)**

The Portland Harbour Consultative Committee (HCC), which is a statutory requirement and attended by representatives of user groups and provides an effective mechanism to identify conflicts between harbour users and to ensure that they are discussed and resolved amicably. The HCC ensures that issues and activities are kept under review and effectively managed as they increase in popularity within Portland Harbour. The HCC meets 3-4 times per year.

### **Hamm Beach User Group**

The Hamm Beach User Group, a stakeholder group representing various leisure users of Hamm Beach on the western shore of Portland Harbour meets quarterly. The group provides an effective mechanism to identify conflicts between users of Hamm Beach and to ensure that they are discussed and resolved amicably.

### **General Public Dissemination**

Some visitors who are unfamiliar with the harbour occasionally operate in the wrong areas and fail to observe speed limits and other regulations. As a result of the initial Navigational Risk Assessment in 2001, it was suggested that information regarding the designated areas for particular activities should be given wide publicity. Large fixed signs, which provide information on bye-laws and other restrictions, have been erected at the slipway in Castletown, on the shore opposite the Chesil Beach Centre car park, at the Ferrybridge launching area and at the Harbour entrances.





## **Monitoring and Policing**

There is continuous monitoring of activities by radio and radar. PHAL has a 6.8 metre RIB, marked with the words "Harbour Master" and fitted with a flashing blue light, which is also available for on the water patrols supported by other harbour authority vessels. Marine Officers periodically patrol (particularly at weekends) and where appropriate, issue verbal guidance and information leaflets published by PHAL which indicate the zones for particular activities, speed limits and useful local telephone numbers.

## **Harbour Operation - General**

### **Vessel Traffic Management System**

Portland Harbour Radio observes the movement of all vessels over 20 metres LOA within the Harbour Limits. The port operate a 24/7 vessel information service only on VHF channel 74.

### **Portland Harbour Radio**

Portland Harbour Radio provides Local Port Services (LPS) on a 24/7 basis. The LPS centre has a good view over most of the harbour with Closed Circuit Television (CCTV) coverage. Radar coverage is provided as part of an integrated Radar/ CCTV/ Automatic Identification System (AIS) suite which has recording and playback functionality, this is in excess of the LPS requirement. Wind information is provided by two anemometers situated on Fort Head and the Distant Range building which again record and graph strength and direction.

### **Speed Restrictions**

A speed limit applies to all areas of Portland Harbour Authority's jurisdiction, except for the Outer Harbour south of a line drawn 048 degrees true from "D" Head as follows:

- a speed limit of 12 knots applies to most of the Outer Harbour north of the line drawn 048 degrees true from "D" Head, except for Newton's Cove.
- a 12 knot speed limit applies to much of the central area of the Inner Harbour, except for vessels under 10 metres which may exceed this limit in the defined area.
- the western and southern periphery of the Inner Harbour, the Controlled Area and within 150 metres of the breakwaters is subject to a 6 knot speed limit.

## **Harbour Operation - Training Activities**

A wide range of military and civilian training takes place within the harbour. The main organisations that are involved in training include the Defence Diving School, Royal Naval Air Station Yeovilton, WRTA, Royal Marines, Army Divers, W&PNSA, MCA and local sailing and sports diving clubs. Training is well organised by the relevant organisation(s) and it is understood that safety cover would normally meet or exceed the guidelines provided by the RYA. There is good co-ordination with the Harbour Authority where these activities take place, consisting of a Permit to Work system and communication where appropriate with Harbour Control. This minimises the risk of conflict with other harbour users. There are no records of navigational incidents that have resulted from training-related activities within the harbour.



## **Harbour Operation - Leisure and Sport**

### **Keelboat and Dinghy Racing**

The majority of yachting and dinghy races are organised and run by Castle Cove Sailing Club and WPNSA, however, other clubs which operate within the harbour include the RDYC, the RNSA, and the WPCA. Since the first NRA, there has been a significant expansion at WPNSA with their organising sailing events (racing and training) most weekends of the year as well as International sailing series. As a result, close co-operation is maintained between event organisers such that races (and commercial activities) take place at times and locations which minimise potential conflicts with other users.

### **Segregation and control for water space users**

As a result of this diversity of harbour users there has been increased need for segregation and control for water space users, particularly:

- PWCs are small, fast, and highly manoeuvrable craft that can pose a significant risk if operated irresponsibly. This has been controlled by issuing a GD (No 1 of 2012) which restricts their use to the Portland Outer Harbour other than when launching and using part of the Marina Access Route to access the Portland Outer Harbour.
- Windsurfing and kite surfing generally take place near to the western shore and well away from commercial activities. Kite surfing is a relatively new and growing sport within the UK that can pose significant risks to all harbour users (they are extremely fast and can be very difficult to control) it is currently regulated by GD No. 1 of 2017 and GD No. 1 of 2018.
- Recreational diving and spear-fishing is regulated by permit and the establishment of 'no dive' zones which are policed by the Local Port Service (LPS) and Harbour Rigid Inflatable Boat (RIB) patrol. Commercial dive charters operate under licensed skippers.

## **Harbour Operations - Berthing/ Un-berthing/ Entry /Exit Criteria**

In good weather and light winds most of the berths within Portland Inner harbour are relatively straight-forward. There is ample room and usually little current. The harbour is exposed to winds from the easterly quadrant. North westerly winds can cause problems around some of the berths. The best shelter in the Outer Harbour is within the 15 metre contour.

The Chesil Bank can act as an aerofoil, accelerating westerly winds by as much as 20% to 25%. Q2 and Q4 berths can be difficult to approach and leave in westerly winds of 15 knots or more. This is partly due to the confined access to the berths, which can restrict tug operations, and partly due to the added effect of the anti-clockwise tidal flow around the Inner Harbour, which sets on to the inner end of Q Pier.

The North Ship Channel and the East Ship Channel entrances are 210 metres wide, with a depth of 12.4 metres in the North entrance and 12.3 metres inside the East entrance. The South entrance is closed to commercial traffic and is blocked by the submerged wreck of HMS Hood. A tidal stream enters the Inner Harbour by the North Ship Channel and rotates anti clockwise around the harbour past and through the jetties before exiting via the South and North entrances.

The tidal stream in North Ship Channel is straight-forward. In East Ship Channel there is a significant change in the tidal streams affecting vessels entering the Inner Harbour. This sudden change particularly affects deep draft vessels.



### **Harbour Operation - Commercial Port Services - Pre-Arrival Procedures and Documentation**

Vessels arriving at Portland (whether for bunkers, other vessel services or coming alongside) are required to submit an arrival proforma which details amongst others their principal dimensions, draft, last/next port and manoeuvring aids. From this information the vessel is then cross checked against a commercial shipping database and their pending arrival is added to the Movement List - a web-based planning tool which allows the Harbour Office staff and Pilots to plan determine towage and manpower requirements. A pre-arrival email is then sent to the ship which details the arrival procedure for the vessel. This details pilot boarding arrangements and some port information such that the Master may arrive being well informed.

### **Harbour Operation - Commercial Port Services - Pilotage**

#### **The Pilotage Service**

PHAL is the Competent Harbour Authority for Portland Harbour. Pilotage is compulsory for any vessel of over 50 metres LOA, any vessel over 20 metres LOA carrying dangerous cargoes, and any vessel of over 20 metres LOA carrying more than 12 passengers. Certain vessels owned by the Ministry of Defence (MOD); vessels under the command of a Pilotage Exemption Certificate (PEC) holder; and vessels using the Weymouth Bay anchorages are exempt from pilotage.

PHAL employs a number of authorised Pilots.

#### **Pilotage Exemption Certificates**

The syllabus for a PEC candidate and for an authorised Portland Pilot is generally the same. However, the tripping requirement for a PEC candidate is a minimum of 12 passages with an authorised Portland Pilot in the 6 months immediately prior to the application - no less than four of these trips in darkness. The PEC issued relates specifically to the candidate and the examined ship. PEC holders requiring examination for another vessel undertake an abbreviated course, primarily to ensure that they have adequate experience of handling the subject vessel.

#### **The Pilot/Master Information Exchange**

This is conducted and formalised by the 'Pilot/Master Information Exchange Form' and 'Passage Plan' this form is completed by the pilot and the ship's master before each act of pilotage starts. This is generally much easier to achieve on departure than on arrival. However, if either the master of a vessel inward bound to the port or the pilot, needs more time to discuss the passage plan, or to fill in the forms, additional time can be easily generated by either taking way off the vessel or taking a round turn out to seaward if there is no other traffic to affect in the area.



## **Harbour Operation - Commercial Port Services - Towage**

### **Towage**

PHAL provides and operates three tugs which are available for any vessel at 2 hours notice.

1. **“Maiden Castle”** a twin ASD tug with bow thruster and 55t bollard pull;
2. **“Rufus Castle”** a twin Azimuth Stern Drive (ASD) tug with 50t bollard pull and fire fighting capability;
3. **“Rupert Best”** a twin Azimuth Stern Drive (ASD) tug with 50t bollard pull and fire fighting capability.

The tugs provide towage if required for vessels entering, leaving, berthing, unberthing and anchoring in the Inner Harbour and they provide a waterborne fire-fighting capability in all areas. The tugs are assigned VHF Channel 71 for working with the pilots - this is of particular importance as it keeps the main harbour control frequency (Channel 74) clear and assures free communication to and from the tugs.

### **Tug Availability and Capabilities**

PHAL has formal, published minimum towage requirements which are listed in GD No. 2 of 2002. These are based in part on empirical formulae for vessel windage and in part local knowledge of the idiosyncrasies of the berths. The GD details tug requirement according to vessel length and whether or not the vessel has manoeuvring aids. For larger vessels, requirements are determined on a case-by-case basis according to the expected weather conditions and tug availability. The tugs are considered to be adequate for the range and type of vessels using PHAL at present.

## **Harbour Operation - Commercial Port Services - Bunkering**

Fuel oil bunkering is a critical operation on board ships which requires receiving oil safely into the ship's tanks without causing overflow of oil. It is an essential service requirement of a vessel to enable it to travel to its destinations.

The International Safety Guide for Oil Tankers and Terminals ('latest edition of the ISGOTT Guide') includes for bunkering operations which are addressed in Chapter 25. It specifies that all bunkering operations are controlled under procedures that are incorporated into the ship's Safety Management System. The procedures should ensure that the risks associated with the operation have been assessed and that controls are in place to mitigate the risk. The procedures should also address contingency arrangements in the event of a spill. The procedure should be implemented by use of a check-list, an example of which is included in the ISGOTT Guide.

The Bunkering Operation at Portland Port is delivered by Portland Bunkering UK/Monjasa. Further details on the operation at Portland is included below.



### Portland Bunkers UK Ltd



### Monjasa Holding A/S



The Bunkering Operation at Portland Port is delivered by Portland Bunkers UK Ltd (PBUK) in partnership with Monjasa A/S. Further details on the operation at Portland is included below.

The Bunkering station is operated by Portland Bunkers UK Ltd, with a partnership agreement in place with bunker supply company Monjasa A/S who physically supply, and market refined marine fuel & lubricants to ships in port and at sea. Additional operations that Portland Bunkers UK are capable of providing include receipt of cargo residues comprising water/waste-oil mix from visiting ships and "off-spec/non-compliant bunker fuel" which is considered by the MCA to be a ship-generated waste.

As a physical supplier, Monjasa A/S purchase marine fuel from refineries, major oil producers and other sources and resell and deliver these fuels using their bunkering tankers to a broad base of end users. Monjasa provide fuelling services to virtually all types of ocean-going vessels and many types of coastal vessels, such as oil tankers, container ships, dry bulk carriers, cruise ships and ferries. Their customers include a diverse group of ocean-going and coastal ship operators and marine fuel traders, brokers and other users.

Bunkering fuel supplied includes:

|              |                           |
|--------------|---------------------------|
| Fuel Type 1: | High Sulphur Fuel Oil     |
| Fuel Type 2: | Very Low Sulphur Fuel Oil |
| Fuel Type 3: | Marine Gas Oil            |

Bunkering in Portland - United Kingdom is conducted by modern double-hull supplying vessels, 24 hours a day/7 days a week. A Monjasa service centre through Portland Bunkers UK Ltd provides technical and logistic support to our operations.

A General Direction for bunkering operation is in place for this activity available here <https://www.portland-port.co.uk/local-notice-to-mariners-general-directions-and-harbour-masters-directions>.



## Harbour Operation - Commercial Port Services –Liquid Cargo Transfers

### Transfer Operations of Liquid Cargo

A General Direction(s) for transfer operations is available here: <https://www.portland-port.co.uk/local-notice-to-mariners-general-directions-and-harbour-masters-directions> and cover:

- Transfer of Liquid Cargoes excluding Oil and Liquefied Gases between Vessels
- Transfer of Liquid Petroleum Gases between Vessels.
- Transfer of Liquid Cargoes consisting of a substance wholly or mainly of Oil between Vessels

A more detailed account of these operations in Portland Harbour is summarised in the following document at **Appendix 1F**:

- Guide to Transfer of Liquid Cargoes between vessels, Portland Harbour

This contents of this guide is as follows:

1. What is a Liquid Transfer Operation?
2. International Codes and Conventions
3. Approved Service Provider Requirements
4. Notification Requirements
5. Personnel (POAC)
6. Equipment
7. Contingency Planning
8. Transfer Procedures
9. Transfer Planning
10. Maintaining Records
11. Key Documentation

**Figure 1** in the guide is a location plan for liquid transfer operations in Portland Harbour.

**NOTE - With regards to “oil” as defined by the Ship to Ship Transfer Regulations no transfers shall take place until such a time that the harbour authority has secured an Oil Transfer Licence from the MCA.**

The operation is summarised in the Table below:





**Overview of Transfer Operations at Portland – Liquid Cargo (Oil)**

|   |   |
|---|---|
| <p><b>Locations of Proposed Cargo Transfers –</b></p> <p>G6, M6 and Queens Pier</p> |   |
| <p><b>Types of substances to be transferred</b></p>                                 | <ul style="list-style-type: none"> <li>• Light oils; medium oils; heavy fuel oils;</li> <li>• Light, medium and heavy crude oils</li> <li>• debunkering of all types of standard and off spec bunker fuel</li> </ul>  |
| <p><b>Quantities of each substance</b></p>  | <ul style="list-style-type: none"> <li>• Based on a maximum draft of 17m the largest vessel would be a Suezmax that has the capability to transfer 130,000MTs of cargo.</li> <li>• The average quantities at Southwold range from 35,000MT/transfer to 80,000MT/transfer so an equivalent assumption is made for the purpose of this application.</li> <li>• Assuming 48 operations per annum, transfer quantity would be 6,240,000MTs</li> </ul> |
| <p><b>Frequency of transfers</b></p> <p>-</p>                                       | <ul style="list-style-type: none"> <li>• 4 operations per month is considered to be a reasonable assumption leading to an assessment of 48 operations per annum</li> </ul>  |
| <p><b>Types of ship to be used to carry out the transfers -</b></p>                 | <ul style="list-style-type: none"> <li>• Handy size, Medium Range (MR), Panamax, Aframax also known as LR1(Long Range), Aframax with coated tanks LR2 and Suezmax as examples</li> </ul>  |

**1.7.6 Contingency Planning**

The harbour authority maintains the following contingency plans in the unlikely event of an incident within its jurisdiction:



**Portland Harbour Authority Oil Spill & Marine Pollution Contingency Plan**

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- Portland Port Ltd. Emergency Plan
- Portland Oil Spill & Marine Pollution Contingency Plan.
- Portland Bunkers UK Ltd. Terminal Emergency Plan
- Portland Bunkers UK Ltd. COMAH Major Accident External Emergency Plan
- Portland Port Ltd. On-site Reactor Emergency Plan
- Portland Port Ltd. Off-site Reactor Emergency Plan

**The Portland Port Emergency Plan**

The Portland Port Emergency Plan sets out the measures to be taken when dealing with incidents/emergencies arising within the port area. The Emergency Plan is specifically written to satisfy the requirements of “The Dangerous Goods in Harbour Areas Regulations, 2016”. The Emergency Plan provides a framework for dealing with other emergencies which may occur within Portland Port and covers the responsibilities and procedures for incidents on vessels alongside berths in the port, on board vessels underway, at anchor or aground within the jurisdiction of PHAL and incidents ashore in the land area of the port.

**The Portland Oil Spill and Marine Pollution Contingency Plan**

Harbour authorities are responsible for ensuring that their ports operate in a manner that avoids marine pollution, and for responding to incidents within their limits. Outside their limits, the owners and masters of ships and the operators of offshore installations bear the primary responsibility for ensuring that they do not pollute the sea and for incident response. The MCA may need to use national assets to protect the overriding public interest in the response to a marine pollution incident when they face problems that exceed the reasonable response capabilities e.g. counter pollution equipment or expertise.

The current stock of pollution response equipment at Portland Port is in excess of that required for Tier 1, to cover small operational spillages. Adler and Allen Ltd are contracted to provide a response to medium sized spillages, i.e. Tier 2 cover. In the event of a Tier 3 large scale spillage, the MCA may decide to implement the National Contingency Plan and take charge of the incident and the counter pollution measures. The 'Plan' is exercised twice yearly, and is reviewed and updated on a regular basis. Credible Tier 1, 2 and 3 scenarios are summarised below.

**1.7.7 Portland Harbour Risk Assessment**

**Tier 1, 2 and 3 Credible Scenarios**

Scenarios for the highest ranking navigational risks for Tier 1, Tier 2 and Tier 3 marine pollution events in Portland Harbour are summarised **Table 1c** below.

**Table 1c. Credible and worst case scenarios for operations in Portland Harbour excluding bunkers and STS operations. Also including inherent risk from commercial vessels anchored in Weymouth Bay.**

| Location            | Product                | Scenario                   | Credible Tier Response | Worst Case Tier Response |
|---------------------|------------------------|----------------------------|------------------------|--------------------------|
| Inner/Outer Harbour | VsIs own bunkers (MGO) | Explosives handling by tug | 2                      | 2                        |





Portland Harbour Authority Oil Spill & Marine Pollution Contingency Plan

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|                             |  |   |   |   |
|-----------------------------|--|---|---|---|
| Inner/Outer Harbour         | VsIs own bunkers (MGO) or Other Cargo (annex I/I)                                  | Commercial vessel contacting with breakwaters                           | 2 | 3 |
| Inner/Outer Harbour         | Leisure Vessels own Bunkers  | Commercial vessel in collision with leisure vessel or vessel under 50 m | 1 | 2 |
| Inner/Outer Harbour         | VsIs own bunkers (MGO) or Other Cargo (annex I/I)                                  | Grounding commercial vessel   | 1 | 3 |
| Inner/Outer Harbour         | VsIs own bunkers (MGO) or Other Cargo (annex I/I)                                  | Commercial vessel in collision with commercial vessel                   | 2 | 3 |
| Inner/Outer Harbour         | Leisure Vessels own Bunkers  | Grounding pilotvsl or vsl under 50 m                                    | 1 | 2 |
| Weymouth Bay/ Outer harbour | Inherent risk from commercial vessel anchored in Weymouth Bay – vessel own bunkers | Collision between vessels   | 3 | 3 |

**Quantitative Risk Assessment**

**FOR VESSEL TO VESSEL OPERATIONS DURING SHIP TO SHIP TRANSFERS OR BUNKERING**

Table 1d below outlines expected Worst case and most credible case scenarios for Bunker operations and STS operations within Portland Harbour. These were identified following risk assessments carried out by the appropriate service provider. Latest editions of these risk assessments are held and reviewed by Portland Harbour Authority.

**Table 1d. Worst credible case scenarios for bunker and STS operations in Portland Harbour**

| Location            | Product                           | Scenario  | Worst Case Qty                          | Credible Case Qty   | Potential Probability |
|---------------------|-----------------------------------|---|---|---------------------|-----------------------|
| Inner/Outer Harbour | HFO/ Gas Oil                      | Operational incident during bunkering operations at anchorage | 210m <sup>3</sup>                       | 1 m <sup>3</sup>    | Low/Medium            |
| PBI berth           | HFO/ Gas Oil                      | Breach of loading arm   | 4.7 m <sup>3</sup>                      | 1 m <sup>3</sup>    | Low                   |
| PBI facility        | HFO/ Gas Oil                      | Pipeline rupture  | 10 m <sup>3</sup>                       | 3 m <sup>3</sup>    | Low                   |
| PBI facility        | HFO/ Gas Oil                      | Barge overfill  | 4.7 m <sup>3</sup>                      | 2 m <sup>3</sup>    | Low/Medium            |
| STS location        | Oil Cargo/ other liquid cargo/Gas | Ship collision with another vessel during manoeuvring         | 300 m <sup>3</sup><br>(as per MSN 1829) | <100 m <sup>3</sup> | low                   |



Portland Harbour Authority Oil Spill & Marine Pollution Contingency Plan

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|              |   |   |                     |                     |          |
|--------------|---|---|---------------------|---------------------|----------|
| STS location | Oil Cargo/<br>other liquid<br>cargo/Gas | Failure of cargo pipes on the tanker                                      | <1 m <sup>3</sup>   | <1 m <sup>3</sup>   | Very Low |
| STS location | Oil Cargo/<br>other liquid<br>cargo/Gas | Tank overflow   | <50 m <sup>3</sup>  | 0.5 m <sup>3</sup>  | Medium   |
| STS location | Oil Cargo/<br>other liquid<br>cargo/Gas | Hose / hose gaskets failure during transfer                               | 50 m <sup>3</sup>   | <5 m <sup>3</sup>   | Medium   |
| STS location | Oil Cargo/<br>other liquid<br>cargo/Gas | Oil spill onto tanker deck (e.g., during hose connection / disconnection) | 0.01 m <sup>3</sup> | 0.01 m <sup>3</sup> | Medium   |

1.7.8 Fate and behaviour - oil and other types of marine pollution

**Oil Spill Processes and Behaviour Over Time.**

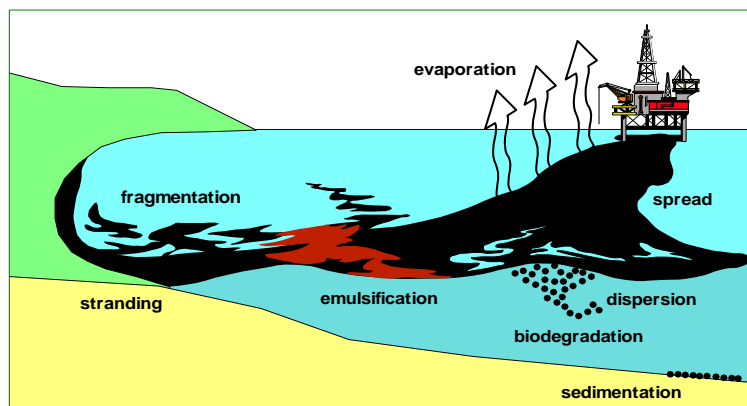
Knowledge of the fate and behaviour of oil and other types of liquid cargo over time is valuable in preparing and implementing an effective marine pollution response strategy.

In considering the fate of oil on the water a distinction is frequently made between non-persistent oils, which tend to dissipate rapidly from the sea's surface and persistent oils, which do not

Non persistent oils are commonly referred to as white oils and have an API > 45. Persistent oils are commonly referred to as black oils and have an API < 45.

The physical and chemical changes which spilled oil undergoes are collectively known as "weathering" (see figure below). Knowledge of these processes and how they interact to alter the nature and composition of the oil with time, is valuable in preparing and implementing this contingency plan for effective oil spill response.

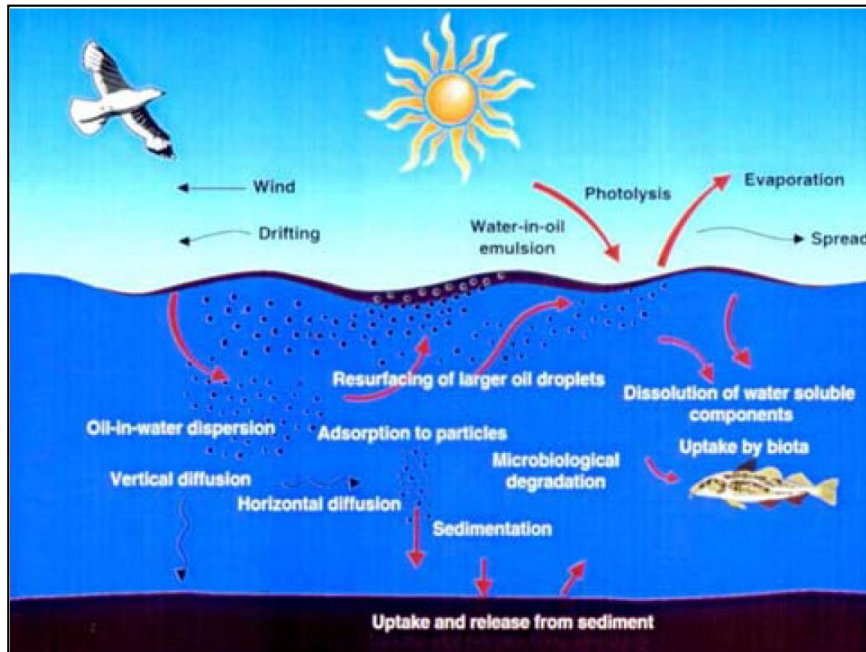
**Figure 1d. Combined weathering process of spilled oil**



The following extracts are from a MCA presentation available online at [http://www.dft.gov.uk/mca/4.\\_fate\\_and\\_behaviour-2.pdf](http://www.dft.gov.uk/mca/4._fate_and_behaviour-2.pdf) titled 'Fate and Behaviour of Oil'. This is helpful in highlighting the processes that could occur with an oil spill and the behaviour over time.



Figure 1e Possible fate of Spilled Oil



### Fate of Spilled – Specific (Marine Diesel Oil and Heavy Fuel Oil)

A computer model, ADIOS 1.1, was used to give an indication of the likely fate of an oil spill of both Marine Diesel and Heavy Fuel Oil.

The parameters used for model run one were:

- Water temperature: 9°C
- Wind Speed: 8 knots
- Oil Type: **Marine Diesel**
- Quantity of Oil Spilled: 20 cu.m.

The results of the computer model run were as follows:

| Time Elapsed (hours) | Volume Dispersed (%) | Volume Evaporated (%) |
|----------------------|----------------------|-----------------------|
| 24                   | 20                   | 42                    |
| 48                   | 28                   | 46                    |
| 72                   | 32                   | 49                    |
| 96                   | 34                   | 50                    |
| 120                  | 36                   | 52                    |

The parameters used for model run two were:



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- Water temperature: 9<sup>o</sup>c
- Wind Speed: 8 knots
- Oil Type: **Heavy Fuel Oil**
- Quantity of Oil Spilled: 20 cu.m.

The results of the computer model run were as follows:

| Time Elapsed (hours) | Volume Dispersed (%) | Volume Evaporated (%) |
|----------------------|----------------------|-----------------------|
| 24                   | 0                    | 5                     |
| 48                   | 0                    | 9                     |
| 72                   | 0                    | 12                    |
| 96                   | 0                    | 15                    |
| 120                  | 0                    | 17                    |

**Oil Spill Quantification**

Estimating the initial release volume of an oil spillage is notoriously difficult to establish, unless accurate information regarding flow rates, exact time of spillage and duration of spillage are all known.

The simplest method of quantifying 'on water oil slicks' is by visual appearance. The colour of the oil slick gives an indication of the thickness and type of oil. However, it should be remembered that oil slicks do not spread uniformly and as such, the estimate of oil remaining at sea is open to potentially large errors.

**The Bonn Agreement Oil Appearance Code**

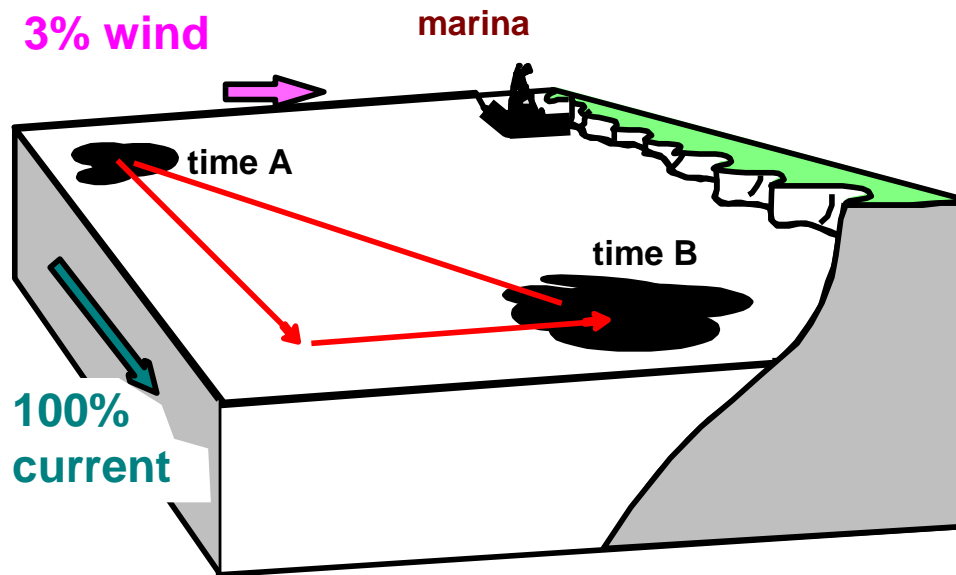
| Code | Description and Appearance         | Layer Thickness Interval (µm) | Litres per km <sup>2</sup>  |
|------|------------------------------------|-------------------------------|-----------------------------|
| S    | Sheen (silvery/grey)               | 0.04 to 0.30                  | 40 – 300                    |
| R    | Rainbow                            | 0.30 to 5.0                   | 300 – 5000                  |
| M    | Metallic                           | 5.0 to 50                     | 5000 – 50,000               |
| T    | Transitional Dark (or true) colour | 50 to 200                     | 50,000 – 200,000            |
| D    | Dark (or true) colour              | 200 to more than 200          | 200,000 - More than 200,000 |

**Oil Spill Movement**

Spilled oil on water moves as a function of the current and wind. The current has a 100% effect on the speed and direction of an oil slicks movement, for example, if the current heads north at 3 knots, then the oil slick will travel north at a rate of 3 knots. Wind, on the other hand, has only a 3% influence on the movement of the oil slick. This is shown in the following diagram.



Figure 1f Oil movement on sea surface



#### GESAMP (Group of Experts on the Scientific Aspects of Marine Environmental Protection)

GESAMP is a group of experts that since 1969 has advised the United Nations system on scientific aspects of marine environmental protection.

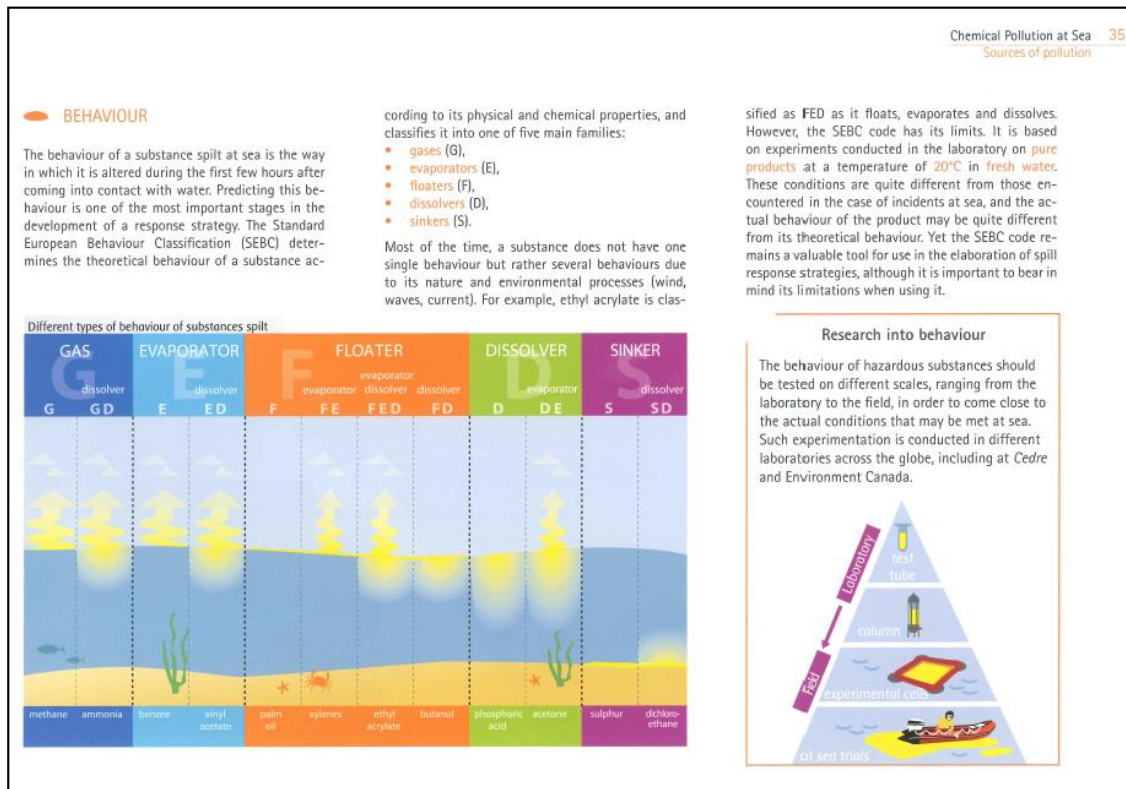
The terms of reference of the GESAMP EHS Working Group or WG 1, as given by GESAMP at its 6th session in Geneva (1974) and amended at its 8th session in Rome (1976) are:

"To examine and evaluate data and to provide such other advice as may be requested, particularly by IMO, for evaluating the environmental hazards of harmful substances carried by ships, in accordance with the rationale approved by GESAMP for this purpose".

The following is an extract from the publication Cedre, 2012. Chemical Pollution at Sea. It summarises the different types of HNS (Hazardous Noxious Substances) behaviours that have been identified by GESAMP.



Figure 1g HNS behaviours as identified by GESAMP



### Hazardous Noxious Substances (HNS) Categories

HNS, for the purposes of this report are the same as MARPOL Annex II Noxious Liquid Substances i.e. any substance indicated in Pollution Category column of chapter 17 or 18 of the International Bulk Chemical Code or provisionally assessed under regulation 6.3 (of Annex II regulations) as falling into category X, Y or Z. Category X (major hazard), Y (hazard), Z (minor hazard) are also relevant in that they signify substances that fall under this Annex and the risk level of noxious liquid substances to marine life, human health etc. if discharged to sea from tank cleaning and de-ballasting operations. Other substances i.e. are those that present no harm and therefore do fall under the regulations of Annex II.

Further details are included below:



Figure 1h Extract from Appendix 1 of MARPOL Annex II

## Appendix 1

### Guidelines for the categorization of noxious liquid substances\*

Products are assigned to pollution categories based on an evaluation of their properties as reflected in the resultant GESAMP Hazard Profile as shown in the table below:

| Rule | A1<br>Bio-accumulation  | A2<br>Bio-degradation | B1<br>Acute toxicity | B2<br>Chronic toxicity | D3<br>Long-term health effects | E2<br>Effects on marine wildlife and on benthic habitats | Cat |
|------|---|-----------------------|----------------------|------------------------|--------------------------------|--|-----|
| 1    |   |                       | ≥5                   |                        |                                |  | X   |
| 2    | ≥4  |                       | 4                    |                        |                                |  |     |
| 3    |   | NR                    | 4                    |                        |                                |  |     |
| 4    | ≥4  | NR                    |                      |                        | CMRTNI                         |  |     |
| 5    |   |                       | 4                    |                        |                                |  | Y   |
| 6    |   |                       | 3                    |                        |                                |  |     |
| 7    |   |                       | 2                    |                        |                                |  |     |
| 8    | ≥4  | NR                    |                      | Not 0                  |                                |  |     |
| 9    |   |                       |                      | ≥1                     |                                |  |     |
| 10   |   |                       |                      |                        |                                | Fp, F or S<br>If not Inorganic                           |     |
| 11   |   |                       |                      |                        | CMRTNI                         |  |     |
| 12   | Any product not meeting the criteria of rules 1 to 11 and 13  |                       |                      |                        |                                |  | Z   |
| 13   | All products identified as: ≤2 in column A1; R in column A2; blank in column D3; not Fp, F or S (if not organic) in column E2; and 0 (zero) in all other columns of the GESAMP Hazard Profile |                       |                      |                        |                                |  | OS  |

Annex II

\* Reference is made to MEPC.1/Circ. 512 on the Revised Guidelines for the provisional assessment of liquid substances transported in bulk.





### 1.8 Categories of Incident

Incidents are categorised in accordance with the internationally recognised three Tier classification system:

|   |
|---|
| <b>Tier 1</b>   |
| Small operational spillages that can be dealt with using the resources immediately available within the Port.   |
| <b>Tier 2</b>   |
| Medium sized spillages that require a substantial commitment from the Plans resources and will require a nominated contractor for the mobilisation of regional stockpiles.                          |
| <b>Tier 3</b>   |
| Large spillages or a loss of containment that exceeds the full resources of the Plan and will require full involvement of other authorities and the mobilisation of Tier 3 and national stockpiles. |

The following figures are from a MCA presentation available online at '[http://www.dft.gov.uk/mca/1.\\_role\\_of\\_mca-4.pdf](http://www.dft.gov.uk/mca/1._role_of_mca-4.pdf)' titled 'The role of the MCA & contingency planning in UK oil spill response'. It includes details of the tiered response system.

Figure 1i UK Pollution Incidents Tiered Response System

## Tiered response

- ◆ Tier 1 Local (minor)
  - ◆ within the capability of one local authority or harbour authority
  - ◆ MCA advice available
- ◆ Tier 2 Regional (medium)
  - ◆ beyond the capability of one local authority
  - ◆ Contractors mobilised
  - ◆ MCA advice and resources available if requested
- ◆ Tier 3 National (major)
  - ◆ National resources required
  - ◆ MCA will be actively involved
  - ◆ Activation of National Contingency Plan (NCP)

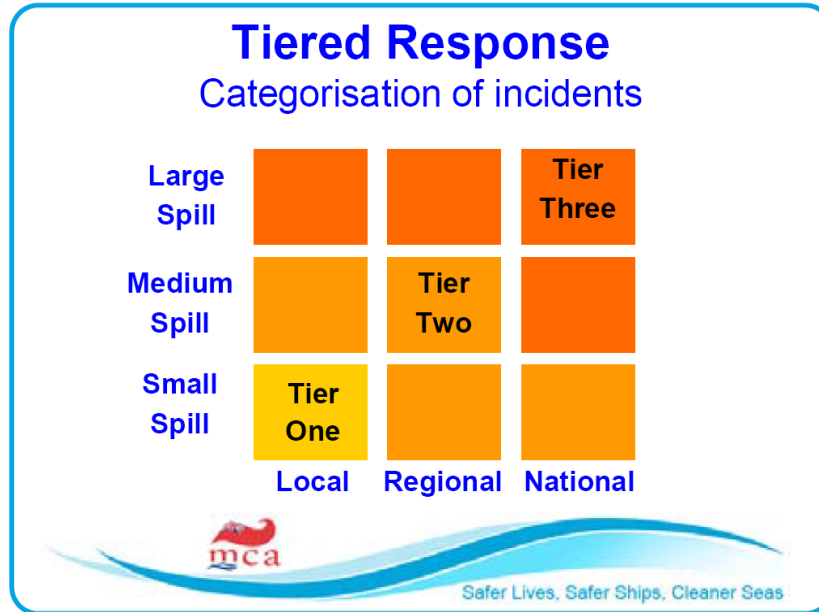


Safer Lives. Safer Ships. Cleaner Seas





Figure 1j UK Categorisation of Pollution Incidents



## 1.9 Incident Organisation

### 1.9.1 Identification of the Roles and Responsibilities of Parties Associated with this Plan

Within the UK there is an adopted structure and procedure for response to marine pollution incidents, which clearly defines the roles and responsibilities of Industry, UK Government (including environmental agencies) and Local Maritime Authorities. Each statutory body has a designated area of jurisdiction within zones extending from the High Water Mark to 200NM or the UK Territorial Limit.

The competent national authority designated to oversee all matters pertaining to the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) under the Merchant Shipping Act 1995 as amended by the Merchant Shipping and Maritime Security Act 1997 is the Maritime and Coastguard Agency (MCA).



### 1.9.2 Statutory Jurisdiction

| JURISDICTION                 |   |     |     |     |     |               |       |
|------------------------------|---|-----|-----|-----|-----|---------------|-------|
| AUTHORITY                    | HWS   | LWS | 1NM | 3NM | 6NM | 12NM          | 200NM |
| Harbour Authority            | <i>(All operations within Harbour limits)</i>     |     |     |     |     |               |       |
| Local Authority <sup>1</sup> | <i>(Oil Spill Response out of Harbour Limits)</i> |     |     |     |     |               |       |
| MCA                          | <i>(Oil Spill Response – Monitoring, advise)</i>  |     |     |     |     |               |       |
| MCA (HMCG)                   | <i>(Search &amp; Rescue)</i>                      |     |     |     |     |               |       |
| NE / JNCC <sup>2</sup>       | <i>(Conservation of the natural heritage)</i>     |     |     |     |     | <i>(JNCC)</i> |       |
| MMO <sup>3</sup>             | <i>(Marine Environment and Fisheries)</i>         |     |     |     |     |               |       |
| EA <sup>4</sup>              | <i>(Water Quality)</i>                            |     |     |     |     |               |       |
| HMRC                         | <i>(Import Duty)</i>                              |     |     |     |     |               |       |

Key: -

- <sup>1</sup>Local Authority      *under a duty of care the Local Authority undertakes the obligation to prepare and /or implement an oil spill contingency plan for response to a spill from HWS to LWS*
- <sup>2</sup>NE/ JNCC              *NE to be notified up to 12nm. JNCC's remit extends from 12 nm up to 200nm*
- <sup>3</sup>MMO                    *Approves dispersants and their use in shallow water and advises on their use in deeper waters – e.g. at least 1 nm / beyond the 20 metres contour.*
- <sup>4</sup>EA                        *EA to be notified on water quality issues up to 3nm and regarding waste management.*

### 1.10 Tier 2 Responder

Contractual documents for the Tier 2 responder are included at **Appendix 1Gi & 1Gii**. This applies to oil and HNS.

For ship to ship transfer of liquid cargoes the role of the Tier 2 contractor is discussed in more detail in **Appendix 1E** SOPE2 Pollution Preparedness & Response, in the case of oil and chemicals that behave like oil excluding oil, the intention is for the response to be agreed on a case by case basis. This requires responders to be HNS trained and similarly the nature of the equipment needs to be for this purpose.



## 1.11 Incident Control Arrangements

### 1.11.1 Oil Spill (& Marine Pollution) Management Team (OMT)

In the event of an incident, an Oil Spill (& Marine Pollution) Management Team (OMT) will be established in the Main Port Offices in Harbour Control, unless otherwise advised and this will be under the chairmanship of the Harbour Master.

- In the event of a Tier 1 incident within the Harbour Limits the Harbour Master or the Harbour Master's assistant will be notified, and act as On Scene Commander.
- In the event of a Tier 2 incident the Harbour Master will be responsible for notification of Response Contractors, and will act as On Scene Commander. Roles, responsibilities and communications with Dorset LRF Command and Control will be agreed as required (See **Appendix 1Aiii**).
- In the event of a Tier Three incident occurring outside port limits and which calls for a national response, the National Contingency Plan will be implemented. The OMT will assist MCA and appropriate members of the OMT will re-deploy as agreed with the MCA and/ or Dorset LRF Command and Control/ Tactical Coordinating Group (TCG) (See **Appendix 1Aiii**). The Harbour Masters Incident Centre will remain active unless superseded by the MCA MRC.

### 1.11.2 National Response Units

Reference should be made to the National Contingency Plan.

The four principal aims of managing the response to any incident are:

- to protect public health,
- to prevent pollution occurring,
- to minimise the extent of any pollution that does occur, and
- to mitigate the effects of any pollution

In all cases involving a national response, whether from ship or offshore installation, there is a need to establish response cells to deal with the incident. Whilst the oil remains at sea, these cells may include:

- **Marine Response Centre (MRC)** - In the event of a national response, whether ship or offshore related, the MCA will establish a MRC at the most appropriate location. The Marine Response Centre considers and implements the most appropriate means to contain, disperse, and remove potential pollutants from the scene based on all the information available to them.
- **Salvage Control Unit (SCU)** - During a shipping incident, the primary role of the Salvage Control Unit is to monitor salvage operations and actions that are being taken and/or proposed relating to salvage activity and to ensure that such actions do not have an adverse effect on safety and the environment. The SOSREP determines the requirement for a Salvage Control Unit taking into consideration the nature and scale of the incident.
- **Operations Control Unit (OCU)** - not applicable to Portland as applies to an offshore related incident

Other response cells may be established alongside the main centres to assist e.g. Strategic Co-ordinating Group, Tactical Co-ordinating Group, Environment Group (see **STOp Advice Note 2/16 Appendix 1H and**



**Appendix 1Aiii).** SToP notices that provide guidance on counter pollution and salvage operational procedures, and will be of particular interest to coastal local authorities and organisations dealing with coastal pollution incidents are available at <https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-sbp-notes>.

## 1.12 Details of Action

The strategic approach for any incident will include prevention, containment, recovery and dispersal.

In relation to waste management the principles of waste prevention, waste minimisation, waste segregation, reuse, recovery and disposal will apply. For further details on waste management see **Section 2** of this Plan.



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# SECTION 2 'ACTION'

## 2.1 Introduction

Section 2 of the Plan is the 'Action Section' and includes the following information:

- Operations planning & notification of key team members and authorities
- Call out procedures
- Reporting
- Action Cards
- Response Guidelines
- Dispersant
- Communications
- Press Details
- Health & Safety
- Waste Management

## 2.2. Operations Planning and Notification of Key Team Members and Authorities

### 2.2.1 Introduction

This section includes details of all personnel likely to be involved in an incident ranging from Tier 1 through to Tier 3 - illustrating at which Tier each team member will be called upon.

### 2.2.2 Personnel likely to be involved in a marine pollution incident

Harbour Master

For an incident occurring inside the Harbour authority's jurisdiction, the Harbour Master will take overall responsibility for the conduct of response operations and for vessel casualty management in accordance with the approved 'Plan'.

The Harbour Master will require the transfer of responsibility for managing the incident response to be formally documented prior to relinquishing overall control of at-sea counter pollution measures to MCA.

Tier One Incident

The Harbour Master will be responsible for initiating the appropriate response actions and ensuring that the management of the response is in line with the day to day management structure of Portland Port.

The Harbour Master MUST be informed in the event of an incident. A Tier One response, as required by their Port Standard Operating Procedures (Appendix 1F).

The Harbour Master, after discussion with the Duty Harbour Master, will decide whether or not it is necessary to establish an OMT during a Tier One incident.



**Portland Harbour Authority Oil Spill & Marine Pollution Contingency Plan**

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The Harbour Master is also responsible for notification of the Tier One incident to the MCA's MRCC or MRSC.

*Tier One Oil Spill (& Marine Pollution) Management Team*

| Management Team  | Support Team  |
|--|---|
| Portland Port <ul style="list-style-type: none"> <li>• Harbour Master</li> </ul> | Portland Port <ul style="list-style-type: none"> <li>• Environmental Manager</li> <li>• Duty Manager from source of incident</li> </ul> |

Tier Two/ Three Incident

In the event of a Tier Two / Three incident, the OMT should convene. Representatives from interested parties will differ, dependent upon the tier and specific circumstances. The appropriate members of the OMT (including external organisations), who may be represented are illustrated below.

*Tier Two/ Three Oil Spill (& Marine Pollution) Management Team*

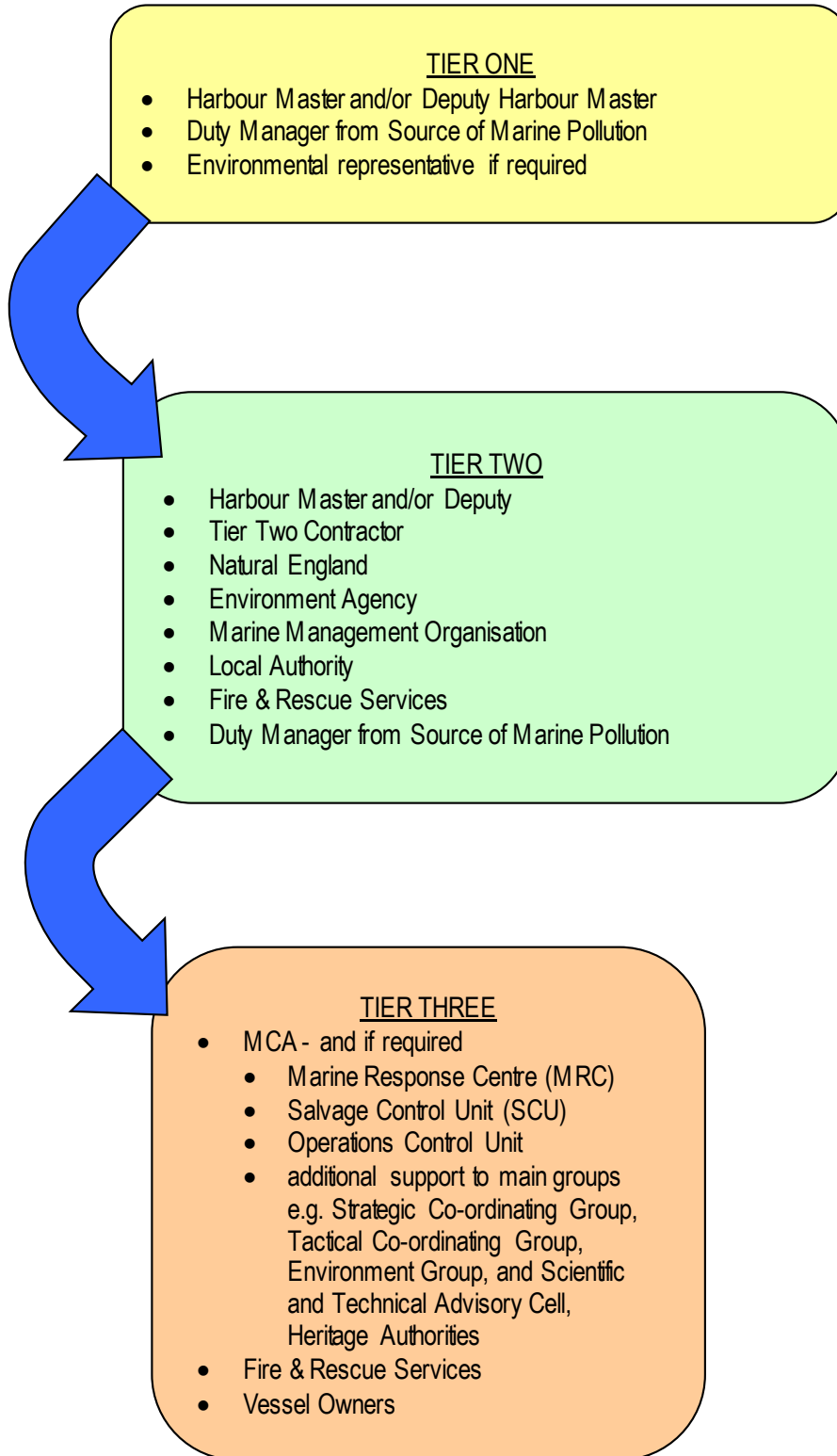
| Management Team   | Support Team  |
|---|---|
| Portland Port <ul style="list-style-type: none"> <li>• Harbour Master</li> <li>• Chief Executive</li> <li>• Tier Two Contractor</li> <li>• Environmental Manager</li> </ul> Environment Group e.g. <ul style="list-style-type: none"> <li>• Maritime Coastguard Agency</li> <li>• Natural England</li> <li>• Environment Agency</li> <li>• Marine Management Organisation</li> <li>• Dorset Council</li> <li>• Public Health England</li> <li>• Historic England if heritage need identified by Dorset Council Heritage Team</li> </ul> | Portland Port <ul style="list-style-type: none"> <li>• Accounts</li> <li>• Duty Manager from source of incident</li> <li>• PBUK Duty Manager</li> <li>• Public Relations</li> <li>• Administration</li> </ul> |

**2.2.3 Provision for protracted long running incident**

- emergency duty rosters / rest periods - Duty Harbourmaster & Duty Marine officer will undertake 12 hour shifts and supplemented by a number of port staff as dictated by the size and location of incident. Larger incidents will require utilisation of the port stevedoring contractor and / or Weymouth Harbour Authority whom we have an MOU in place.
- back up resources - Harbour Authority Casual Employees / MOU with Weymouth Harbour Authority for supply of personnel / Port Stevedoring Contractor
- accommodation - Local Hotels / Guest Houses within very close proximity to port
- catering - could be provided in the Britannia Building or Cruise Terminal



### Incident Management Structure







### 2.3. Call Out Procedures

In the event of an incident whether Tier 1 or Tier 2 the Duty Marine Officer should be alerted (See Contact Sheet in Section 3). Mobilisation of internal and external staff is covered elsewhere in this document. Standard Operating Procedures are in place for emergency response and emergency action cards are available to staff in addition to the forms and action cards within this document.

### 2.4. Reporting

#### 2.4.1 Use of Section

This section sets out the reporting procedures in the event of an incident. It includes details of:

- CG77 POLREP
- internal and external reporting procedures
- Oil Spill (& Marine Pollution) Assessment

#### 2.4.2 POLREP CG77

The extent of notification of external organisations and authorities will be determined by the initial classification of the incident. Responsibility for external notification rests with the Harbour Master. The Harbour Master is responsible for providing the information for HMCG to populate the CG77. The completion of the POLREP CG77 offers a belt and braces back-up and a means of the HMCG also notifying external authorities.

The statutory requirement placed on the Harbour Master under Statutory Instrument 1998 No. 1056, to report all actual or probable discharges of oil to the sea to NMOC is noted:

**Extract from Statutory Instrument 1998 No. 1056**

Reporting of incidents: harbour authorities and oil handling facilities

6. - (1) A harbour master, or other individual having charge of a harbour, and any individual having charge of an oil handling facility (except those which are pipelines), who observes or is made aware of any event involving a discharge of or probable discharge of oil, or the presence of oil in the sea shall without delay report the event, or the presence of oil, as the case may be, to MCA -HM Coastguard.

(2) A report under this regulation shall so far as appropriate as to form and content comply with the standard reporting requirements.



Portland Harbour Authority Oil Spill & Marine Pollution Contingency Plan

Section 2 – Action

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INFORMATION REQUIRED TO ENABLE COMPLETION OF FORM CG77 (POLREP) BY HMCG.

PART I – INFORMATION WHICH SHOULD BE PROVIDED IN AN INITIAL REPORT

CG77 POLREP

- A. Classification - of Report i. Doubtful ii. Probable iii. Confirmed
- B. Date and Time - pollution observed / reported and identity of observer / reporter
- C. Position and Extent of Pollution - by latitude and longitude if possible, state range and bearing from some prominent landmark and estimated amount of pollution, e.g. size of polluted area; number of tonnes of spilled oil; or number of containers, drums etc. lost. When appropriate, give position of observer relative to pollution
- D. Tide and Wind - speed and direction
- E. Weather - conditions and sea state.
- F. Characteristics of pollution - give type of pollution, e.g. oil crude or otherwise; packaged or bulk chemicals; garbage. For chemicals, give proper name or United Nations Number, if known. For all, give appearance e.g. liquid; floating solid; liquid oil; semi-liquid sludge; tarry lumps; weathered oil; discoloration of sea; visible vapour etc.
- G. Source and Cause of Pollution - from vessels or other undertaking. If from a vessel, say whether as a result of apparent deliberate discharge or a casualty. If the latter, give a brief description. Where possible, give name, type, size, nationality and Port of Registry of polluting vessel. If vessel is proceeding on its way, give course, speed and destination, if known.
- H. Details of Vessels in the Area - to be given if the polluter cannot be identified and the spill is considered to be of recent origin.
- I. NOT USED
- J. Whether photographs have been taken, and / or samples for analysis
- K. Remedial action taken, or intended, to deal with spillage
- L. Forecast of likely effect of pollution (e.g. arrival on beach, with estimated timing).
- M. Names of those informed other than addressees.
- N. Any other relevant information (e.g. names of other witnesses, references to other instances of pollution pointing to source).



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PART II - SUPPLEMENTARY INFORMATION TO BE PROVIDED LATER

(This section may be disregarded when POLREPs are for UK internal distribution only)

- O. Results of sample analysis.
- P. Results of photographic analysis.
- Q. Results of supplementary enquiries.

NOTES

1. POLREP's should be used for oil, chemical or dangerous substance spillages and for illegal discharges of garbage.
2. All messages should be pre-fixed by the codeword POLREP followed by a serial number issued by the originator. Subsequent updating or amplifying reports should repeat this information and add a SITREP number, e.g. "POLREP 21/SITREP 1" would be followed by "POLREP 21/SITREP 2". The first report is assumed to be Sitrep 1 with subsequent reports being numbered sequentially.
3. Groundings, collisions or breakdowns of oil tankers or other vessels carrying pollutants, including bunkers, should be treated as potentially serious incidents with a classification of "PROBABLE" until proved otherwise. The use of link calls or inmarsat calls to Masters of ships is often the best method of obtaining information.
4. Local C/P alerting plans should establish the following responsibilities:
  - (a) Coastguard to inform the County Oil Pollution Officer (COPO) in England and Wales, the Local Oil Pollution Officer in Scotland, Department of Environment in Northern Ireland, or the appropriate authority in the Channel Islands or Isle of Man where there is an immediate or potential risk of oil coming ashore in their area.
  - (b) In England, Scotland and Wales, HM Coastguard to inform COPOs/LOPOs in the counties immediately adjacent to counties at risk, that they may be at risk.
5. Although Chief Surveyors of Marine Regions are not directly involved with C/P operations, it is necessary to include them as addressees to give them notice of possible involvement with salvage, surveying a casualty or possible prosecutions under current regulations.
6. Care should be taken to avoid undue escalation of UNCONFIRMED pollution incidents with consequent misleading publicity.



### 2.4.3 Internal and external reporting procedures

See checklists and forms at **Appendix 2Ai**.

### 2.4.4 Oil Spill (& Marine Pollution) Assessment

The following pages contain checklists and forms designed to ensure consistency for all response personnel throughout the incident response. The checklists are as follows:

Oil Spill (& Marine Pollution) Assessment Checklist (C1) - Checklist to ensure that the initial assessment of the oil spill is accurate and all aspects likely to affect the classification, quantity and likely fate of the spilled oil are investigated thoroughly.

Oil Spill (& Marine Pollution) Assessment Form (C2) - Form to be completed for initial assessment of the oil spill. Part 1 includes information to be provided with initial report. Part 2 includes supplementary information to be provided.

Incident Briefing Checklist (C3) - Checklist to ensure that all personnel involved in the Incident Management are given a thorough briefing of the incident, and are then able to give a consistent and effective briefing to personnel falling under their management during the incident.

Personal Log Checklist (C4) - Checklist to ensure that all personnel involved in the incident response record correct and relevant information throughout the operation and consistent logs are then able to be submitted to the Duty Harbour Master upon completion for use in subsequent reports and actions.

Incident Log Sheet (C5) - This log sheet should be copied and used by the Log keeper in order that an accurate log can be kept of the incident for use as required during and after the incident.

Oil Spill (& Marine Pollution) Sampling Checklist (C6) - This checklist should be used as a guidance for taking samples of the spilled oil that may be used legally at a later date. By following this checklist ensures that sufficient sample is taken and that it is packaged and labelled correctly. For further information regarding sampling, refer to STOp notice number 04/2001, which is contained in the Appendices to this plan (See Appendix 2B or <https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>).

Tier Two Contractor Briefing Report (C7) - Tier Two Contractor Briefing Report. Required by the Duty Manager before Mobilisation.

Oil Spill (& Marine Pollution) Progress Report (C8) - Form for reporting progress on Oil Spill (& Marine Pollution).



## 2.5. Action Cards

The following section contains details about 'Action Cards' and 'Checklists' for use during an oil spill or marine pollution incident. These are included at Appendix 2Aii.

The 'Action Cards' follow a methodical checklist style, in order that they effectively guide the person fulfilling the role through the actions that they are expected to take and also the responsibilities falling upon them during an oil spill response incident.

Action Cards can be found for the following positions:

1. Observer of the incident
2. Duty Harbour Master
3. Harbour Master (On Scene Commander)
4. Response Team Supervisor (Landside Services/Operations Manager)

The Action Cards each contain the following four sections:

- **Alert** - lists the different notifications that will be required, both internally and externally.
- **Initial Actions** - actions that will be required to be carried out immediately to initiate the response operation.
- **Further Actions** - actions that will be required to be carried out when the response operation is underway.
- **Final Actions** - actions that will be required to be completed before the response operation can be officially stood down.

## 2.6. Response Guidelines

### 2.6.1 Introduction

This subsection includes the following:

- Tactical Response Plans - identify immediate response priorities – mobilising or placing resources on standby, establishing which resources will be utilised within prioritised response sites.
- the philosophy and objectives behind pre-agreed strategies for response at sea, within coastal zones and on shorelines including limiting factors and adverse conditions have been identified which link to the environmental, commercial and recreational sensitivities (described in section 3 'The Data Section' of this plan).
- identification of interim waste storage sites, treatment sites and disposal options.
- a method for predicting the fate of marine pollution is provided
- consideration is given to places of refuge and beaching areas for the stabilisation of stricken vessels.

For marine pollution incidents that are likely to move out of the Harbour the speed of response is crucial particularly with the tidal regimes within Portland Harbour. Local response equipment and personnel should be mobilised as soon as possible to maximise the opportunity to contain the spillage close to its source. For incidents involving the significant release of liquid cargo the Harbour's Tier 2 contractor should be placed on stand-by immediately to provide additional response equipment and personnel to support the response effort if required. For Tier 2 contractor contact details refer to Section 9 (Contact Directory).



## 2.6.2 Tactical Response Plans

### Tactical Response Plans 1 - 5

Tactical Response Plans give details of what tactics should be employed and considerations / requirements that should be complied with or made before implementing the plan:

- Tactical Response Plan 1 (TRP1) - Light Oil
- Tactical Response Plan 2 (TRP2) - Spirit (Petroleum etc)
- Tactical Response Plan 3 - Heavy Oil - Harbour
- Tactical Response Plan 3b - Heavy Oil - Pipeline
- Tactical Response Plan 4 - Crude Oil
- Tactical Response Plan 5 - Non Oil

TRP's 1-5 are included at **Appendix 2Aiii**.

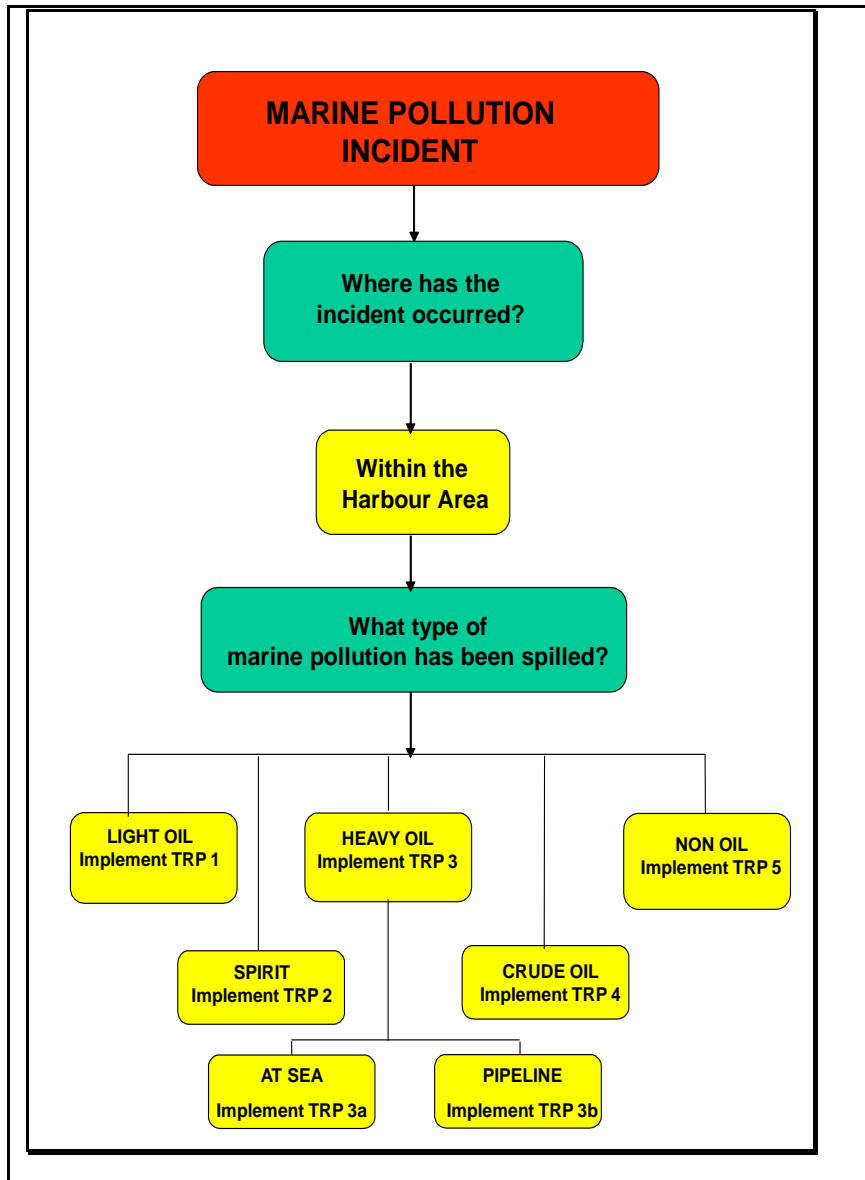
**The Tactical Response Plan to be implemented should be initially decided based on referral to the Safety Data Sheet and the products properties. It is probable that some hydrocarbons will also come under TRP 5 dependant on their properties.**

### Determining which 'Tactical Response Plan' to employ

The following flow chart (see **Figure 2.6a**) is designed to enable a swift decision to be made as to what strategy/ tactics to employ in response to an incident dependent upon marine pollution type and the location of the spillage. By using the flow chart, it will be possible to determine which of the 'Tactical Response Plans' to employ.



**Figure 2.6a.** Flow chart to enable decisions to be made as to what strategy/ tactics to employ in response to an incident dependent upon marine pollution type



Risk Assessment to identify applicable Tactical Response

*Initial Risk Assessment – Precautionary* - In all circumstances, the risk associated with a product being transferred will be based upon information contained within the Safety Data Sheet

*Response Risk Assessment – Reactionary* - The initial risk assessment is the minimum risk and may increase dependant on situation variables. These include:

- Volume of spill
- Location of spill
- Reaction or possible reaction



### 2.6.3. Response Strategies

The previous Tactical Response Plans indicate the various strategies that may be implemented depending on the type of pollution within the Harbour.

A brief explanation of the main response strategies follows.

**Table 2.6i.** Advice and guidance on shoreline clean-up techniques

| Response Strategy  | Description  |
|--|--|
| <b>Recovery using Weir skimmers</b>                      | Weir skimmers function by creating a weir just below the oil / water interface. Oil flow is induced into the weir by gravity and pumped away. The main disadvantage of this system is the fact that usually, a great deal of water is also recovered posing problems for temporary storage.  |
| <b>Recovery using Vacuum skimmers</b>                    | As the name suggests, vacuum skimmers recover oil from the water surface by vacuum. Like the weir skimmer, this type of recovery is prone to recovering large quantities of water. Another disadvantage of this skimmer is that it cannot be used on oil types having a low flashpoint. This is due to the heat generated through friction possibly igniting the oil.  |
| <b>Recovery using absorbents</b>                         | For relatively small oil spills, the oil can be recovered using absorbent material, either natural or synthetic. Absorbents come in a variety of designs, from pads to small lengths of boom. Absorbents pose a problem in that they can prove difficult to dispose of if used in large numbers, particularly if of the synthetic variety.   |
| <b>Monitor and Evaluate</b>                              | This response strategy is used where the spilled oil is inaccessible, or where a recovery operation may cause more damage to the environment than merely leaving the oil alone and allowing nature to take its course. If this strategy is employed, it is essential that the oil spill is regularly monitored and that alternative strategies can be employed if the oil begins to move to another area, where this strategy may be unacceptable. |
| <b>Dispersants or other oil spill treatment products</b> | The use of dispersants is covered in section 2.7. Containment and recovery is the immediate response option. <b>DISPERSANT MUST NOT BE USED</b> unless specifically approved by the Marine Management Organisation (MMO). The MMO will be consulted on the use of dispersants or other oil spill treatment products in all cases.  |

For pollution other than oil this will be dependent on the marine pollution.

### 2.6.4 Shoreline Clean-up Techniques

Natural England recommends that all efforts to prevent spills reaching the shore should be made as once pollutants hit the shoreline clean up options are very limited and often very damaging with recovery taking decades in some instances.

The following provides advice and guidance on shoreline clean-up techniques.

The Environment Group if established should always be consulted before any strategy is employed. Similarly, consideration should be given to heritage impact with Dorset Council Heritage team being the first point of contact but potential further need to consult Historic England.







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|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Removing large volumes of substrate</li> <li>• Pushing the oil further into the substrate.</li> <li>• Avoid oiling adjacent habitat</li> <li>• Avoid physical disturbance to vegetated shingle ridges above high water mark.</li> </ul>  |
| <p><b>Rocky Shoreline</b></p> <hr/> <p><b>Techniques</b></p> <hr/> <p><b>Avoid</b></p> | <p>These particular techniques could be considered when identifying clean-up operations for the rocky shores in the north western part of Portland Harbour where natural recovery and manual clean-up are preferred options.</p> <p>Obtain advice on extent of clean-up from Natural England. On exposed, lightly oiled sites natural recovery maybe a preferred option. Manual removal of oil. Sorbents can be used to improve clean-up on small quantities of oil. High volume low pressure hosing may be appropriate. Vacuum equipment or sorbent can be used for cleaning tidal pools. Consider the use of booms and skimmers at high tide. Use booms to reduce impact on adjacent areas. Consider the limited use of dispersants with the MMO whose approval is needed before this can be undertaken. The MMO will consult with Natural England to ensure that it is an appropriate and acceptable response measure.</p> <hr/> <ul style="list-style-type: none"> <li>• Excessive foot traffic on sensitive areas.</li> <li>• Danger to manpower from tides and slips and falls.</li> <li>• The use of heated or fresh water. Avoid washing the oil into the ecologically sensitive lower tidal zone.</li> <li>• Removing bedrocks.</li> </ul> |
| <p><b>Boulder Beach</b></p> <hr/> <p><b>Techniques</b></p> <hr/> <p><b>Avoid</b></p>   | <p>The following techniques could be considered in the Middle Shore of the Harbour where boulders and stones are present as well as the breakwaters that are flanked with large rough blocks of Portland Stone and limestone. Consult Natural England on preferred clean-up options.</p> <p>Consider natural recovery. Manual removal of oil. Sorbents can be used to improve clean-up on small quantities of oil. Manually clean. Sorbents can be used for the manual removal of oil. Limited use of mechanical equipment can be considered. Combined response of remove gross oil, manual removal. Consult with Natural England on preferred clean-up options.</p> <p>Ensure safety of personnel with regard to tides, slips, trips or falls.</p> <hr/> <ul style="list-style-type: none"> <li>• Overloading plastic sacks. Ensure bags are double thickness.</li> <li>• Removal of the substrate or change beach profile,</li> <li>• Unnecessary disturbance to ecologically sensitive ‘ under boulder’ communities.</li> </ul>  |
| <p><b>Defence and Deflection Booms</b></p>   | <p>If particularly sensitive areas are under threat, it is sometimes possible to place booms, strategically position to deflect the oil away from the area. If this strategy is employed, care should be taken on deciding where to place</p>   |



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|  |  |
|--|--|
|  | the booms and their configuration. It should only be undertaken by trained personnel, otherwise there is a risk that boom will fail. |
|--|--|

For pollution other than oil this will be dependent on the marine pollution.

2.6.5 Shoreline Matrix Table

Table 2.6ii. Shoreline matrix table

| Shoreline type | Clean-up techniques                 | Considerations                                      |
|----------------|-------------------------------------|---|
| <b>Muddy</b>   | - natural clean-up                  | - ecologically sensitive                            |
|                | - low pressure/high volume flushing | - contain any oily water with booms                 |
| Sandy          | - gentle, manual clean-up           | - avoid disturbance                                 |
|                | - mechanical herding                | - avoid vegetation removal                          |
|                | - mechanical oil/sand removal       | - avoid over-removal of sand                        |
| Pebble/shingle | - manual clean-up                   | - contact Natural England for further options       |
|                | - natural clean-up                  |   |
| <b>Rocky</b>   | - manual clean-up                   | - slips trips and falls                             |
|                | - low pressure/high volume flushing | - tidal dangers                                     |
|                | - sorbents                          | - contain any oily water with booms                 |
|                | - vacuum skimmers                   |   |
|                | - skimming at high tide             |   |
| Boulder        | - natural clean-up                  | - slips trips and falls                             |
|                | - manual clean-up                   | - tidal dangers                                     |
|                | - sorbents                          | - ecosystems under rocks                            |
|                |                                     | - avoid removing excess rock as may lead to erosion |

2.6.6 Booming Plan

The approach to deployment of booms is to focus on the location of the oil and contain it in the spilled location using primary, secondary and potentially additional booms.

In the event of a spill of any kind the environmental conditions will be evaluated and primary, secondary and if appropriate additional booms deployed with the aim of preventing the product reaching sensitive sites such as the Fleet Lagoon, and preventing oil from reaching land at all.

In the case of ship to ship transfer of oil and other products that behave in a similar way, 2 no “H-Booms” will be deployed prior to a transfer taking place. These are deployed between the 2 vessels in such a way that it forms a sealed area either side of the location where the transfer is taking place. This means that in the unlikely event of a spill it offers a form of immediate containment rather than having to wait for a response team to mobilise and deploy booms post spill.

This is further discussed in **Appendix 1E** in the Standard Operating Procedure for Pollution Preparedness and Response.



### 2.6.7 Identification of interim waste storage sites, treatment sites and disposal options

Waste storage sites, treatment sites and disposal options will be dependent on the incident however is most likely to be the New Quay area within the port or Outer Coaling Pier. Reference should also be made to the Port Waste Management Plan. Licensed contractors will be used to assist in the disposal of solid and liquid waste. See also the Data section of this 'Plan'. The Environment Agency would also be consulted on waste related matters. **STOp 3/16 (Appendix 2C)** provides further guidance on waste management following a maritime pollution incident.

### 2.6.8 Method for predicting the fate of spilled oil and marine pollution

#### General

Modelling systems are used by industry and government to assist in planning and emergency decision making.

#### Oil Spill Models

ITAC (Industry Technical Advisory Committee for Oil Spills Response) prepared 'Technical Paper: Use of Models in Oil Spill Response' (see: [http://www.industry-tac.org/technical\\_documents/documents/techdoc-uses\\_of\\_oil\\_spill\\_models.pdf](http://www.industry-tac.org/technical_documents/documents/techdoc-uses_of_oil_spill_models.pdf)). It explains that numerous oil spill models have been developed in the past 30-40 years and that they vary in complexity, applicability to location and ease of use. It also describes two core categories of marine oil spill model:

- the first is a 'basic' model which estimates oil spill weathering profiles (i.e. how oil properties change over time when it is spilled in the marine environment), but does not predict potential migration of the slick;
- the second in addition predicts the pathways of the slick over time and can be graphically illustrated in a Geographic Information System. Such systems allow accompanying information such as marine charts to be displayed in tandem with modelling results.

Examples of modelling software include OILMAP, OSCAR and OSIS.

#### HNS Spill Models

A study by CEFAS (2009) titled 'RP 593 - UK Risk Assessment for Hazardous and Noxious Substances' was commissioned by the MCA and includes a review of HNS spill models. It states that spill models such as CHEMMAP and ChemSIS provide the best prediction for the fate of HNS. ChemSIS was developed by AEA Technology in partnership with BMT Cordah and CHEMMAP system was developed by Applied Science Associates (ASA). Both had specific purposes in mind and the pros and cons of each model are further discussed in the report.

**Appendix 2D** includes a CEFAS information sheet titled 'Identification of the highest priority HNS and the prediction of their fate, behaviour and effects'.

#### Key Considerations

Key considerations when using modelling as a tool include:

- there are many different free and commercially available modelling programmes;



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- modelling may be used for marine pollution contingency planning, exercises and during response operations;
- modelling outputs can give the planner a range of useful information on potential oil and HNS chemical behaviour;
- all modelling programmes require a range of inputs, and the output from any model is dependant on the quality of the inputted data;
- it is essential that spill information received from the field is as accurate as possible, and response decisions should be made by incorporating all available information.

**Figure 2.6b and 2.6c** below are extracts from a HR Wallingford Wave and Flow Modelling Report undertaken in 2007 (Reference EX 5206). Flows in the harbour are predominantly in an anticlockwise direction. TELEMAC-2D hydrodynamic model was used to model ebb and flow on a spring tide. The strongest currents are in the ship channels and the entrance to the Fleet. Away from the harbour entrances the peak current speeds are generally less than  $0.2\text{m s}^{-1}$ . The report should also be referenced for tracer studies that consider the flushing of the harbour. A PLUM -RW dispersion model was used to predict this.



Figure 2.6b. Portland Harbour Ebb

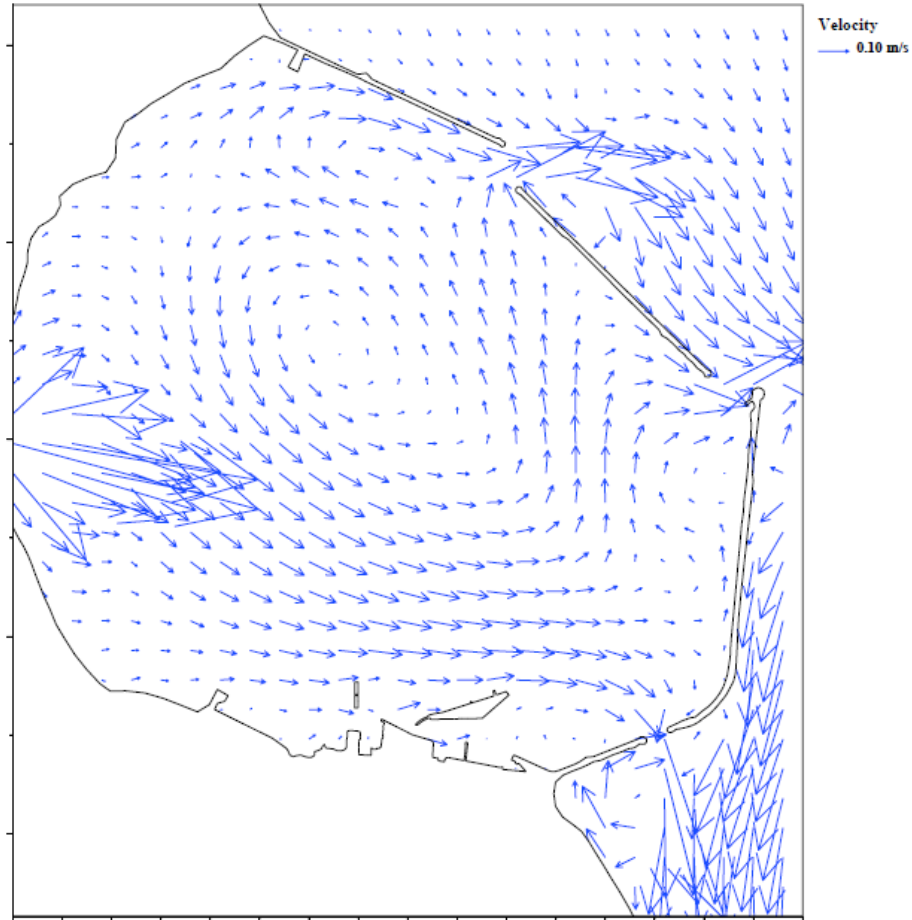
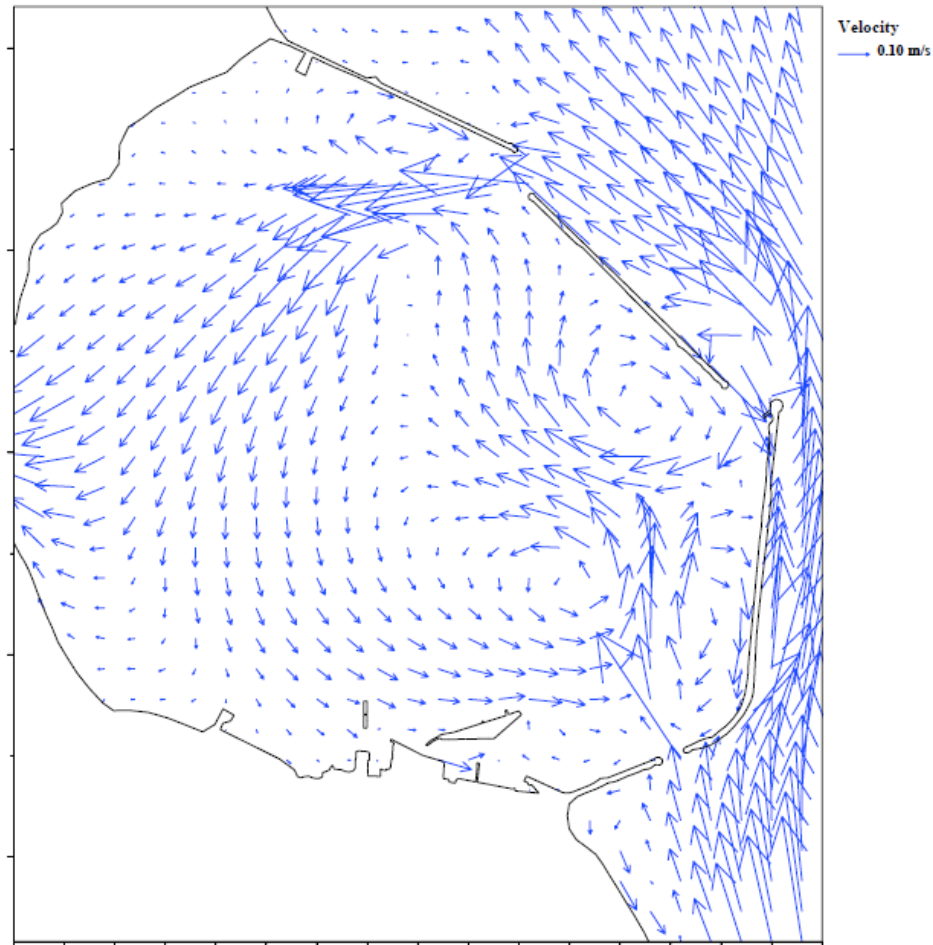




Figure 2.6c. Portland Harbour Flood



### 2.6.9 Places of refuge and beaching areas for the stabilisation of stricken vessels

Places of refuge and beaching areas for stabilisation will be dependant on the incident and where possible use of existing berths within the port will be used. Outer Coaling Pier due to berth design is particularly suitable for booming of vessel where this is a requirement.

Beaching of a vessel is a worse case scenario and will also be dependant on the incident and its location. It is highly unlikely that a stricken vessel would be encountered in the inner harbour however if this was the case the beaching area would most likely be on the western side of the inner harbour on Hamm beach due to the gently sloping sandy beach. Weymouth Beach would be the alternative in connection with a stricken vessel in the outer harbour. This would require a joint response with Weymouth Harbour Authority.



## 2.7. Dispersants

### 2.7.1 Introduction

The Marine Management Organisation (MMO) should be contacted if considering the use of dispersants. The following links to the MMO website are also helpful.

- <https://www.gov.uk/government/publications/how-to-use-oil-spill-treatment-products-and-equipment>
- <https://www.gov.uk/government/publications/approved-oil-spill-treatment-products>  
[https://webarchive.nationalarchives.gov.uk/20140305093819/http://www.marinemana gement.org.uk/protecting/pollution/documents/approval\\_and\\_use.pdf](https://webarchive.nationalarchives.gov.uk/20140305093819/http://www.marinemana gement.org.uk/protecting/pollution/documents/approval_and_use.pdf)

The legal framework, approvals process and the use of dispersants for spills in or near shallow waters is discussed below.

The harbour policy is that containment and recovery is the immediate response option and **DISPERSANT MUST NOT BE USED** unless specifically approved by the Marine Management Organisation (MMO). There are no standing agreements in place and instead any incident would be assessed taken into account the circumstances of the event.

### 2.7.2 The legal framework

The Marine and Coastal Access Act 2009 requires a licence to be issued for the deposit of any substance or article in the sea. It also enables provisions to be made by statutory instrument for exemption to this general requirement. Such exemptions are contained in the Marine Licensing (Exempted Activities) Order 2011 for England and Wales. Under this order a licence is not required for the deposit of a substance for the purpose of treating oil on the surface of the sea, subject to the following conditions.

- The substance is approved by the licensing authority.
- It is used in accordance with the conditions of that approval.
- The permission of the licensing authority is obtained for all uses in shallow water. Shallow waters are defined as areas of the sea where the water depth is less than 20 metres or within 1 nautical mile of any such area.
- The permission of the licensing authority is obtained before any use under the surface of the sea.

The licensing authority for England and Wales is the Marine Management Organisation (MMO). The licensing authorities for Scotland and Northern Ireland are Marine Scotland and the Northern Ireland Environment Agency. The MMO acts on behalf of the other licensing authorities for the testing and approval of dispersants and other oil treatment products which are intended for use in UK waters. It also regularly reviews existing approvals to ensure that products remain safe.

### 2.7.3 Approval Process

Dependant on the seriousness of the spill it will either be the harbour authority or MCA that will make direct contact with the relevant licensing authority (the MMO) in advance of any proposed use of oil dispersants or other oil spill treatment products. In coastal waters, including areas within harbour limits, formal approval will usually be required.

Once the licensing authority (the MMO) has been alerted to an incident it will aim to ensure that damage caused by the oil or treatment of the spill (for example, the use of dispersants) is minimised. In doing so, it will consult scientists at the Centre for Environment, Fisheries and





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Aquaculture Science (Cefas) about the implications for fisheries and for other marine fauna and flora. Statutory nature conservation agencies and the Food Standards Agency will also be consulted as appropriate.

The licensing authority aims to give approval, or refusal, to use oil spill treatment products within one hour of notification of the incident. It may also be able to advise on the type of dispersant most suitable for dealing with a particular incident.

In the case of major spills, any spraying of dispersants is normally carried out under the supervision of the MCA. Where there are important environmental or fisheries concerns, the licensing authority and conservation agencies will also be closely involved.

#### **2.7.4 Spills in or near shallow waters**

The use of oil dispersants or other oil spill treatment products in sea depths of less than 20 metres (chart datum), or within one nautical mile of such depths, must be approved by the appropriate licensing authority.

The chemical treatment of oil in deeper waters is less likely to cause damage to fisheries or the marine environment. It is not therefore subject to the same requirements for approval. Nevertheless, only products approved for use in the UK should be used and organisations are encouraged to seek advice from the relevant licensing authority whenever they propose to use oil dispersants at sea. By doing so, they can make use of the specialist knowledge relating to fisheries, marine habitats and dispersants that the licensing authorities, and the relevant statutory nature conservation agencies that they consult have ready access to.

### **2.8. Communications**

#### **2.8.1 Introduction**

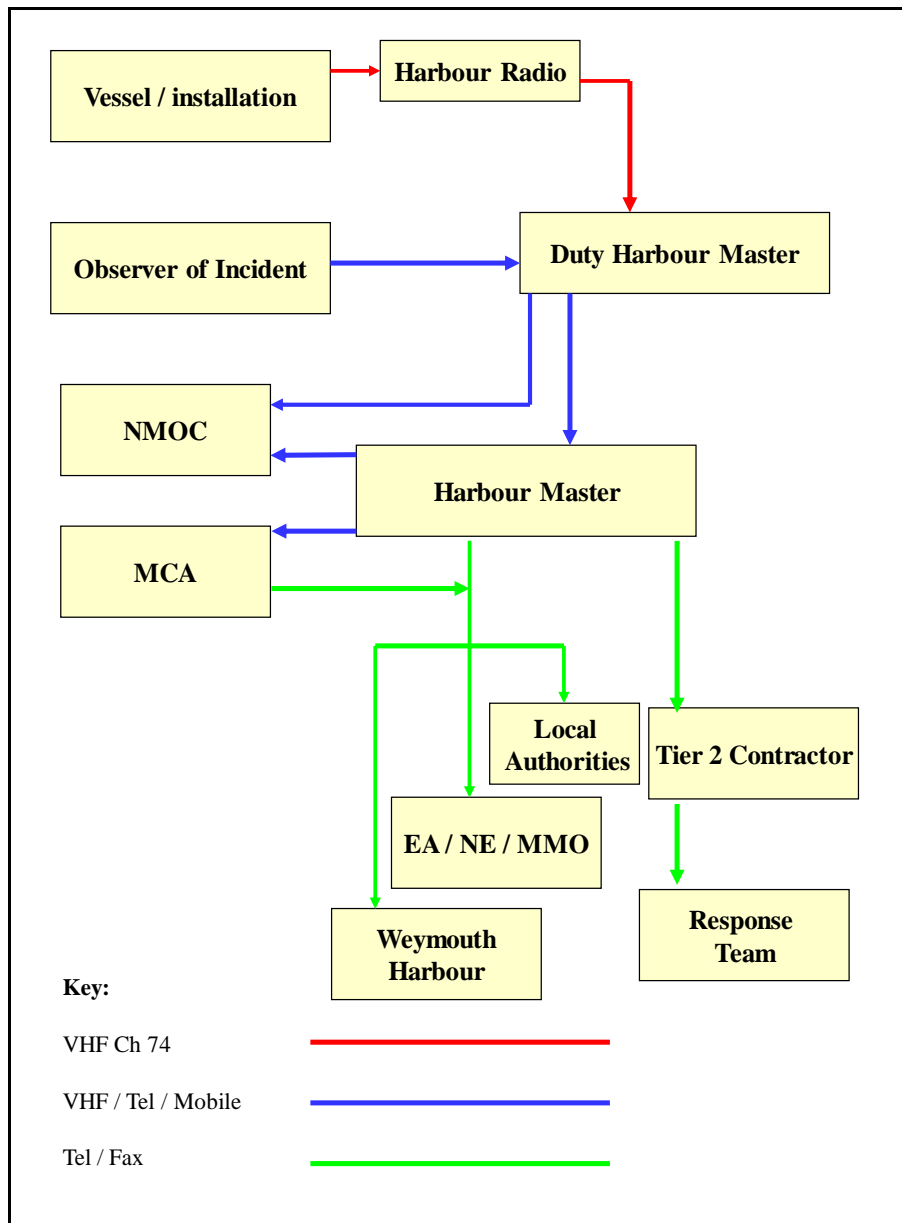
This sub-section includes details of communication between internal personnel and external bodies including details of communications between harbour/port/oil handling facility personnel and Tier 2 response contractor whilst on and off site.

This information is presented in a flow diagram with job titles and organisation names, method of communication during working hours and outside working hours, fully detailed.



### 2.8.2 Methods of Communication (Initial Stages)

Figure 2.6a. Methods of Communication (initial stages)



### 2.8.3 Notification of Authorities

The following table includes examples of organisations that will require notification dependent on the scale of the incident.

It is a primary responsibility of Portland Harbour Authority to notify relevant authorities as soon as possible, and preferably by telephone during working hours.

For the telephone / fax numbers of the following organisations and others, refer to Contact Directory found in the Data section of this Plan.



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**Table 2.8a.** Examples of organisations that will require notification dependent on the scale of incident

| Organisation  | Tier  |
|---|-------|
| CEFAS Laboratory Weymouth   | 1/2/3 |
| Dorset Council  | 2/3   |
| Environment Agency  | 1/2/3 |
| Fire and Rescue Service   | 2/3   |
| Historic England  | 2/3   |
| Marine Management Organisation  | 1/2/3 |
| NMOC (NMOC will alert DCPSO/CP Branch)                                | 1/2/3 |
| Natural England   | 1/2/3 |
| Aquaculture Farms   | 1/2/3 |
| Press   | 2/3   |
| Portland Bunkers UK Ltd   | 1/2/3 |
| Southern Inshore Fisheries & Conservation Authority                   | 3     |
| Tier Two Contractor   | 2/3   |
| Warden for the Chesil & Fleet Nature Reserve                          | 1/2/3 |
| Waste Disposal Contractors  | 2/3   |
| Weymouth Harbour Authority (all Tier 1 incidents outside breakwaters) | 1/2/3 |

**2.9. Press Details**

This section sets out the procedure for handling communications in the event of an incident classed as a 'Crisis' and includes the following information.

In the event of a incident classified as a 'Crisis' there will be two teams – the management team dealing with the crisis itself and the communications team handling the communications about the crisis.

PHAL's key spokesperson – Chief Executive or General Manager (Marine) – will be attached to the communications team, while being kept fully informed of the management team's status and progress.

The KS, is the only person authorised to speak to the media. All media enquiries should be directed to the communications team rather than to the management team. This allows management team members to undertake their roles without interruption.

Under no circumstances should any person connected with the Port, be they staff, supplier, board director or tenant, speculate to the media or any other third party as to the cause of the incident, nor comment on any aspect of the response operation. This includes commenting online on social media forums, media websites, in emails, posting photos, or engaging in any other electronic communication.

Wherever possible, private VHF/UHF radio channels and telephones should be used as the primary means of incident communication. This can greatly reduce the potential of information being misinterpreted. Digital mobile phones can be regarded as secure unlike earlier analogue models. Marine VHF is not a secure means of communication.

An incident is considered a 'crisis' if 'any event that endangers life, the environment, or financial running of the Port'. A situation can only be declared a crisis by Chief Executive, or, in their



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absence, either General Manager (Marine), General Manager (Commercial) or General Manager (Landside) (hereafter known as the Key Spokesperson or KS). Deputies will depend on the type of crisis.

Other members of staff, suppliers, board directors or tenants who believe that an incident should be declared a crisis must discuss the issue immediately with Chief Executive or one of his deputies.

A template for a first media statement is included at Appendix 2Aiv. Further media considerations are included at Appendix 2e as follows:

- Crisis procedure
- Resources and locations
- Scenarios - Oil Spill
- Fast Facts
- Corporate ethics
- Crisis management principles

#### 2.10 Health and Safety Plan.

##### 2.10.1 Introduction

This section includes details of all health and safety related issues. These relate to all factors associated with a marine incident and range from manual handling assessment to helicopter landing sites. It includes details of current health and safety documents that already exist, their name and their use. Relevant health and safety legislation, employer and employees duties are included.

A copy of a template for the Health and Safety Plan is included at **Appendix 2av**.

Site hazards are discussed in **Appendix 2f**.

##### 2.10.2 Legislation

###### Employers Duties

The principal duty of an employer is that imposed by the Health and Safety at Work Act 1974. The Act states, the employer is to ensure, as far as is reasonably practicable, the health, safety and welfare of their employees and anyone else who may be affected by their business activities whilst at work.

The Management of Health and Safety at Work Regulations 1992 impose specific duties on employers to:

- carry out a risk assessment of their work activities in order to identify protective and preventative measures - significant findings must be recorded if there are five or more employees;
- make arrangements for the planning, organisation, control, monitoring and review of the preventive and protective measures. When there are five or more employees these arrangements must be recorded;
- provide employees with appropriate health surveillance, where this is shown to be necessary by risk assessment;



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- appoint a competent person(s) to help ensure compliance with health and safety law;
- set up emergency procedures;
- only allow persons with sufficient health and safety instructions to have access to restricted areas;
- provide employees with comprehensive health and safety information relating to the details above;
- full co-operation with other employers sharing the workplace;
- provide the relevant health and safety information to any outside employer working within their premises, including relevant instruction and information;
- provide the relevant health and safety training to employees; and provide all temporary workers with relevant information on health and safety requirements appropriate to their position within the company.

#### Employees Duties

All employees have a duty under The Health and Safety at Work Act 1974, to take reasonable care for the health and safety of themselves and their colleagues at work who may be affected by their acts or omissions.

Under the Health and Safety at Work Act 1974 employees have a duty to co-operate with their employer and colleagues enabling them to comply with statutory duties and requirements.

Additionally, the Health and Safety at Work Act 1974 states that employees must not intentionally or recklessly misuse any equipment and the like provided for them in the interests of health, safety or welfare.

The Management of Health and Safety at Work Regulations 1992, further oblige employees to:

- use any of the equipment etc, provided in the interests of safety;
- follow health and safety instructions;
- report any problem they consider to be a danger; and
- report any shortcomings in the protection arrangements for health and safety.

## 2.11 Waste Management

### 2.11.1 Introduction

The section includes details of how the plan fully complies with the requirements of the Environmental Regulator's policy with regard to the management of wastes in an emergency. A copy of this policy is included with Section 10 of the 'Contingency Planning for Marine Pollution Preparedness and Response: Guidelines for Ports' (see Appendix 1A). Further guidance on Waste management following a Marine

The following is also covered:

- Initial roles of agencies and authorities responsible for waste disposal and storage etc.
- Existing waste management plans
- Locations of pre-agreed waste disposal sites (waste disposal and storage sites must be approved by the environmental regulator).



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- The importance of informing the statutory nature conservation bodies of proposals to dispose of or store oily waste material to ensure that local wildlife sites are not affected needs to be stated here.
- Proposals for waste segregation and minimisation should be addressed.
- The environmental regulator will provide guidance as to routes and methods of waste disposal and if these can be pre-agreed, details should be included.
- If no waste disposal strategies are in place the following issues should be agreed in consultation with the Environmental Regulator:
  - Sites for the interim storage of waste
  - Where could waste be treated or disposed of – locally and regionally and what methods of treatment are available?
  - What types of waste can be handled?
  - Are there any restrictions on the volume of waste that can be handled?
  - Is the waste disposal facility privately or publicly owned?
  - Are there any permits required to utilise the facility?
  - What are the requirements for waste containers?
  - How can waste be transported to the facility together with any waste transfer permits that will be required?
  - Note: oiled waste is classed as special waste and the transfer and disposal of such material is governed by the Special Waste Regulations.

#### 2.11.2 Overview

The safe handling and disposal of recovered oil and other types of marine pollution is governed by the relevant sections contained in the following legislation:

- a. The Environment Protection Act 1990
- b. The controlled waste (Registrations of Carriers and Seizure Vehicles) Regulations 1991
- c. Environmental permitting (England & Wales) Regulations 2016
- d. Landfill(England and Wales) Regulations 2002
- e. Control of Pollution (Amendment) Act 1989
- f. Hazardous Waste (England and Wales) Regulations 2005
- g. List of Wastes (England) Regulations 2005

If waste material is produced as the result of a pollution incident then the polluter has a duty of care to ensure that waste is contained, handled and transported and ultimately disposed of in an acceptable and legal manner.

If waste material is to be handled by a contractor in order to reduce liabilities to a minimum each contractor has to have the necessary transportation registrations and waste management license applicable to undertake the activity.

If recovered marine pollution is brought ashore via a dedicated oil recovery vessel then HM Customs and Excise must be notified. Landing should not be hindered by the absence of an official from HM Revenue and Customs; however the operator should maintain a comprehensive log on quantity and the nature of the recovered oil.

The following are examples of the types of waste can arise during a pollution incident

- recovered oil (not heavily contaminated)
- water in oil emulsion - untreated



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- water in oil emulsion - treated with dispersant
- thick weathered oil - lumps
- semi-solid bunker oil
- oil and sand mixtures
- dry waste
- oiled shingle
- heavily oiled seaweed and other debris
- all of the above contaminated with other types of marine pollution

In Tier One and Tier Two incidents any oil of other type of marine pollution recovered will be transferred to the ports licensed waste disposal / recycling contractors (see Contact Directory within the Data section of this 'Plan').

#### 2.11.3 Harbour Authority

For an oil or marine pollution incident not involving an oil company, the Harbour Authority may provide a bunded lay down area as temporary storage for drums and skips. In this event consultation should be sought with the Environment Agency and care must be taken not to mix different categories of waste.

Portland Port has contracts with several companies who are licensed to deal with oil, oily waste and other types of marine pollution disposal. Emergency numbers are included in the Contact Directory found in the Data section of this 'Plan'.

In the event of a release of oil or other marine pollution in the outer harbour, the quantity of liquid waste is likely to be a multiple many times of what is released. Due to the recovery strategy necessary (e.g. weir skimmers) it is essential that the necessary tankage is available for temporary storage during all operations.

The Harbour Authority's Port Waste Management Plan also applies in the event of an incident. The transportation of Hazardous Wastes requires that the premises producing the waste has to register with the Environment Agency, who will issue a Premises Code for the site of origin.

#### 2.11.4 Local Authority

In the event of a SRC being established an Incident Management Team will be formed under the control of the Council's Gold officer on duty at the time of the incident.

The waste disposal strategy is for small amounts of oil or marine pollution waste to be disposed of locally, under existing arrangements made by Maritime Districts. Larger quantities will require Dorset Council to consult with the Environment Agency and Dorset Waste Partnership.

Where possible, spilled oil or marine pollution should be recovered for recycling and re-use. However, any shoreline clean-up operation is likely to result in amounts of oil or marine pollution waste, far in excess, of the original oil or marine pollution on the shoreline. Responsibility for the arrangements to dispose of shoreline pollution waste rests with Dorset Council in consultation with the Environment Agency.

Dorset Council has an agreed set of procedures in place for the disposal of waste in emergency situations.



### 2.11.5 Environment Agency

Although the Environment Agency is not responsible for determining the location of Waste Disposal Plants, the Agency can provide advice and will regulate waste disposal operations.

In the event of the requirement to dispose of large quantities of waste the Environment Agency should be contacted for advice.

Waste oils are regarded as "Hazardous Waste" under the Hazardous Waste Regulations 2005 (as amended), unless there is specific evidence to the contrary. All waste oil removed must be consigned away under the Hazardous Waste Regulations, using the unique Premises Code obtained for the source of the waste. Merchant Shipping Notice MSN 1678 details responsibilities and procedures under these Regulations and this Notice also contains a "Form of Consignment Note", a "Hazardous Waste List" and a list of "Listed Substances".

The Environment Agency would advise the Emergency Management Team on waste disposal matters. Natural England should be consulted also to ensure that oily waste is not disposed of or stored within or near to sensitive areas such as Natura 2000 sites and SSSI's etc.

### 2.11.6 Temporary Storage

Clean up activities may produce quantities of oil and marine pollution debris at a significantly fast rate, generally resulting in larger quantities of waste than can be properly disposed of. Therefore, temporary storage will be necessary.

The Environment Agency or the Environment Group if established would advise the Emergency Management Team on waste disposal matters. Natural England should be consulted also to ensure that oily waste is not disposed of or stored within sensitive areas such as Natura 2000 sites, SSSI's etc. Similarly for sensitive heritage sites, Dorset Council heritage team should be consulted in the first instance and Historic England may also need to be consulted in the case of more significant designated assets. The following is a summary of storage methods, which can be used:

**Table 2.11a.** Summary of waste storage methods

| Type of Waste        | Storage Facility   | Comments  |
|----------------------|--------------------|---|
| Liquid               | Barges             | Suitable for initial storage  |
|                      | Road Tankers       | Ideal for routing to final disposal site                              |
|                      | Pits               | Must be lined with sand to protect essential heavy duty plastic liner |
|                      | Bunds              | Cheaper than pits<br>Liners required                                  |
| Liquid/solid mixture | Pits               | As above  |
|                      | Bunds              | As above  |
|                      | Skips              | Versatile, robust and cheap   |
|                      | Oil Drums          | Difficult to handle when full   |
|                      | Plastic Containers | Quick deployment  |
|                      |                    | Useful for inaccessible areas   |





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|        |                         |  |
|--------|-------------------------|--|
|        | Heavy Duty Plastic Bags | Ideal for manual clean up<br>Cheap & easy to deploy<br>Can create disposal problems themselves |
| Solids | Hardstanding            | Preferably use on sloping site with drainage   |
|        | Lorries                 | Restricted to solid debris<br>Access problems may occur  |

**2.11.7 Disposal Methods**

**2.11.7.1 Recovery to Oil Processing Installations**

Reprocessing is the preferred option. In general only pure oil and possibly oil / water mixtures will be acceptable.

**2.11.7.2 Landfill**

Landfill may only be used where there is little or no ground water abstraction. Permitting information should be obtained from the Environment Agency. Note, liquid wastes are no longer allowed to be disposed of in Landfills.

**2.11.7.3 Stabilisation**

This is an expensive method but is likely to be used increasingly as landfill becomes further restricted.

**2.11.7.4 Land Farming**

This can only make a limited contribution to oil spill disposal and is becoming less acceptable. However it may be suitable for small quantities of oily waste such as contaminated seaweed.

**2.11.7.5 Combustion**

Uncontrolled combustion is unsatisfactory due to the air pollution 'burning' causes. Commercial waste incinerators can dispose of limited quantities of oily waste.

(Note: apart from small amounts of oily waste, any contact with permitted facilities and contractors should be made through, or with the knowledge of the Environment Agency. Only Disposal sites which are 'permitted' to accept oily wastes, which are now classified as 'Hazardous Waste', may legally accept it under the Environmental Permitting Regulations. A Contractor who is a registered waste carrier must carry out removal of any waste).



# SECTION 3 'DATA'

## 3.1 Introduction

This section represents the third part of the 'Plan' called the Data section.

## 3.2 Emergency Contact Directories

### 3.2.1 Dorset Council Emergency Contacts Directory

The LRF Emergency Contacts Directory is located on Resilience Direct. Please contact Dorset Council Emergency Planning Team if you require a specific number.

### 3.2.2 Portland Harbour Authority Emergency Contacts Directory

A copy of Portland Harbour Authority's Emergency Contact Directory is included at **Appendix 3Ai**.

## 3.3 Training and Exercise Policy.

### 3.3.1 Training

The importance of training for port personnel who may become involved in the response to oil spill and marine pollution incidents is recognised and acknowledged. All members of Staff will undergo periodic training in line with the following matrix.



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**Table 3.3a.** Training Matrix Requirement for Oil

|  | Duration | Harbour Master /Deputy | Operations Manager/ Deputy | Operators | Frequency               | Notes   |
|--|----------|------------------------|----------------------------|-----------|-------------------------|---|
| Course   |          |                        |                            |           |                         |   |
| Oil Spill Equipment Operators Course (MCA 2P) Accredited | 1 day    |                        |                            | 12 of     | Once Every 3 years      | All staff who operate with Oil Spill Response Equipment must be fully conversant with correct and safe deployment techniques. |
| Oil Spill Management Course (MCA 4P) Accredited          | 4 days   | 2 of                   |                            |           | Once 3 Yearly Refresher | A training course providing in-depth knowledge of the main functions of an oil spill management team.                         |

All Marine staff receive 2P training as well as some other staff. A copy of the Training Matrix for Portland Harbour Authority Staff is included at Appendix 3Aii.

Courses undertaken are accredited by the Nautical Institute for the Maritime and Coastguard Agency; the syllabus of the courses matches the requirements of the UK Oil Spill Training standards.

All personnel in the Marine department receive oil spill response training, which is over and above the MCA requirement.

Refresher/initial training will be taking place Sept/Oct 2021 followed by an exercise with Tier 2 contractor.

Separate training will be provided in due course for other types of pollution.

**3.3.2 Training / Exercise Records**

The Harbour Master will be responsible for the upkeep of records relating to personnel training and exercises.

The post exercise/ incident report will be forwarded to the MCA's Counter Pollution & Salvage Officer (CPSO) as required in accordance with Appendix J5 of the latest MCA Guidance to Ports (see Appendix 1A).

**3.3.3 Exercises**

A series of annual exercises will take place organised by the Harbour Master and shall take place within the Port in line with the type and frequency shown in the exercise matrix.



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The format of the exercises should reflect the nature of operations within the Port. For this reason Port personnel should exercise on-shore and off-shore scenarios with other Port users who share such risks.

It is essential that such exercises encompass all the elements of a response, from mobilisation through to waste management.

Exercises will be conducted in accordance with MCA Guidance to Ports Appendix J (see **Appendix 1Ai**)

**Table 3.3b.** Exercise Matrix

|   | Duration    | Harbour Master / Deputy | Operations Manager/ Deputy | Others | Frequency                                  | Notes   |
|---|-------------|-------------------------|----------------------------|--------|--|---|
| Exercise  |             |                         |                            |        |  |   |
| Notification Exercise   | 1-2 hours   | •                       | •                          |        | 6 Monthly                                  | Test communication systems, check availability of personnel, evaluate travel options and the speed at which travel arrangements can be made               |
| Table Top Exercise  | 2-8 hours   | •                       | •                          |        | Annual                                     | Consist of interactive discussions of a simulated scenario among members of a response team but do not involve the mobilisation of personnel or equipment |
| Equipment Deployment Exercise<br>At Sea Operations and Onshore Pipeline | 4-8 hours   | •                       | •                          | •      | 6 Monthly Combined with refresher training | Test the capability of a local team to respond to a Tier 1 or 2 type spill.   |
| Incident Management Exercise  | 10-14 hours | •                       | •                          | •      | Once every 3 years                         | Demonstrate spill response management capabilities, integration of roles of different parties, focus on overall incident management aspects.              |



### 3.4 Environmental, Commercial & Recreational Sensitivities

#### 3.4.1 Introduction

This section considers the potential human health, environmental and economic impacts and consequences that could result from an incident and demonstrates the importance of preventing an incident from happening in the first place or in the event of an incident the appropriate techniques are not properly implemented.

#### 3.4.2 Human health, economic and environmental impact considerations

Portland harbour and the surrounding area attracts a wide range of users including commercial port activity, leisure, recreation and tourism, maritime business, wildlife, heritage as examples. The following summarises impact considerations

- firstly for Portland Harbour Authority's jurisdiction and
- secondly it's surroundings i.e. adjacent and nearby areas.

Nature Conservation sites (i.e. Marine Protected Areas) are named below and a more detailed discussion on each of the sites including location plans and the reasons for designation is found later in this chapter.

Heritage assets are discussed in section 3.4.6.

##### Portland Harbour Authority Jurisdiction

- Inner Harbour South including inner, outer and north-eastern breakwater -
  - berths, jetties, piers and slipways associated with the commercial port
  - anchorages associated with the commercial port
  - landside public access limited to Castletown area only as commercial port and breakwaters are private
  - the north-eastern breakwater is a Site of Conservation Interest - Portland Breakwater SNCI
- Inner Harbour West and North-West including northern breakwater and Fleet entrance
  - landside public access possible along most of the shoreline with the exception of the northern breakwater
  - multi-use area throughout harbour area
  - marina, boatyard, sailing academy/watersports centre, several mooring areas and slipways for small yachts can be found along the north shore
  - bathing waters are found at beaches at Sandsfoot Castle and Castle Cove
  - other beaches are found at Castletown, Black Barge and at Smallmouth
  - fishing and aquaculture with examples including mussels, oysters and scallops fisheries
  - diving wrecks are other examples of inner harbour facilities
  - Hamm Beach on the western side of the harbour and north shore is protected for its nature conservation value - Portland Harbour Shore SSSI (see later discussion)
  - the shore off Hamm Beach is also a popular watersports area
  - channel at Ferrybridge provides the only link to the Chesil and the Fleet European Marine Site (see later discussion)
- Portland Outer Harbour (north) including Newtons Cove and the Nothe
  - landside public access along shoreline
  - multi-use area



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- military testing activities
- shoreline also designated for nature conservation interest - Portland Harbour Shore SSSI (see later discussion)
- Portland Outer Harbour (south) including Balaclava Bay and Grove Point
  - multipurpose water space catering for a range of activities including commercial port, military, leisure, recreation and sport, fishing, diving as examples
  - parts of the coastline are designated as the 'Isle of Portland to Studland Cliffs SAC' (see later discussion)
  - Part of the Portland coastline is designated as Jurassic Coast World Heritage Site
  - Bathing Water located at Church Ope Cove

#### Areas adjacent and near to Portland Harbour Authority Jurisdiction

- Chesil Beach and Fleet Lagoon European Marine Site
  - channel at Ferrybridge provides the only link to the Chesil and the Fleet European Marine Site (see later discussion)
  - also home to an oyster fishery
  - small vessels also moor within the entrance
  - public access is possible along the shorelines although not encouraged due to the environmental sensitivity of the site
- Weymouth Harbour Authority Jurisdiction (Inner and Outer Harbour)
  - primarily leisure, fishing and ferry port
  - pleasure beach includes 3 Bathing Water areas and extends significant distance between Weymouth Pavillion and Bowleaze and is zoned to cater for a range of activities in the summer with restrictions reduced during the winter
- Weymouth Bay extending from Portland Bill to Lulworth Cove
  - multipurpose water space catering for a range of activities including commercial port, military, leisure, recreation and sport, fishing, diving as examples
  - parts of the area are designated as a European Marine Site 'Studland to Portland SCI' and 'Isle of Portland to Studland Cliffs SAC' (see later discussion)
  - Much of the coastline is designated as the Jurassic Coast World Heritage Site and as an Area of Outstanding Natural Beauty.

The following extracts from the publication Cedre, 2012. Chemical Pollution at Sea. It summarises the health impacts from chemicals.



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**HEALTH IMPACT**

**Penetration into the human body**

Chemicals can enter the body in three different ways: via the skin and mucous membranes' (contact), the respiratory tract (inhalation) or the digestive system (ingestion).

The 3 ways chemicals can enter the body

**Notion of toxicity**

The toxicity of a substance is its capacity to generate noxious effects on health. Chemicals do not all have the same toxicity. Some must be absorbed in large quantities to cause intoxication while for others, small quantities are sufficient. Toxicity is closely linked to the quantity of the substance involved and the exposure time.

The term acute toxicity is used when noxious effects on health appear rapidly following sudden exposure to relatively high concentrations of a chemical. This may typically be the case of shipping accidents.

Inversely, the term chronic toxicity is used when noxious effects on health are caused by repeated exposure, day after day, for many years, to low concentrations of a chemical. This is what happened in the case of the Minamata tragedy in Japan (see p. 30).

**Acute effects**

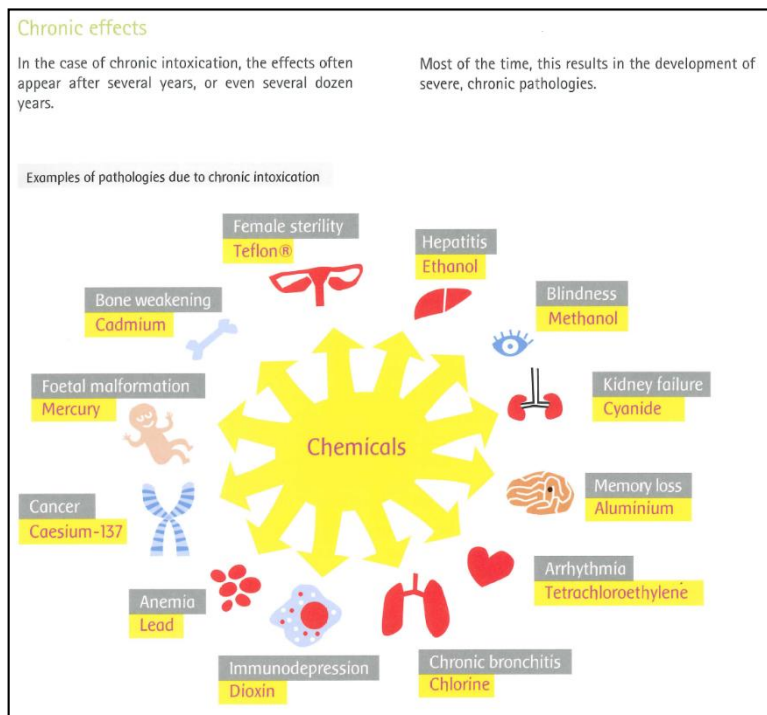
In the case of acute intoxication, the effects may be restricted to a specific area or organ, or may affect the entire body.

Local effects are directly connected to the way in which the toxic product enters the body:

- contact with skin or eyes: irritation, burns or allergies,
- inhalation: irritation, lesions in lung tissue, coughing, dyspnea, edema, asthma or asphyxiation,
- ingestion: irritation and/or burns to the oesophagus and stomach, nausea, vomiting.

Generalized effects can include severe cardiac, respiratory, and central nervous system conditions which can, in certain cases, lead to death.

[Find out more](#)



The following is an extract on Page 65 from the publication 'Cedre, 2012. Chemical Pollution at Sea'. It summarises the fate of chemicals in the environment according to their GESAMP chemical behaviour category.

Page 65 states:  
"Fate of Chemicals

*The behaviour of a chemical in the water heavily influences its fate in the marine environment over the days, months and years following its release. In most cases, a substance does not have one single behaviour but rather several behaviours.*

*Gases (G) and Evaporators (E) disperse into the atmosphere.*





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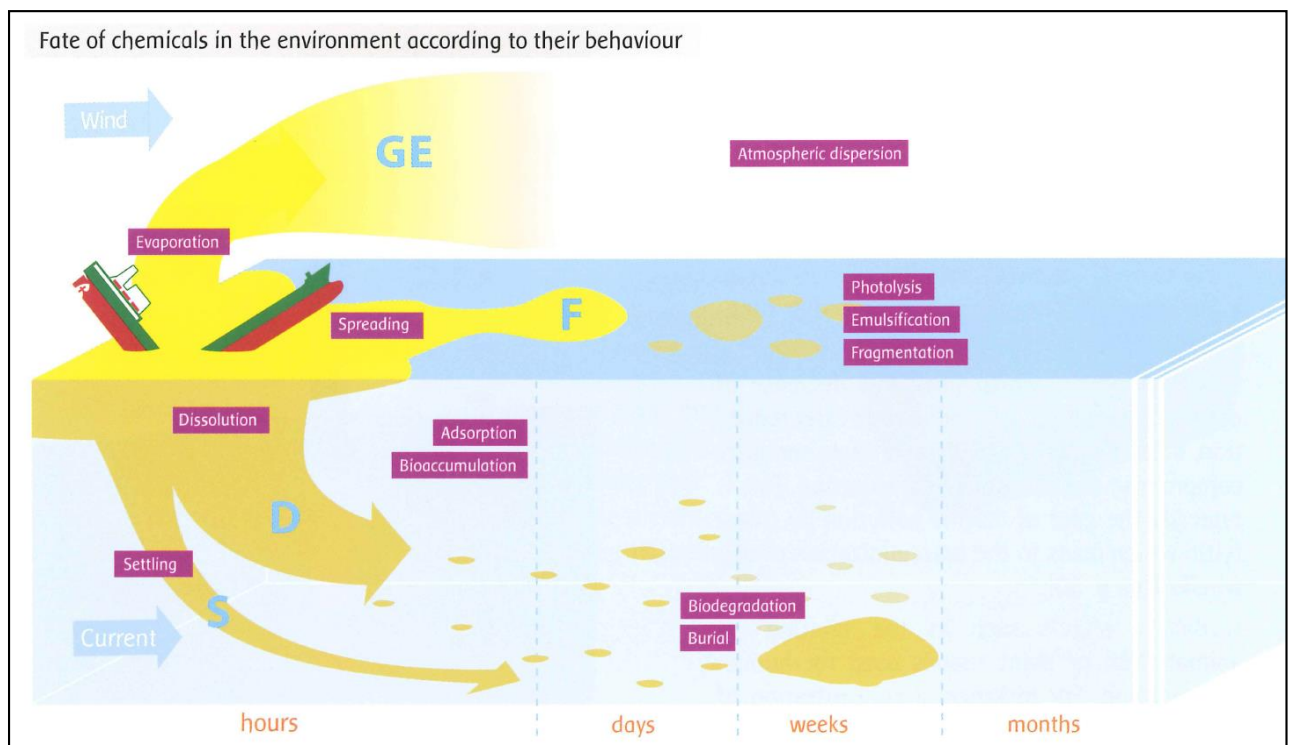
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*Floaters (F) spread across the surface to form a slick. Then, under the action of waves and currents, they form aerosols or split up into smaller and smaller patches and/or form an emulsion with seawater (emulsification), or are sometimes even naturally dispersed. They can also undergo oxidation when exposed to sun's rays (photolysis).*

*Dissolvers (D) will be diluted in the water column, leading to a drop in concentration, therefore reducing their effects. They can be broken down by sunlight (photolysis) or by micro-organisms (biodegradation). They can also sometimes cling onto organic or mineral particles in suspension (adsorption) or gradually accumulate in living organisms (bioaccumulation).*

*Sinkers (S) will initially settle on the bottom. They can then be buried by sediment movements or be returned to the water column (dissolution)."*

The following is an illustration of the behaviours described above. It illustrates the fate of chemicals according to their behaviours over time.



Page 66 states:

*"Effects of Chemicals*

*The negative effects of chemicals on the environment are gathered under the term ecotoxicity. This may be direct or indirect.*

*Direct ecotoxicity can result in:*





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- *lethal effects, i.e. mortality of individuals due to interruption to one or more vital bodily functions.*
- *sublethal effects which involve a decrease of certain capacities of individuals (reproduction, breathing, feeding). These effects seriously compromise the survival of a population.*
- *secondary effects such as tainting of animal flesh or plant tissues used for human consumption.*

*Chemicals also have indirect effects on the environment which are reflected in populations and not only individuals. The ecosystem's structure and productivity can therefore be disturbed. This for example can result in changes in terms of dominant species and in a decrease, or even loss, of biodiversity. Chemicals also affect all links in the food chain, from the smallest (plankton) to the largest (whale)"*

An overview of the use and nature conservation interest for Portland Harbour Authority's Jurisdiction and the adjacent and nearby areas is included in the following section. Nature Conservation sites (also known as Marine Protected Areas are also discussed in more detail discussion later in this chapter.

#### 3.4.3 Dorset LRF Coastal Pollution Clearance Plan Sensitivity Maps

Sensitivity maps for the coastline have been drawn up by the Dorset Council in consultation with the Environment Agency, Maritime Management Organisation, Natural England and the Dorset Wildlife Trust and are included within Part 5 of the Dorset LRF Coastal Pollution Clearance Plan (Pages 89 to 198). In addition, Environmental Sensitivity has been scored to include socio-economic variables for both summer and winter. These are to help local authorities to prioritise the clean-up action necessary in each coastal sector dependent on the circumstances at the time. The same information would inform any decision making in response to an incident in Portland Harbour Authority's Jurisdiction.

The sectors that overlap with Portland Harbour Authority's Jurisdiction are as follows:

- 'Sector 8 Portland Bill to Balaclava Bay' (Portland Outer Harbour)
- 'Sector 9 Portland Harbour including Fleet entrance' (Portland Inner Harbour)
- 'Sector 10 Weymouth Bay' (Portland Outer Harbour)

Adjacent and nearby sectors include:

- 'Sector 6 The Fleet Lagoon' (adjacent to Portland Inner Harbour)
- 'Sector 10 Weymouth Bay' (Portland Outer Harbour)
- 'Sector 11 Redcliffe Point to White Nothe' (near to Portland Outer Harbour)

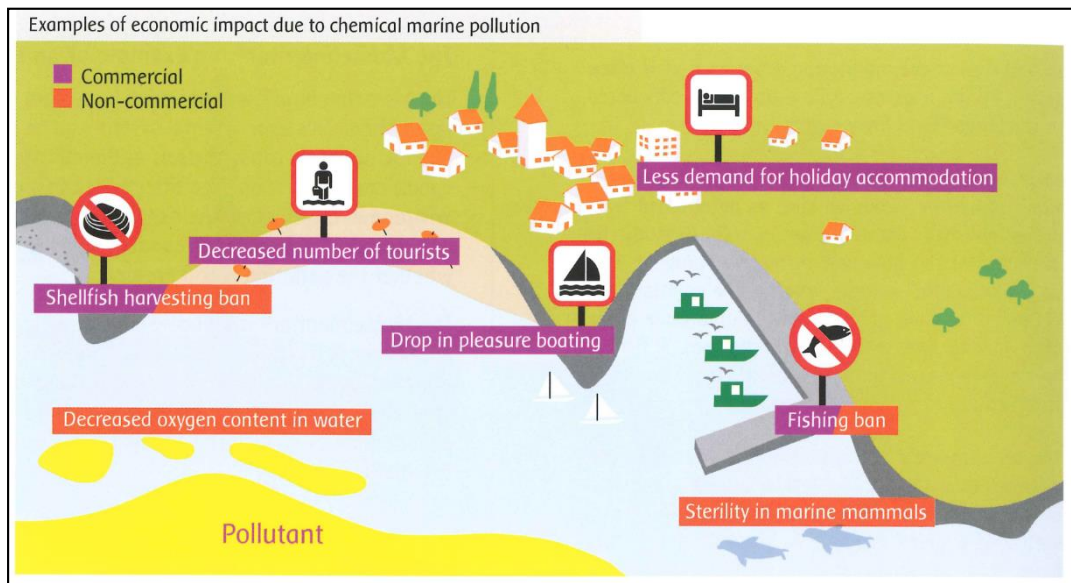
An explanation of the sensitivity mapping is included on pages 90 and 91 of the Dorset LRF Coastal Pollution Clearance Plan and is included at Appendix 3A together with the data sheets for Sectors 8 to 11. See 3.2.1 for contact details to obtain latest version of the Dorset LRF Coastal Pollution Clearance Plan.

The following is an extract from the publication Cedre, 2012 'Chemical Pollution at Sea' and provides examples of economic impact due to marine pollution.



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A more detailed discussion on the nature conservation designations with reference to the relevant sectors from the Dorset LRF Coastal Pollution Clearance Plan is included below.

**3.4.4 Designated Sites that overlap with Portland Harbour Authority's Jurisdiction**

The following table summarises Marine Protected Areas within Portland Harbour Authority's jurisdiction. Importantly a clear link is given to the relevant Sector within Dorset Council's Coastal Pollution Clearance Plan as this will inform decision-making in response to an incident. A 'thumbnail' size image of the location of the Marine Protected Area taken from the MAGIC website (<http://magic.defra.gov.uk/>) which provides authoritative geographic information about the natural environment from across government and is managed by Natural England is also included in the table below.

Refer also to the **Appendix 3B** for more detailed information. This includes the an overview table for European Sites (**3Bi-a**) and for Sites of Special Scientific Interest (**3Bi-b**) followed by maps/plans for each of the designated sites (**3Bii-vi**).

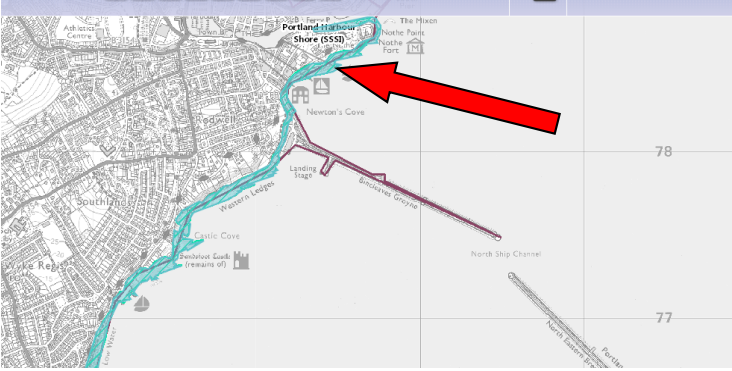
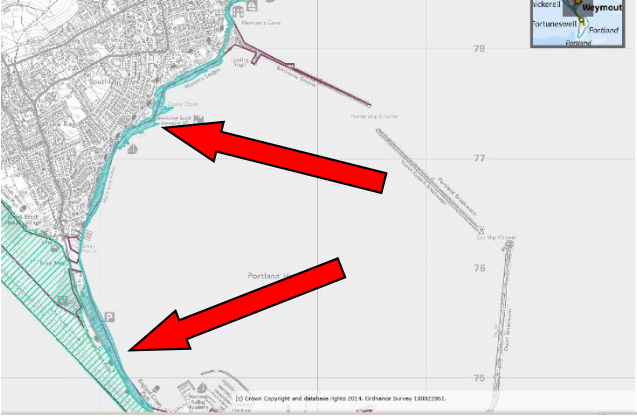
**Table 3.4a.** Marine Protected Areas within Portland Harbour Authority's jurisdiction

| Site Name  | Description  | Dorset LRF Coastal Pollution Clearance Plan - relevant sector and page reference |
|--|--|--|
| Portland Harbour Shore SSSI<br><br>Designated of its national importance<br><br>(overlaps with Portland Outer Harbour) | Portland Outer Harbour includes the part of the Portland Harbour Shore SSSI as follows: <ul style="list-style-type: none"> <li>'Newton's Cove' shoreline (Units 11 (earth heritage) and 2 (littoral sediment))</li> </ul> The reasons for notification of the Portland Harbour Shore SSSI include: <ul style="list-style-type: none"> <li>the cliffs along the north-western shore of Portland Harbour are of outstanding geological importance;</li> <li>the site also includes maritime grassland and the intertidal shore itself.</li> </ul> Information on Portland Harbour Shore Site of Special Scientific Interest: | See:<br><br>'Sector 10 Weymouth Bay'   |



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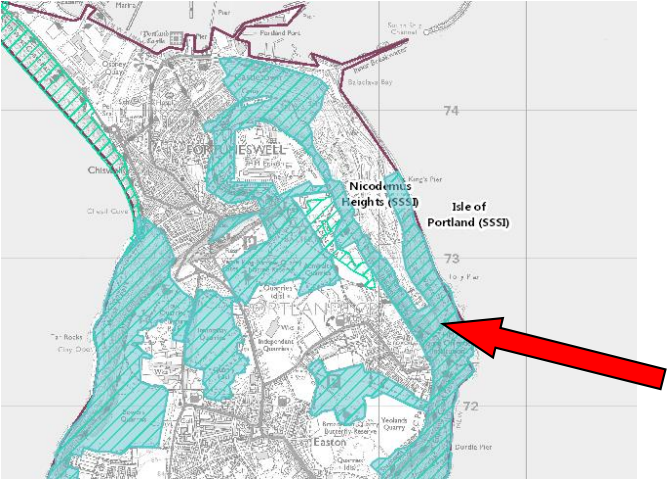
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|--|---|---|
|  | <p><a href="http://www.sssi.naturalengland.org.uk/special/ssi/ssi_details.cfm?ssi_id=1002791">http://www.sssi.naturalengland.org.uk/special/ssi/ssi_details.cfm?ssi_id=1002791</a></p>    |   |
| <p>Portland Harbour Shore SSSI</p> <p>Designated for its national importance</p> <p>(overlaps with Portland Inner Harbour)</p> | <p>Portland Inner Harbour includes the parts of the Portland Harbour Shore SSSI as follows:</p> <ul style="list-style-type: none"> <li>north shore 'Western Ledges' (Units 2 (littoral sediment), 3 (neutral grassland - lowland), 4 (earth heritage) and 13 (earth heritage))</li> <li>Hamm Beach (Unit 1(supralittoral sediment in favourable condition)) within</li> </ul> <p>The reasons for notification include:</p> <ul style="list-style-type: none"> <li>the cliffs along the north-western shore of Portland Harbour are of outstanding geological importance;</li> <li>the site also includes maritime grassland and the intertidal shore itself.</li> </ul> <p>Information on Portland Harbour Shore Site of Special Scientific Interest:<br/> <a href="http://www.sssi.naturalengland.org.uk/special/ssi/ssi_details.cfm?ssi_id=1002791">http://www.sssi.naturalengland.org.uk/special/ssi/ssi_details.cfm?ssi_id=1002791</a></p>  | <p>See:</p> <p>'Sector 9 Portland Harbour including Fleet entrance'</p> |
| <p>Isle of Portland to Studland Cliffs SAC and</p>   | <p>The shoreline/ land adjacent to Balaclava Bay and Grove Point borders the harbour authority's outer harbour marine jurisdiction and forms part of the Isle of Portland to Studland Cliffs SAC and is also part of Isle of Portland SSSI. It is also partially owned by Portland Harbour Authority.</p> <p>The SAC has been designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following:</p>   | <p>See:</p> <p>'Sector 8 Portland Bill to Balaclava Bay'</p>            |



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|  |  |  |
|--|--|--|
| <p>Isle of Portland SSSI</p> <p>Designated of its European and National importance</p> <p>(overlaps with Portland Outer Harbour and Portland Harbour Authority's land ownership)</p> | <p>Habitats listed in Annex I:</p> <ul style="list-style-type: none"> <li>• H1210 Annual vegetation of drift lines</li> <li>• H1230 Vegetated sea cliffs of the Atlantic and Baltic coasts</li> <li>• Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>); Dry grasslands and scrublands on chalk or limestone.</li> </ul> <p>Species listed in Annex II:</p> <ul style="list-style-type: none"> <li>• Early gentian (<i>Gentianella anglica</i>)</li> </ul> <p>The Isle of Portland SSSI is internationally important for its geological interest. The Island has a rich assemblage of plants and animals associated with limestone grassland, scrub and coastal habitats, a combination of features and species unrepeated elsewhere. Portland is also a famous site for the study of bird migration centred on the observatory at the Bill.</p> <p>The following SSSI units are of relevance:</p> <ul style="list-style-type: none"> <li>• Unit 34 - 40 hectares in size and comprises broadleaved, mixed and yew woodland - lowland main habitat</li> <li>• Unit 35 - 3 hectares of supralittoral rock (coastal scrub on clay substrates on NE facing slopes)</li> </ul>  |  |
|--|--|--|

3.4.5 Designated Sites adjacent or nearby to Portland Harbour Authority's Jurisdiction

The following table summarises Marine Protected Areas adjacent or nearby to Portland Harbour Authority's jurisdiction. As with the earlier similar table, importantly a clear link is given to the relevant Sector within Dorset LRF Coastal Pollution Clearance Plan as this will inform decision-making in response to an incident.

Refer also to the **Appendix 3B** for more detailed information. This includes an overview table for European Sites (**3Bi-a**) and for Sites of Special Scientific Interest (**3Bi-b**) followed by maps/plans for each of the designated sites (**3Bii-vi**).

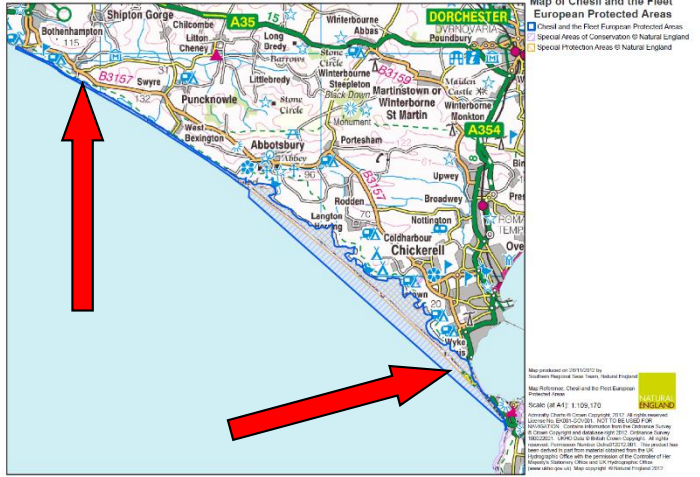
**Table 3.4b.** Marine Protected Areas adjacent or nearby Portland Harbour Authority's jurisdiction

| Site Name | Further Information |  |
|-----------|---------------------|--|
|-----------|---------------------|--|



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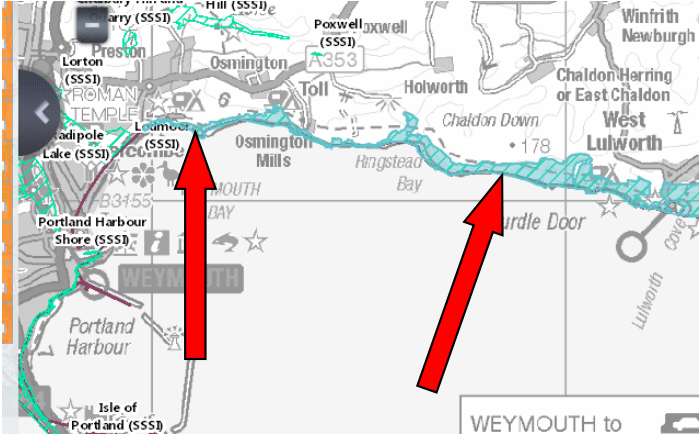
|   |  |   |
|---|--|---|
| <p>Chesil and the Fleet EMS<br/>and<br/>Chesil and the Fleet SSSI<br/><br/>Designated for its international, European and National importance<br/><br/>(adjacent to Portland Inner Harbour)</p> | <p>Chesil and the Fleet is adjacent to Portland Inner Harbour and qualifies as a European Marine Site (EMS) for the following reasons:<br/>EU Habitats Directive Annex I Habitats</p> <ul style="list-style-type: none"> <li>• Lagoons;</li> <li>• Annual vegetation of drift lines;</li> <li>• Mediterranean and thermo-Atlantic halophilous scrub; and</li> </ul> <p>Birds Directive:</p> <ul style="list-style-type: none"> <li>• Internationally important populations of regularly occurring bird species listed on Annex 1 of the Birds Directive</li> <li>• Internationally important populations of regularly occurring migratory species</li> <li>• a qualifying interest feature of the Chesil and the Fleet SPA is an internationally important breeding population of the Annex 1 species little tern <i>Sterna albifrons</i>.</li> </ul> <p>Information on the Chesil and the Fleet EMS is available at: <a href="http://publications.naturalengland.org.uk/publication/2967759?category=3212324">http://publications.naturalengland.org.uk/publication/2967759?category=3212324</a> and are also included at Appendix 3Biii</p>  | <p>See:<br/><br/>'Sector 6 The Fleet Lagoon'</p>  |
| <p>Isle of Portland to Studland Cliffs SAC and South Dorset Coast SSSI<br/><br/>Designated for its European and National importance</p>   | <p>The Isle of Portland to Studland Cliffs is also covers the shoreline that borders Weymouth Bay located to the North and North East of Portland Harbour Authority's jurisdiction.<br/><br/>As described earlier the SAC has been designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following:<br/>Habitats listed in Annex I:</p> <ul style="list-style-type: none"> <li>• H1210 Annual vegetation of drift lines</li> <li>• H1230 Vegetated sea cliffs of the Atlantic and Baltic coasts</li> <li>• Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>); Dry grasslands and scrublands on chalk or limestone.</li> </ul>  | <p>See<br/><br/>'Sector 10 Weymouth Bay'<br/><br/>And<br/><br/>'Sector 11 Redcliffe Point to White Nothe'</p> |





Portland Harbour Authority Oil Spill & Marine Pollution Contingency Plan

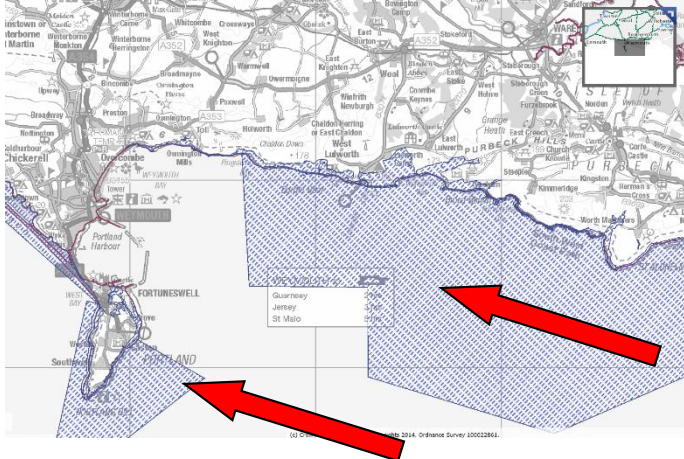
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|  |   |   |
|--|---|---|
| <p>(near to Portland Outer Harbour)</p>  | <p>Species listed in Annex II:</p> <ul style="list-style-type: none"> <li>• Early gentian (<i>Gentianella anglica</i>)</li> </ul>    |   |
| <p>Studland to Portland SAC</p> <p>Including Portland Bill and Ringstead Bay Reefs</p> <p>Designated for its European importance</p> <p>(near to Portland Outer Harbour)</p> | <p>Studland to Portland SCI is near to Portland Outer Harbour and qualifies for the following reason:</p> <ul style="list-style-type: none"> <li>• Designated for Annex 1 reef</li> </ul> <p>The area off Portland Bill which lies to the south of the harbour authority's jurisdiction is summarised as follows:</p> <ul style="list-style-type: none"> <li>• Characterised by flat bedrock, limestone ledges (Portland stone), large boulders and cobbles. On the western side of Portland Bill there are very large, rugged limestone boulders on flat bedrock with mixed sediments. The mosaic of habitats provides deep gullies and overhangs, which support a diverse range of marine life including cup corals, sponges, anemones, nudibranchs and hydroids. The boulders and ledges occur where the eroded coastal cliffs of Portland extend underwater.</li> <li>• South of Portland Bill, another steep, dramatic drop off has been formed which runs south west of the Bill and extends to depths of over 80m. These reefs are exposed to extremely strong tides and scour action.</li> <li>• Dense mussel (<i>Mytilus edulis</i>) beds are found to occur on bedrock associated with strong currents off the eastern side of Portland Bill.</li> </ul> <p>The area known as Studland Bay to Ringstead Bay is located to the east of the harbour authority's jurisdiction and is summarised as follows:</p> <ul style="list-style-type: none"> <li>• Numerous areas of reef (in many forms) exist within the Studland Bay to Ringstead Bay area. The reefs exhibit a large amount of geological variety, ranging from exposed chalk</li> </ul> | <p>See:</p> <p>'Sector 11 Redcliffe Point to White Nothe'</p> |



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|                                 |  |  |
|---------------------------------|--|--|
|                                 | <p>bedrock between Ballard Cliffs and Handfast Point in the east of the site, through to exposed shales and clays, limestone and cementstone ledges, boulders around Kimmeridge to Durlston, and back to exposed chalk bedrock east of Ringstead Bay.</p> <ul style="list-style-type: none"> <li>• Of particular relevance to Weymouth Bay is a distinct area of reef known as Lulworth Banks comprising a mosaic of habitat types, including rocky ledges, sediment covered rock and mixed sediments.</li> </ul> <p>Information on Studland to Portland SCI:<br/> <a href="http://publications.naturalengland.org.uk/category/3212324">http://publications.naturalengland.org.uk/category/3212324</a></p>  |  |
| <p>Other useful information</p> | <p><b>Appendix 3C includes Figures 3ai and 3aii</b> with details of berths, anchorages and moorings. <b>Figures 3b and 3c</b> include a harbour and wide version respectively for Marine Protected Areas.</p>  |  |

3.4.6 Heritage Assets

The Dorset LRF Coastal Pollution Clearance Plan Sensitivity Maps Contact for heritage assets should be directly with the local authority as the first course of action for any heritage assets as occur within or abut Portland Harbour Authority’s jurisdiction.

Appendices 3Di-a, 3Di-b and 3Dii includes figures and tables of heritage assets as follows:

- **Appendix 3Di-a.** Listed Buildings within 25m of Mean High Water Springs
- **Appendix 3Di-b.** Scheduled Monuments within 25m of Mean High Water Springs
- **Appendices 3Dii** Non-designated Maritime Heritage Assets

3.5 Roles and Responsibilities.

3.5.1 Harbour Authority

The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 came into force on 15 May 1998 (SI 1998 No. 1056).



3. - (1) of the Regulations states “ In their application to harbours and oil handling facilities - these Regulations apply to :

(a) Any harbour for which there is a statutory harbour authority having an annual turnover, as defined in the schedule in the regulations, of more than £1 million.

4. - (1) states “ Every -

(a) harbour authority of a harbour to which these regulations apply:

shall have an oil pollution emergency plan in accordance with the regulations.”

There may be joint plans between the harbour authority and the operators of oil handling facilities within an area.

A Harbour Authority must submit an oil pollution emergency plan for its harbour(s), within 15 months of the regulation coming into force, to the Maritime & Coastguard agency for approval.

In preparing an oil pollution emergency plan a harbour authority or an oil handling facility shall take into account any guidance issued by the Maritime & Coastguard Agency.

The Statutory Harbour Authority has a responsibility under Section 133 of the Merchant Shipping Act 1995 for bringing prosecutions for the offences of discharge of oil, or a mixture containing oil, into the waters of the harbour.

In the event of a marine pollution incident, Portland Port Limited will be responsible for the overall co-ordination of the marine pollution response.

### 3.5.2 Local Authority

#### ***Emergency Planning***

Dorset Council assumes responsibility for co-ordinating the local authority action in the event of widespread pollution affecting more than one district.

The role of Dorset Council is to assist the Maritime Districts and Dorset Council in their response to an oil or marine pollution incident at Tier 2 and 3 levels. This is set out in the LRF's Coastal Pollution Clearance Plan available at:

<https://www.dorsetforyou.com/coastalpollution>

Dorset Council will respond in accordance with the National Contingency Plan. Neither Dorset Council or the Maritime Districts have a statutory obligation for marine pollution clean-up but have in the past accepted a role in beach clean-up.

#### ***Historic Environment***





With regards to the historic environment, the most appropriate points of contact are:

- [Archaeological advice](#); and
- [to access the Dorset Historic Environment Record \(HER\) for digital mapping data of heritage assets](#).

See also 3.5.10 below with details of Historic England.

### **3.5.3 Natural England**

Natural England has been charged with the responsibility to ensure that England's unique natural environment including its flora and fauna, land and seascapes, geology and soils are protected and improved. Natural England's purpose as outlined in the Natural Environment and Rural Communities Act (NERC) 2006 is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development. At the time of an oil pollution or marine pollution incident, Natural England is responsible for providing advice on how best to treat oil or marine pollution in the interests of threatened wildlife and habitats. Advice would normally be given through the Environment Group.

### **3.5.4 Environment Agency**

The Environment Agency (in England and Wales) has wide ranging powers relating to the management and regulation of the water environment (including pollution, flood warning, flood defence, and fisheries), waste disposal (including radioactive waste), and pollution from major industrial sites. Any of these could be affected by a major incident, particularly at a COMAH, Nuclear or oil/petrol/chemical site (e.g. contaminated water run-off or disposal of toxic wastes from Fire Brigade operations etc.) The Environment Agency has resources available to assist in the prevention, minimising, or mitigation of the effects of such an incident and should always be kept informed. The Environment Agency should also be consulted on any matters relating to waste and compliance with environmental permitting and waste legislation.

### **3.5.5 Marine Management Organisation (MMO)**

The Marine Management Organisation (MMO) plays a major role in the protection of the marine environment. The MMO's statutory responsibilities include marine licensing for deposits in the sea in accordance with the Marine and Coastal Access Act. Of particular relevance to the MMO is the use of dispersants which is covered elsewhere in this 'Plan'.

### **3.5.6 Oil Spill (& Marine Pollution) Management Team (OMT)**

Oil Spill (& Marine Pollution) Management Team (OMT) is the nomenclature used to describe the command and control team established for an oil spill (or marine pollution) incident within the Portland Harbour Authority jurisdiction, with representatives of organisations attending in accordance with the category of incident response established, as described earlier in this 'Plan'.



The OMT will convene in the main port building in harbour control unless otherwise advised, chaired by the Harbour Master.

### 3.5.7 National Response Units

In all cases involving a national response, whether from ship or offshore installation, there is a need to establish response cells to deal with the incident. Whilst the oil remains at sea, these cells may include:

- Marine Response Centre (MRC) - In the event of a national response, whether ship or offshore related, the MCA will establish a MRC at the most appropriate location. The Marine Response Centre considers and implements the most appropriate means to contain, disperse, and remove potential pollutants from the scene based on all the information available to them.
- Salvage Control Unit (SCU) - During a shipping incident, the primary role of the Salvage Control Unit is to monitor salvage operations and actions that are being taken and/or proposed relating to salvage activity and to ensure that such actions do not have an adverse effect on safety and the environment. The SOSREP determines the requirement for a Salvage Control Unit taking into consideration the nature and scale of the incident.
- Operations Control Unit (OCU) - applies to offshore and not port operations

In addition, other response cells may be established alongside the main centres to assist e.g. Strategic Co-ordinating Group, Tactical Co-ordinating Group, Environment Group, Scientific and Technical Advisory Cell (STAC) and Recovery Coordinating Group. For latest list of STOp Advice Notes goto <https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>.

### 3.5.8 Maritime and Coastguard Agency

The Maritime & Coastguard Agency, an executive agency of the Department for Transport which includes HM Coastguard (HMCG), discharges DfT's responsibility for both the co-ordination of civil maritime Search and Rescue and counter-pollution operations in UK waters.

In the event of an oil spill or marine pollution incident which calls for a Tier 3 response, the National Contingency Plan (NCP) may be implemented. In this event, and after the formal transfer of responsibility, the Maritime & Coastguard Agency will take control of at-sea counter pollution measures from a Marine Response Centre (MRC) established at the most appropriate location. The Port's oil spill and marine pollution response resources and facilities will be made available to MCA.

In addition, other response cells may be established alongside the main centres to assist e.g. Strategic Co-ordinating Group, Tactical Co-ordinating Group, Environment Group



and Scientific and Technical Advisory Cell (STAC). For latest list of ST Op Advice Notes go to <https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>.

### 3.5.9 Secretary of States Representative (SOSREP)

SOSREP is appointed by the Government to provide overall direction for all marine pollution incidents involving the salvage of ships that requires a national response. SOSREP has intervention powers to direct the salvage operation to ensure any response actions taken are in the public interest. If SOSREP takes control of the incident, all those involved (including the Port Authority) will act on his directions.

In the event of a shipping casualty requiring a salvage operation, PHAL will establish a local Salvage Control Unit, which may or may not be adopted by SOSREP.

### 3.5.10 Historic England (HE)

Historic England, is the Government's adviser on all aspects of the historic environment in England, including historic buildings and areas, archaeology and historic landscape with a duty to promote public understanding and enjoyment. Historic England is an executive Non-Departmental Public body sponsored by the Department for Digital Culture, Media and Sport (DCMS) and we advise DCMS on the designation of historic or archaeological sites in the English Inshore Marine Planning Area.

Historic England, focus on nationally important designated heritage assets, such as Scheduled Monuments with further information available here:  
<https://historicengland.org.uk/advice/planning/consents/smc/>.

The South West Regional office covers the harbour authority's jurisdiction.

## 3.6 CounterPollution Resources

This section lists the resources available for use for a marine pollution incident within Portland Harbour

In addition, facilities may also require a tidal works licence to operate which should be referenced for more information regarding equipment and level of training available at each facility.

Resources are included at **Appendix 3A** as follows:

- Tier 1 Resources - Portland Harbour Authority
- Tier 1 Resources – Portland Bunkers UK Ltd
- Tier 2 Resources – Ambipar (**See Appendix 1G**)



**Portland Harbour Authority**  
**Oil Spill & Marine Pollution Contingency Plan**

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## **Section 1 Appendices**

- 1Ai MCA Contingency Planning Guidelines for Marine Pollution Preparedness and Response version November 2018
- 1Aii Progress made by the United Kingdom in developing a methodology for planning and responding to Hazardous and Noxious incidents is included in a paper that was presented by the MCA at Interspill 2009
- 1Aiii Dorset LRF and PHA Communications
- 1B MCA Counter Pollution & Salvage Office (CPSO) Annual Return
- 1C List of Consultees and Plan Holders
- 1D Memorandum of Understanding between Portland Harbour Authority and Weymouth Harbour Authority
- 1E Standard Operating Procedure Emergencies 2 (SOPE2) Pollution Preparedness and Response, and associated Emergency Action Card No.5
- 1F Guide to Transfer of Liquid Cargoes between vessels, Portland Harbour
- 1G Tier 2 Contractor documentation
- 1H Stbp 2/16 Maritime Pollution Response in the UK - The Environment Group

## Appendix 1A

### **'Contingency Planning for Marine Pollution Preparedness and Response - Guidelines for Ports' issued by the Maritime and Coastguard Agency**

<https://www.gov.uk/government/publications/contingency-planning-for-marine-pollution-preparedness-and-response-guidelines-for-ports>

**(available by downloading online only)**

## **Progress made by the United Kingdom in developing a methodology for implementation of new planning and response requirements for HNS.**

This paper identifies progress made by the United Kingdom in preparing an outline methodology for planning for and responding to Hazardous and Noxious incidents.

### **Summary**

The current International Convention on Oil Pollution Preparedness Response & Co-operation, 1990 (OPRC) identifies, among other things, planning requirements for ports and harbours handling crude oil and refined petroleum products. The Protocol on Preparedness, Response and Co-operation to pollution incidents by Hazardous and Noxious Substances, 2000 (HNS Protocol) will extend this planning requirement to HNS. The HNS Protocol was formally adopted by States already party to the OPRC Convention at a Diplomatic Conference held at IMO headquarters in London in March 2000.

The United Kingdom is presently considering legislation to achieve the objectives stated in the HNS Protocol 2000. In order to facilitate accession to the Protocol and introducing relevant legislation, the United Kingdom has drafted a methodology for planning for and responding to HNS incidents. The framework identifies three levels of response according to the severity of the incident. The new three levels of HNS response are predominantly marine-based

In the United Kingdom there are currently approximately 200 ports and harbours with comprehensive oil spill contingency plans which have been approved by the Maritime and Coastguard Agency (MCA). This is a statutory requirement under the Statutory Instrument OPRC Regulations 1998.

The current regulations refer to the Oil Spill Contingency Plan Guidelines which emphasise the requirement for ports and harbours to use recognised accredited responders and accredited trainers. The Nautical Institute administer the training requirements and the UK Spill Trade Association administers the responder requirements.

Future arrangements must include the two accreditation schemes.

It will be necessary for the regulatory authority (MCA in the United Kingdom) to identify which ports and harbours will fit the criteria for HNS Protocol compliance and produce guidance for incorporating HNS into current response plans and response procedures.

The methodology has been submitted to the IMO OPRC Working Group and the Marine Pollution Consultative Technical Group, European Maritime Safety Agency (EMSA).

The paper proposes the measures that should be put into place by individual ports and harbours (depending on identified level of risk) and national authorities to provide support and advice as well as formulating and introducing a regulatory regime.

Together with the associated secondary legislation and existing arrangements in place with regards to SMEP plans currently in place on board ships the UK will be in a position to accede to the OPRC-HNS protocol.

### **Port and Harbour Contingency Planning Requirements for Responding to Hazardous and Noxious Substances (HNS) Spills from Ships**

The current Oil Pollution Preparedness Response & Co-operation Convention (OPRC) with associated UK legislation dictates planning requirements for ports and harbours for responding to spills of crude oil and refined petroleum products. Currently there are approximately 200 ports and harbours with comprehensive oil spill contingency plans which have been approved by the MCA.

The OPRC-HNS protocol 2000 and associated UK legislation will extend this planning requirement to include pollution incidents by hazardous and noxious substances. The UK is presently considering legislation to achieve the objectives stated in the IMO OPRC-HNS protocol 2000. The following document outlines a possible approach.

### **Hazardous and Noxious Substances Response in the UK**

A port or harbour which has to be OPRC-HNS compliant must have three levels of HNS Marine Response.

During discussions with UK ports and harbours it has become clear that many already have arrangements in place for dealing with spills of substances other than those covered in the OPRC Convention. The MCA is now undertaking a process of benchmarking best practice with regard to port HNS contingency planning and evaluating which ports will have to be OPRC-HNS compliant.

It also became clear that the United Kingdom's existing OPRC contingency arrangements are operating effectively and are fully understood by the ports and harbours. It was decided that OPRC-HNS contingency arrangements should be formulated to mirror the existing system so far as is practicable.

Tables 1 below indicates the existing UK OPRC response system for oil spillages and table 2 the proposed UK OPRC-HNS response system:



**Table 1: OPRC Convention (1990)**

|                            |  |
|----------------------------|--|
| OPRC Convention TIER ONE   | Small operational spill (local assistance) |
| OPRC Convention TIER TWO   | Medium sized spill (regional assistance)   |
| OPRC Convention TIER THREE | Large spill (national assistance, NCP)     |

**Table 2 OPRC-HNS Protocol (2000)**

|                             |                                  |
|-----------------------------|----------------------------------|
| HNS Marine Response Level 1 | Remote advice / Local assistance |
| HNS Marine Response Level 2 | Regional assistance              |
| HNS Marine Response Level 3 | National assistance              |

The three HNS response criteria which ports and harbours must comply with are detailed as follows;

#### **HNS Marine Response Level 1 – Provision of Remote Advice & Local Assistance**

Ports and harbours must ensure that appropriate advice is available for any HNS substance which is carried on ships that operate in their statutory port/harbour area.

The HNS industry including companies, consigners, producers, hauliers, cargo owners, operator's agents or managers must provide safety, health and environmental information and advice on their own products on being contacted by the Ports and Harbours and or Emergency Services at any time of the day or night on every day of the year.

This information must be readily available in clear, recognisable format for example as a Material Safety Data Sheet (MSDS) adequately linked to the marine IMDG codes. In addition this must be in a format that is readily communicated for example in a digital format.

The contingency plan must clearly detail the arrangements to facilitate that provision of remote advice and local assistance.



## **HNS Marine Response Level 2 - Provision of Regional Assistance**

On occasions remote advice and local assistance may have to be supplemented by external practical assistance as required to compliment resources already on scene (including the local emergency services).

Ports and harbours must ensure that appropriate advice and assistance at the scene of an incident is available for any HNS substance which is carried on ships that operate in their port area of jurisdiction.

The HNS companies, consigners, producers, hauliers, cargo owners, operators, agents or managers must undertake to send enhanced resources to the scene to assess the incident's impact and provide detailed advice to the local Emergency Services (who may be already on scene) and ports/harbours.

The HNS companies, consigners, producers, hauliers, cargo owners, operators, agents or managers together with chemical waste disposal specialists should be available to make the situation safe, recover products and equipment and carry out any necessary clean up.

OPRC-HNS compliant ports and harbours must have arrangements in place for the call out and deployment of accredited HNS Marine Response Level 2 responders. Those responders must carry appropriate PPE and response equipment supplemented by the port resources. Deployment would usually be in situations where the vessel is alongside.

The contingency plan must clearly detail the call out arrangements and any contractual arrangements in place for HNS Marine Response Level 2 responders.

Where responder access is impracticable, for example where the incident has occurred away from the berth or at anchor in the statutory port area, it may be deemed necessary to mobilise one of 15 regional fire fighting teams (Marine Incident Response Group – MIRG) in order to stabilise the situation and to render the surrounding environment safe.

Call out of such resources is via the duty counter pollution and salvage officer (CPSO) of the MCA who will consult with Head of Counter Pollution and Response and or the Deputy Director of Operations, MCA. The normal cascade arrangements for notification of SOSREP will remain in place.

## **HNS Response Level 3 – Provision of National Assistance**

On occasions where local and regional resources are overwhelmed by the scale of an incident then the MCA National HNS Response Team can be mobilised to complement resources already on scene (including the MIRG teams).

The primary function of the MCA National HNS Response Team is to assist in stabilising the situation and to render the surrounding environment safe. In addition, if the local and regional resources are unable to recover products and equipment and carry out any necessary clean up then MCA the National HNS team can be deployed for such activities as the MCA deems necessary.

Call out of such resources is via the duty CPSO of the MCA who will consult with appropriate senior officers in the MCA. The normal cascade arrangements for notification of SOSREP will remain in place.

### **Evaluation of Ports and Harbours**

Port and Harbours currently categorised as an OPRC compliant facility will be requested to make a submission (on a predetermined proforma) based on but not limited to the following:

- Overall pollution risk assessment
- Annual turnover of port or harbour
- Vessels (type & size of ships using port or harbour)
- HNS cargoes (type and quantity) – referenced to IMO categorisation
- The nine IMO dangerous goods categories
- Environmental sensitivities

This will determine the requirement or otherwise of the port or harbour having to comply with the OPRC-HNS protocol 2000 and associated UK legislation. Current IMO categories will be used as follows:

### **IMO Chemical and Dangerous Goods evaluation**

This will be achieved by meshing together four main classifications:

1. **IMO XYZ and other substances (MARPOL Annex II)**
2. **The 9 IMO dangerous goods categories (IMDG)**
3. **Bulk dry chemical substances classified as HNS (BC soon to be (IMBC) and**
4. **LPG / LNG cargoes (IGC Code)**

## 1. IMO XYZ and other substances

### Category X

Noxious Liquid Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a **major** hazard to marine resources, and/or human health and, therefore, justify the prohibition of the discharge into the marine environment and/or atmosphere;

### Category Y

Noxious Liquid Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a **hazard** to marine resources and/or human health or cause harm to amenities or other legitimate uses of the sea and therefore justify a limitation on the quality and quantity of the discharge into the marine environment;

### Category Z

Noxious Liquid Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a **minor** hazard to marine resources and/or human health and therefore justify less stringent restrictions on the quality and quantity of the discharge into the marine environment; and

### Other Substances

Substances which have been evaluated and found to fall outside Category X, Y or Z because they are considered to present **no harm** to marine resources, human health, amenities or other legitimate uses of the sea when discharged into the sea from tank cleaning or deballasting operations. The discharge of bilge or ballast water or other residues or mixtures containing these substances are not subject to any requirements of MARPOL Annex II.

## 2. The 9 IMO dangerous goods categories (IMDG)

Substances (including mixtures and solutions) and articles subject to the provisions of this Code are assigned to one of the classes 1-9 according to the hazard or the most predominant of the hazards they present. Some of these classes are subdivided into divisions. These classes or divisions are as listed below:

## Class 1: Explosives

Division 1.1: substances and articles which have a mass explosion hazard

Division 1.2: substances and articles which have a projection hazard but not a mass explosion hazard

Division 1.3: substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard

Division 1.4: substances and articles which present no significant hazard

Division 1.5: very insensitive substances which have a mass explosion hazard

Division 1.6: extremely insensitive articles which do not have a mass explosion hazard

## Class 2: Gases

Class 2.1: flammable gases

Class 2.2: non-flammable, non-toxic gases

Class 2.3: toxic gases

## Class 3: Flammable liquids

Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, in contact with water, emit flammable gases

Class 4.1: flammable solids, self-reactive substances and desensitized explosives

Class 4.2: substances liable to spontaneous combustion

Class 4.3: substances which, in contact with water, emit flammable gases

## Class 5: Oxidizing substances and organic peroxides

Class 5.1: oxidizing substances

Class 5.2: organic peroxides

## Class 6: Toxic and infectious substances

Class 6.1: toxic substances

Class 6.2: infectious substances

Class 7: Radioactive material

Class 8: Corrosive substances

Class 9: Miscellaneous dangerous substances and articles

### **3. Bulk dry chemical substances (BC Code, soon to be IMBC)**

The BC Code provides guidance to Administrations, ship-owners, shippers and masters on the standards to be applied in the safe stowage and shipment of solid bulk cargoes excluding grain, which are dealt with under separate rules. The BC Code includes practical guidance on the procedures to be followed and the appropriate precautions to be taken in the loading, trimming, carriage and discharge of bulk cargoes.

### **4. Ships Carrying Liquefied Gases in Bulk (IGC Code)**

The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) applies to gas carriers constructed on or after 1 July 1986.

Gas carriers constructed before that date comply with the requirements of the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk or the Code for Existing Ships Carrying Liquefied Gases in Bulk.

After the submission of the proforma Port Evaluation Sheet by the current OPRC compliant ports and harbours the ports and harbours will be assigned or otherwise an **OPRC-HNS Port Categorisation** as follows:

#### **OPRC- HNS port categorisation**

##### **Category One**

Any harbour or HNS handling facility offering berths alongside, on buoys or at anchor, to ships of over 400 GT or chemical tankers of over 150 GT, or

##### **Category Two**

Any harbour for which there is a statutory harbour authority having an annual turnover of more than £1 million, or

##### **Category Three**

Any harbour or HNS handling facility on which the Secretary of State has served the harbour authority or operator a notice stating that he is of the opinion that it is



located in an area of significant environmental sensitivity, or in an area where a discharge of HNS or other substances could cause significant economic damage.

All ports and harbours assigned an OPRC-HNS Port Categorisation will have to submit a contingency plan to the MCA for approval in either of the following formats:

### **Port or Harbour Contingency Plan Requirements**

- Adaptation of an existing plan (i.e. OPRC-HNS Pollution Emergency plan), or
- A stand alone plan (i.e. HNS Pollution Emergency Plan)

This will form the basis for a port or harbour to be OPRC-HNS compliant.

The existing UK MCA Oil Spill Contingency Plan Guidelines for Ports, Harbours and Oil Handling Facilities will be re written to provide guidance and advice to ports and harbours that must be OPRC-HNS compliant.

### **Anticipated UK resource pool**

#### **HNS Marine Response Level 1- Remote advice (local resources)**

- Chemical Emergency Advice Centre
- Chemical manufacturer
- Chemical supplier
- Chemical shipper
- Chemical receiver
- Fire & Rescue Service (FRS)

#### **HNS Marine Response Level 2 - On scene advice (local/regional assistance)**

All of the above plus:

- Recognised / Accredited Level 2 response contractor
- Maritime Incident Response Group (MIRG)

#### **HNS Marine Response Level 3 - On scene national assistance**

All of the above plus:

- MCA National HNS Response Team

In support of the response arrangements ports and harbours will have to demonstrate to having undertaken a minimum level of **Accredited Training**.

## **Accredited Training Requirements for Ports and Harbours**

The existing UK qualifications and IMO equivalents are as follows:

UK course types    3/3p (IMO Level 1)  
UK course types    4/4p (IMO Level 2)  
UK course types    5/5p (IMO Level 2)

There will be a requirement for an **HNS Endorsement** of any Port or Harbour Authorities existing accredited training levels. This may be in the form of a one or two day HNS module or a fully inclusive 'pollution' training course may be developed covering the response to incidents involving crude oil, refined petroleum products *and* HNS.

There will be a grace period for ports and harbours who have to be OPRC-HNS compliant which enable them to consider an HNS Endorsement or a fully inclusive 'pollution' training course. This decision may be made on the basis of current training status and the due expiry date.

UK MCA is in discussion with the Nautical Institute who accredit trainers on behalf of the MCA, UK Government, with the intention to accredit these new HNS Endorsement and fully inclusive 'pollution' training courses.

Ports and harbours will also have to use **Accredited Responders**.

## **Accredited Responders for HNS Marine Response Level 2**

The current system for the accreditation of responders is managed and coordinated by the trade organisation UK Spill. Discussions are underway with UK Spill and the Chemical Industry as to whether the existing accreditation arrangements can be expanded to include HNS.

There may be other viable, as yet unidentified options available which may help to ensure consistency.

OPRC-HNS compliant port or harbours will also have to **exercise their response arrangements**.

## **Port and Harbour exercises**

The criteria for the port and harbour exercises will not be doubled with the introduction of the OPRC-NHS protocol. The existing exercise criteria will be reworded to allow ports and harbours to have a crude oil & refined petroleum products scenario, HNS scenario or combined scenario. This will be monitored through existing audit arrangements to ensure that appropriate exercises are

planned for and conducted according to the assessed risk of the individual port or harbour operations.

| <b>Exercise Type</b>  | <b>Frequency</b>   |
|---|--------------------|
| Notification exercise   | Twice per year     |
| Table-top Exercise<br><i>(may incorporate mobilisation and deployment of local response equipment)</i>                | Once per year      |
| Incident Management Exercise<br><i>(will incorporate mobilisation and deployment of resources up to Tier 2 level)</i> | Once every 3 years |

### **In Summary**

The UK remains committed to acceding to the OPRC HNS protocol as soon as possible when the appropriate measure and procedures are in place. This will include the accreditation schemes for responders and trainers, secondary legislation and comprehensive guidelines for ports and harbours to submit adequate plans.

**Toby Stone**  
**Counter Pollution Branch**  
**Maritime and Coastguard Agency**  
**United Kingdom**  
**March 2009**



Appendix 1Aiii

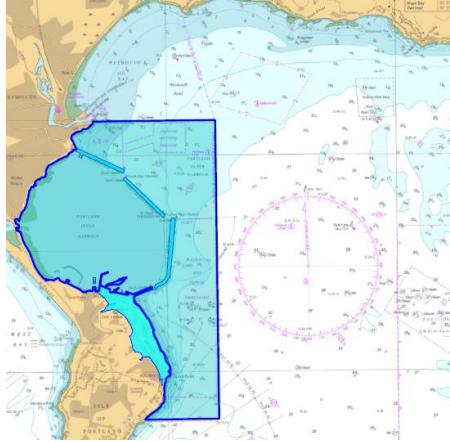
**Dorset Local Resilience Forum (LRF)**  
**and**  
**Portland Harbour Authority (PHA)**  
**Incident Communications**  
(including post incident recovery)

**In emergency contact:**

**Portland Harbour Authority Harbour Control on  
07778 391 557**

**Dorset Council Duty Emergency Planning Officer on  
Pager 07623 544 346**

# Portland Harbour Authority Jurisdiction



<http://www.legislation.gov.uk/ukxi/1997/2949/article/2/made>



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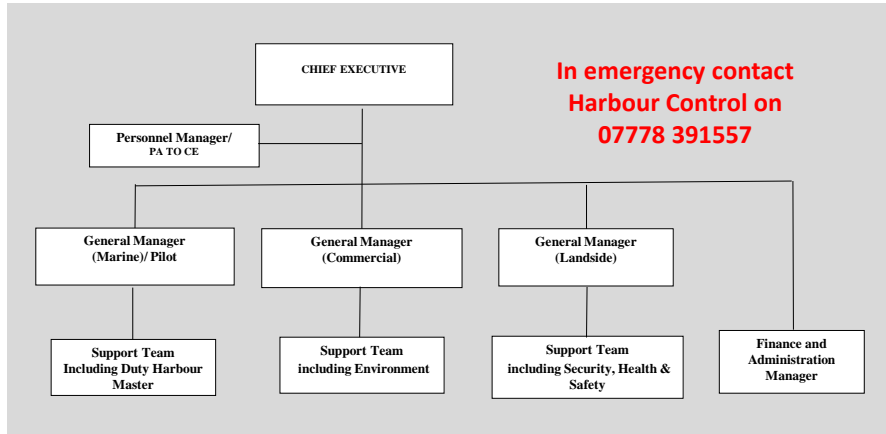
**Dorset Local  
Resilience Forum  
Area of Responsibility**

The Local Resilience Forum (LRF) is the principal mechanism for multi-agency cooperation under the Civil Contingencies Act 2004.

The Dorset LRF is based on the Dorset Constabulary boundary.  
Population of the Dorset Council Area: 375,050  
Covers an area of 2,522 square km

Population of the Bournemouth, Christchurch and Poole area: 465,000  
Covers an area of: 131 square km

# Portland Harbour Authority Company Structure



**For Dorset LRF Coastal Pollution Plan contact  
Dorset Council Duty Emergency Planning Officer on  
Pager 07623 544 346**



|                           |  |
|---------------------------|--|
| <b>Title</b>              | Dorset LRF Coastal Pollution Plan V3.1   |
| <b>Protective Marking</b> | Government Security Classification – OFFICIAL  |
| <b>Summary</b>            | <p>This plan details the shoreline clean-up procedures to be followed in the event of a Tier 2 or 3 pollution incident from Oil, Inert materials, Hazardous and Noxious Substances (HNS). This includes any substance that is liable to create hazards to human health, harm to living resources and marine life, to damage amenities or to interfere with other legitimate uses of the coast line.</p> <p>The plan covers the entire coastline of Dorset from Lyme Regis to Christchurch which has a length of 89 miles/143 Km.</p> |
| <b>Owner</b>              | Dorset County Council Emergency Planning Service   |

**In emergency contact:**

**Portland Harbour Authority Harbour Control on  
07778 391 557**

**Dorset Council Duty Emergency Planning Officer on  
Pager 07623 544 346**

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## **Appendix1C**

### **Consultees**

Statutory and other bodies consulted during the 'Plan' preparation include:

- Dorset Council - Emergency Planning
- Dorset Council – Weymouth Harbour Authority
- Environment Agency
- Historic England
- Marine Management Organisation
- Natural England

The Harbour Consultative Committee and Port Health were also consulted during the update of the Plan.

A copy is also sent the Maritime & Coastguard Agency

### **Plan Holders**

List of Plan holders are as follows:

- Dorset Council - Emergency Planning
- Dorset Council – Weymouth Harbour Authority
- Environment Agency
- Historic England
- Marine Management Organisation
- Maritime & Coastguard Agency
- Natural England
- Portland Bunkers UK Ltd
- Portland Harbour Authority
- Tier 2 Contractor



Weymouth Harbour

**MEMORANDUM OF UNDERSTANDING  
BETWEEN:**

**PORTLAND HARBOUR AUTHORITY  
AND  
WEYMOUTH HARBOUR AUTHORITY**



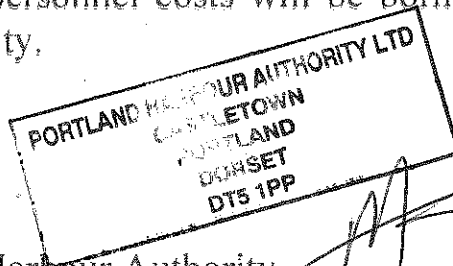
PORTLAND HARBOUR  
AUTHORITY

In the interests of mutual co-operation in the event of an oil pollution incident within the limits of Portland Harbour or Weymouth Harbour the above authorities agree to the following:-

1. **Weymouth Harbour Authority** will supply a work boat with 2 experienced boatmen and other personnel as appropriate and available to assist in an oil pollution incident in Portland Harbour if requested by the Portland Harbour Master.

2. **Portland Harbour Authority** will supply oil spill response equipment and operating personnel as appropriate and available to assist at an oil pollution incident in Weymouth Harbour if requested by the Weymouth Harbour Master.

All response equipment and personnel costs will be borne by the lead response Harbour Authority.



Signed on behalf of Portland Harbour Authority .....  
(M. Shipley - General Manager (Marine))

Signed on behalf of Weymouth Harbour Authority .....  
(J. Joyce - Harbour Master)

# **PORTLAND HARBOUR AUTHORITY LIMITED**

## **STANDARD OPERATING PROCEDURE**

### **EMERGENCIES 2 (SOPE2)**

#### **MARINE POLLUTION PREPAREDNESS AND RESPONSE**

##### **INTRODUCTION**

Portland Harbour Authority operates in accordance with the Port Marine Safety Code and implements a safety management system designed to prevent pollution occurring within the port. It expects rigorous standards to be implemented by operators, service providers and all users of the port.

As a guiding principle a zero-tolerance approach is taken to any pollutant spillage and the utmost care must be taken to prevent occurrence.

Despite all the precautions spillages may occur, in the event of a spillage the Portland Harbour Authority Oil Spill Contingency Plan will be brought into action, this gives guidance on the required response actions according to the type of incident.

This procedure is designed to explain the Harbour authorities' standard approach to pollution response and the immediate actions in the event of a spill, be that from shipboard operations, landside originated spills entering the watercourse or ship to ship transfer operations (STS)

*(See also SOPE 4, Statutory Oil Pollution Reporting Procedures)*

##### **TIER ONE PROVISION**

Portland Harbour Authority has and maintains an enhanced Tier One capability which is readily available and can be deployed to site in around one hour at the main berths within the controlled area and the main designated anchorages. In addition to the basic provision of equipment, detailed in the Oil Spill and Marine Pollution Contingency plan, for a Tier One response the additional enhanced equipment is also held:-

Fence Booms (on powered reels) 2 X 120m lengths Total length 240m

Inflatable Booms Total length 240m

Disc Skimmer

Fast Tank



## **POLLUTION STORE**

A dedicated pollution store where all equipment is held is and maintained (as required by the planned maintenance system) is situated on the ground floor of the Harbour Office building. This location is close to the berth at New Quay for rapid deployment.

## **POLLUTION TRAINING EXERCISES**

The exercise schedule for training is documented within the Oil Spill and Marine Pollution Contingency Plan.

## **STAFF TRAINING**

Portland Harbour Authority employee and train staff for pollution response. The following number of full time staff are trained to the following levels:-

2P - 12 Persons

4P - 5 persons

## **TIER TWO CONTRACTOR**

Portland Harbour Authority has appointed Adler & Allen (A+A) as their Tier Two responder, response time to site from request to mobilize is 4 hours.

During STS operations only, the Tier Two responder will be based on site with a response time similar to that of the Tier One response provision.

## **STANDARD APPROACH TO POLLUTION RESPONSE AND IMMEDIATE ACTIONS**

Any person discovering an oil spillage or other marine pollution event should take immediate action to stop the discharge, if safe to do so. Once this has been actioned the discharge must be reported to the Duty Harbour Master immediately (via **Portland Harbour Radio, VHF CH 74** or direct on **07778 391557**, all of which are available on a 24hr basis).

The person reporting the discharge should remain in the vicinity to monitor the spread of the discharge and to give further information to the Harbour authorities response team on arrival at the scene.

The first Harbour authority responder on scene should also carry out the following initial actions:

- Attempt to verify the source of the spillage
- Attempt to remove the source of the spillage, if safe to do so
- Monitor the extent of the spillage
- Monitor the spread of the spillage

- Assist in any immediate prevention measures
- Be available to brief the first Harbour Authority Manager on scene

Action cards for the following can be found in Annex 2Aii of Portland Harbour Authority Oil Spill & Marine Pollution Contingency Plan 2020 - 2025

- A1 Observer of the Incident
- A2 Duty Harbour Master
- A3 Harbour Master (On Scene Commander)
- A4 Response Team Supervisor (Landside Manager)
- A5 Loggist

## **MARINE POLLUTION RESPONSE FOR SHIP TO SHIP (STS) TRANSFER OPERATIONS**

### **Response – Portland Harbour Authority (PHAL)**

- PHAL will receive full details of the STS operation at least 72 hours in advance or as otherwise agreed. Details of the transfer will determine response equipment, vessel/s and manpower required to be prepared.
- PHAL Tier One, and enhanced, pollution response equipment to be placed on a suitable berth and ready for rapid deployment prior to commencement of the STS operation.
- PHAL H-booms (X2) or equivalent to be loaded on to the allocated tug along with the STS equipment and yokohama's for transfer to the STS location.
- PHAL H-booms or equivalent to be deployed, from the Mother or Daughter vessel, under the supervision of the POAC.
- STS operations can only commence after approval of the Harbour Master in conjunction with the POAC and vessel Masters.
- PHAL H-booms or equivalent to be recovered under the supervision of the POAC and returned to the allocated tug with all STS equipment and yokohama's.
- PHAL to ensure all equipment is returned to berth, checked and readied for the next STS evolution.

## **Response - Tier 2 Contractor**

- Tier 2 contractor to be notified of the STS operation at least 72 hours in advance or as otherwise agreed.
- Tier 2 response contractor to mobilise to port in advance of the STS operation with response personnel and equipment as agreed with the Duty Harbour Master.
- Tier 2 contractor equipment to be placed on a suitable Berth and ready for rapid deployment before STS operation can commence.
- Full details of the STS operation, including product details, to be shared with the Tier 2 Contractor to identify any specific requirements for operation over and above a standard response. Any identified requirements will be implemented as required.
- Dorset Council Emergency Planning Team  
emergencyplanning@dorsetcouncil.gov.uk to be notified when STS are due.

## **LOCATION SPECIFIC POLLUTION RESPONSE REQUIREMENTS**

The permitted locations, within port limits, are the alongside berths Queens Pier North (6/8) and Queens Pier South (5/7) and anchorages G6 (Portland Outer Harbour) and M6 (Portland Inner Harbour).

### **Queens Pier**

Tier 2 response Provider to be provided with 72 hours notice prior to commencement of an STS transfer.

Tier 2 response provider to be at the usual contracted response time for onsite attendance.

H-booms or equivalent to be positioned between vessels if alongside each other on a single berth.

Pollution booms to be positioned around both vessels prior to commencement of an STS evolution.

### **Anchorage M6**

Tier 2 response provider to be onsite for immediate call out. Details to be agreed with the Harbour Master.

H-booms or equivalent to be positioned between vessels.

Response time approx. 30 mins

### **Anchorage G6**

Tier 2 response provider to be onsite for immediate call out. Details to be agreed with the Harbour Master.

H-booms or equivalent to be positioned between vessels.

Response time approx.. 1 hour.

## **IMMEDIATE ACTIONS IN THE EVENT OF AN STS SPILLAGE**

### **Portland Harbour Authority**

Implement the Oil Spill Contingency Plan

Advise Tier Two responder

Mobilize resources and equipment to site

### **Ship Master / POAC**

Take immediate action to stop the discharge

Contact Portland Harbour Radio

### **Tier 2 Contractor**

Provide support to the Incident Commander.

Mobilize resources and equipment to site under the direction of the Incident Commander.

# PORTLAND HARBOUR AUTHORITY LIMITED

## STANDARD OPERATING PROCEDURE

### EMERGENCIES 4 (SOPE4)

#### STATUTORY OIL POLLUTION REPORTING PROCEDURES

##### INTRODUCTION

This sets out the statutory reporting procedures, which should be followed in the event that an oil spill occurs within Portland Harbour.

##### REQUIREMENTS

The statutory requirement, placed on the Harbourmaster under Statutory Instrument 1998 No. 1056, to report all actual or probable discharges of oil to the sea to MRSC Portland is noted below:

##### **Extract from Statutory Instrument 1998 No.1056**

##### **Reporting of incidents: harbour authorities and oil handling facilities**

**6. – (1) A Harbourmaster, or other individual having charge of a harbour, and any individual having charge of an oil handling facility (except those which are pipelines), who observes or is made aware of any event involving a discharge of or probable discharge of oil, or the presence of oil in the sea shall without delay report the event, or the presence of oil, as the case may be, to MCA-HM Coastguard.**

**(2) A report under this regulation shall far as appropriate as to form and content comply with the standard reporting requirements.**

The extent of notification of external organisations and authorities will be determined by the initial classification of the incident. Responsibility for external notification and the completion of POLREP CG77 rests with HM Coastguard. The Harbourmaster is responsible for providing the information for HMCG to populate the CG77.

## **POLREP CG77**

### **INFORMATION REQUIRED TO ENABLE COMPLETION OF FORM CG77 (POLREP) BY HMCG.**

Part 1 - Information, which should be provided in an initial pollution report:

- A.** CLASSIFICATION of report: (i) Doubtful (ii) Probable (iii) Confirmed.
- B.** DATE and TIME pollution observed / reported, and identity of observer reporter.
- C.** POSITION and EXTENT of pollution. If possible, state range and bearing from some prominent landmark or GPS position and estimated amount of pollution, (e.g., size of polluted area; number of tonnes of oil spilled; or number of containers, drums etc lost). When appropriate, give position of observer relative to pollution.
- D.** TIDE, CURRENT direction, WIND speed and direction.
- E.** WEATHER Conditions and SEA state.
- F.** CHARACTERISTICS of pollution. Give types of pollution, e.g., oil, crude or otherwise; packaged or bulk chemicals; or garbage. For chemicals, give proper name or United Nations Number, if known. For all, give also appearance, e.g., liquid; floating solid; liquid oil; semi-liquid sludge; tarry lumps; weathered oil, discoloration of sea; visible vapour; etc.
- G.** SOURCE and CAUSE of pollution e.g. from vessel or other undertaking. If from vessel, say whether as a result of apparent deliberate discharge or a casualty. If the latter, give a brief description. Where possible, give name, type, size, nationality and Port of Registry of polluting vessel. If vessel is proceeding on its way, give course, speed and destination, if known.
- H.** Details of VESSELS IN THE AREA. To be given if the polluter cannot be identified and the spill is considered to be of recent origin.
- I.** NOT USED.
- J.** Whether PHOTOGRAPHS have been taken, and/or SAMPLES for analysis.
- K.** REMEDIAL ACTION taken, or intended, to deal with spillage.
- L.** FORECAST of likely effect of pollution e.g. arrival on beach, with estimated timing.
- M.** NAMES of those informed other than addresses.
- N.** Any OTHER relevant information e.g. names of other witnesses, references to other instances of pollution pointing to source.

## **PART II – SUPPLEMENTARY INFORMATION TO BE PROVIDED LATER**

(This section may be disregarded when POLREPs are for UK internal distribution only)

- O.** RESULT of SAMPLE analysis
- P.** RESULT of PHOTOGRAPHIC analysis
- Q.** RESULTS of SUPPLEMENTARY ENQUIRIES (e.g. inspections by Surveyors, statement of ship's personnel etc. if applicable)
- R.** RESULT of MATHEMATICAL MODELS

For further details consult the Portland Harbour Authority Oil Spill Contingency Plan.



PORTLAND HARBOUR  
AUTHORITY

# PORTLAND HARBOUR AUTHORITY



PORTLAND HARBOUR  
AUTHORITY

## POLLUTION

## ACTION CARD NO 5

### RESPONSIBILITIES

1. Manage Communications between Harbour Control, vessel, support vessels, coastguard/MCA, and emergency services.
2. Maintain LPS Service.
3. Assist Emergency Services if needed.

| ✓ | Check List - Task  | Time | Notes |
|---|--|------|-------|
|   | Obtain as much information as possible   |      |       |
|   | Attempt to identify the source of the spill  |      |       |
|   | Attempt to identify the extent of the spill  |      |       |
|   | Inform Duty Harbour Master   |      |       |
|   | Attempt to remove the source of the spill  |      |       |
|   | Consult the Pollution plan and start the notification process according to the type of spill |      |       |
|   | Monitor the spread of the spill and divert traffic if necessary                              |      |       |
|   | Assist in any immediate prevention measures  |      |       |

### STANDARD OPERATING PROCEDURES EMERGENCIES (SOPE2) OIL POLLUTION



# Guide

## Transfer Operations between Vessels of Liquid Cargoes

### Portland Harbour



PORTLAND HARBOUR  
AUTHORITY

Version October 2021

## Overview

This document aims to serve as a high level guide for transfers operations of liquid cargoes between vessels in Portland Harbour (sometimes referred to as Ship to Ship (STS) transfers). This is so that those with a decision-making role and/ or interest can further understand the operation and the robust measures that are in place to ensure transfer operations are managed with health, safety and environment at the heart.

The guide refers to the following projects all of which involve transfer of liquids between vessels:

- a) **Liquid Cargoes (excluding substances consisting wholly or mainly of oil, and Liquid Gases)**
- b) **Liquid Petroleum Gas**
- c) **Liquid Cargoes (substances consisting wholly or mainly of oil)**

For the purpose of defining oil, the definition in The Ship to Ship Regulations 2020 applies in which this is “oil of any description and includes spirit produced from oil of any description, and also includes coal tar” (same as that in the Merchant Shipping Act 1995).

The guide includes the following sections:

1. Transfer Operation Overview
2. Local regulations and relationship with UK legislation, International Codes and Conventions
3. Service Provider Approval
4. Notification Requirements
5. Person in Overall Advisory Control (POAC)
6. Equipment
7. Contingency Planning
8. Transfer Operation Procedure
9. Planning a Transfer Operation
10. Maintaining Records
11. Key Documentation

Portland Harbour has a long history of offering bunkering to vessels which shares similarities to transfer operations. General Direction No1 of 2016- Portland Harbour Bunkering Operations available [here](#) for reference purposes.

# 1. Transfer Operation Overview

A transfer operation (or STS operation) in this case is the transfer of liquid cargoes between vessels. It can be at sea while underway, at anchor or alongside berth but in the case of Portland Harbour it will only take place whilst at an anchorage or alongside a berth at the locations shown in **Figure 1**, and not whilst underway.

## Roles and Responsibilities

**Harbour Authority** - The Harbour Authority gives permission for a service provide to operate within their port. It also provides initial authorisation for transfer operations. Additional services include pilotage and towage if required. Portland Port provides storage for equipment. The harbour authority, or a delegated subcontractor provide a service vessel for handling and transfer of equipment to the Mother and Daughter Vessels needed in a transfer operation.

**Service Provider** - The service provider creates the Joint Plan of Operation for the transfer operation which includes risk assessments and mooring plans. The service provider also provides the Superintendent/Mooring master who oversees the transfer and mooring operation. The Superintendent/Mooring Master overseeing the transfer operation will act as the Person in Overall Advisory Control (POAC).

**Mother Vessel Master** - Retains their duties and responsibilities and control of their vessel. Liaises with service provider and other master of daughter vessel in the creation of the Joint Plan of Operation.

**Daughter Vessel/s Master/s** - Retains their duties and responsibilities and control of their vessel. Liaises with service provider and the master of the mother vessel in the creation of the Joint Plan of Operation.

**Waste Handling/Cleaning Contractor** - Responsible for the decontamination, cleansing and testing of hoses and appropriate disposal of waste

**Figure 1a and b** is a location plan for where liquid transfer operations in Portland Harbour will take place and includes:

- Anchorages: Outer/Inner Harbour: G6, M6
- Alongside berths: Queens Pier (5,6,7,8)

**Figure 2** is an overview of the transfer operation process including the following:

- Pre-transfer planning
- Pre-transfer manoeuvring and mooring
- Hose connection
- Transfer operation
- Disconnection and Equipment Cleansing

**Figure 1a.** Location Plan for Transfer Operations in Portland Harbour

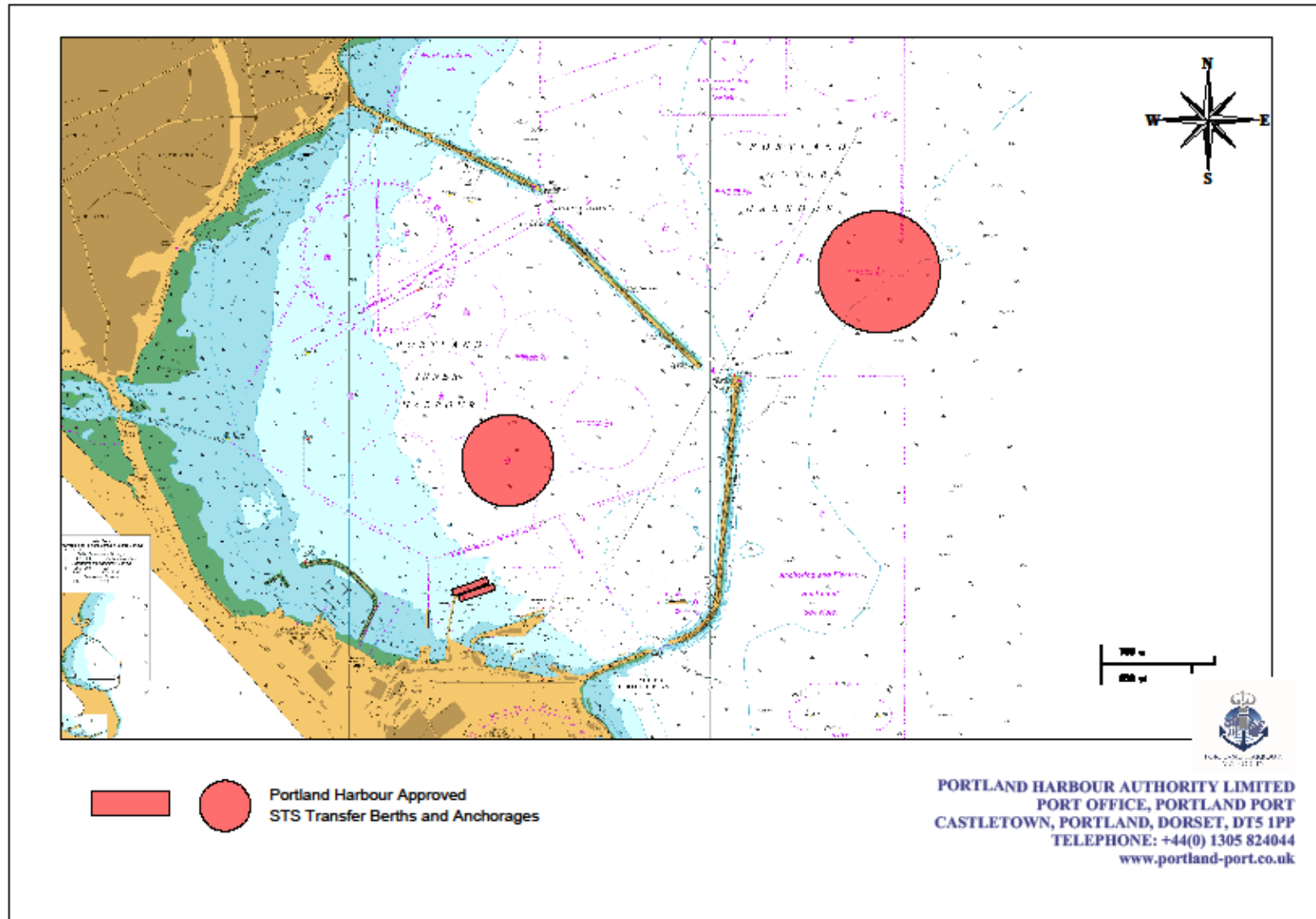
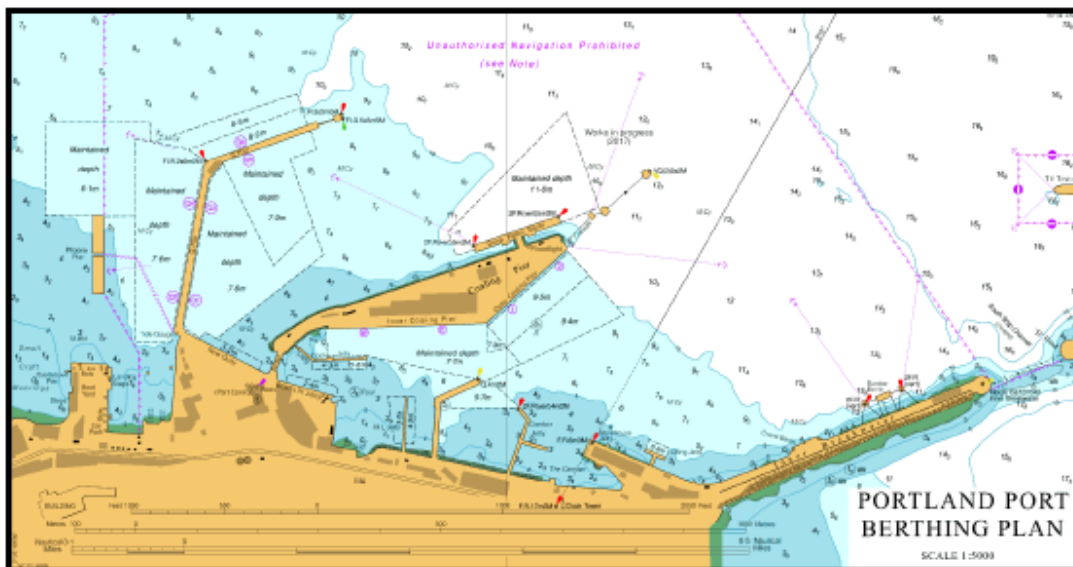
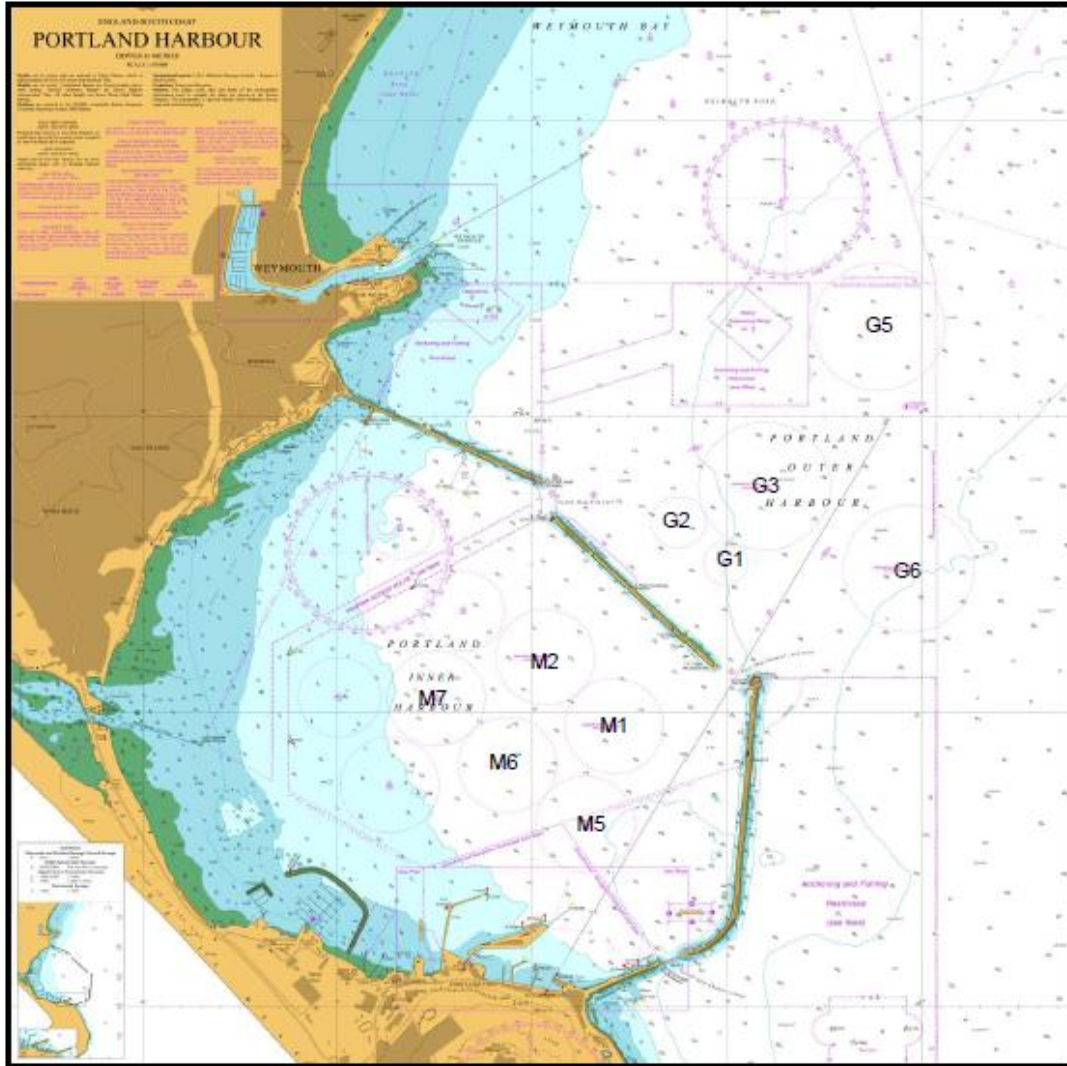
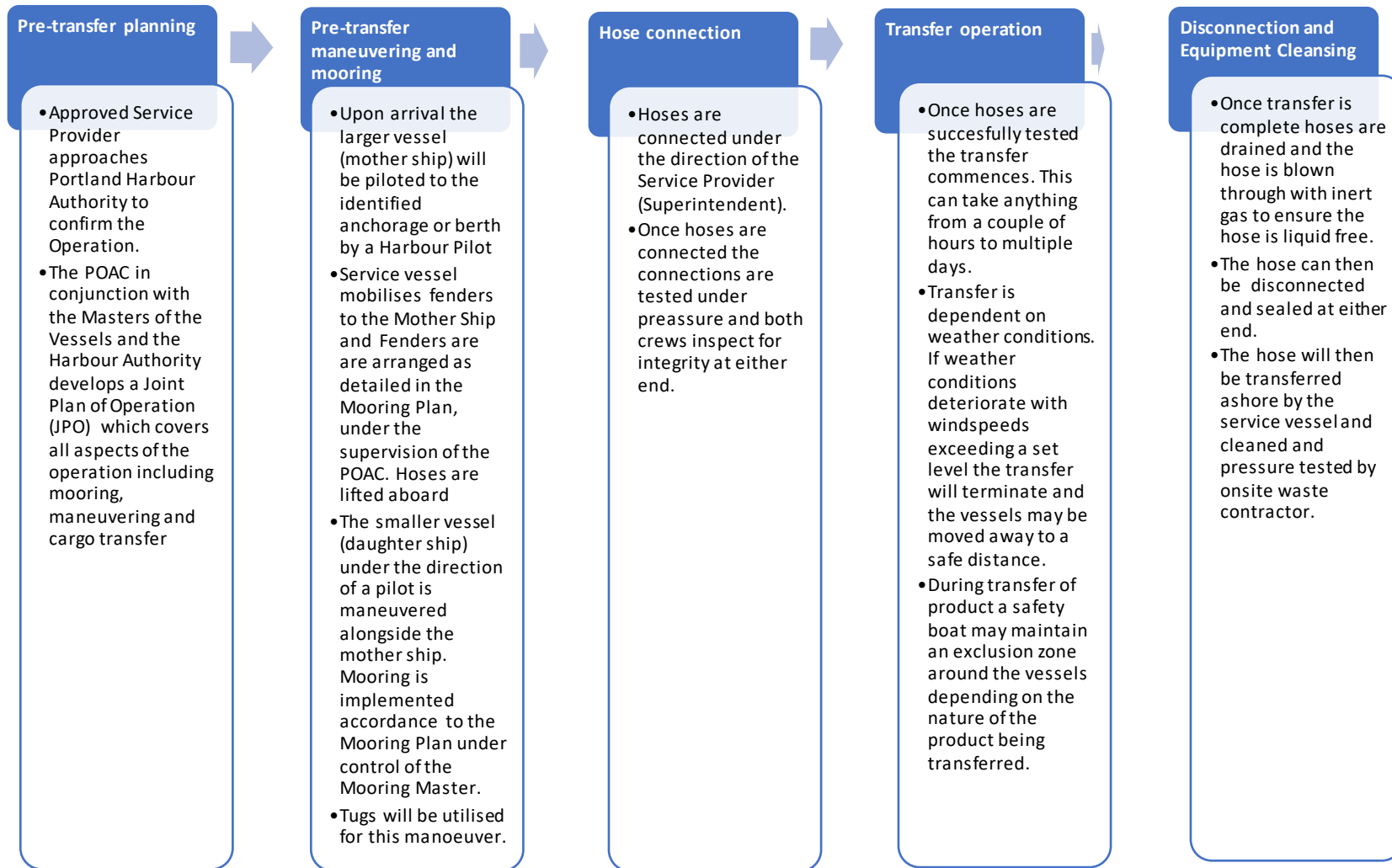


Figure 1b Passage Plan showing Anchorages and Berths



**Figure 2. Transfer Operation Process**



## 2. Local regulations and relationship with UK legislation, International Codes and Conventions

For the latest General Direction(s) created under the Portland Harbour Revision Order 1997 relating to transfer operations these can be found here:

<https://www.portland-port.co.uk/local-notice-to-mariners-general-directions-and-harbour-masters-directions>.



### 3. Service Provider Approval

Transfer operations shall be carried out under the guidance and supervision of a service provider approved by Portland Harbour Authority to carry out the relevant type of operations.

- 1) The approved service provider shall:
  - a) to the widest extent possible, use the recommendations of the “Ship to Ship - Service Provider Self-Assessment (SPSA)” programme; and
  - b) use a quality assurance system ensuring that their tasks are performed in accordance with this order; and
  - c) all transfer operations shall be carried out in accordance with the guidance contained in the “Ship-to-Ship Transfer Guide – for Petroleum, Chemical and Liquefied Gases” published by CDI, ICS, OCIMF and SIGTTO (latest edition).
- 2) The approved service provider shall only allow personnel meeting the requirements in paragraph-3 to be responsible for guidance and supervision of transfer operations.
- 3) Persons performing guidance and supervision of operations shall:
  - a) have internationally recognised skills and experience corresponding to that of a senior officer on a tanker of the same type as those between which the transfer operation is to be carried out,
  - b) be in possession of a valid health certificate,
  - c) depending on the planned operation, have completed a training programme in operations based on the recommendations of the “Ship to Ship Transfer Guide”, and
  - d) have attended a suitable ship handling course focusing particularly on operations.
  - e) be in possession of an appropriate anti-pollution training course certificate
- 4) When applying for approval as a service provider, documentation of compliance with the conditions stated in paragraph-1 shall be submitted to the Harbour Authority.
- 5) Approval shall be granted for a period of up to 3 years. The approval shall lapse if the conditions stated in paragraph-1 are no longer met. A certificate of approval from the Harbour Authority shall be issued to the service provider.
- 6) Portland Harbour Authority may request the latest SPSA audit from the service provider and evidence of external audit findings or may undertake a supplier audit based on the SPSA at the STS Operator’s base.
- 7) The Harbour Authority may undertake random operational audits of ongoing transfer operations to verify compliance with paragraph-1 above.
- 8) The Harbour Authority may revoke an approval if an approved service provider participates in transfer operations in which the provisions of this order are grossly or repeatedly contravened.



## 4. Notification Requirements

### **Liquid Cargoes excluding substances Oil and Liquified Gases**

Government authorities may require notifications for transfers involving Annex II cargoes. Where these transfers are conducted within port limits the harbour authority may require notification. In either case a lightering plan may be required. If alongside a terminal, the operator, or owner may also require a copy of the lightering plan.

### **Liquid Petroleum Gases**

Government authorities require notifications for transfers involving Liquid Petroleum Gas cargoes on a case by case basis. Where these transfers are conducted within port limits the harbour authority may require notification. In either case a lightering plan may be required. If alongside a terminal, the operator, or owner may also require a copy of the lightering plan.

The approval must be displayed in the Cargo Control Room of the Mother vessel. Normally no other operations, e.g. bunkering. Stores etc. may be carried out concurrent with the Transfer operation,

### **Oil**

For transfers involving MARPOL Annex I cargoes within the territorial sea or the Exclusive Economic Zone (EEZ) of a party to the MARPOL Convention, the Master or Agent of each tanker involved is required to notify the relevant Coastal State authorities not less than 48-hours in advance of the scheduled operation.

The Local Agent is responsible for notifying all concerned parties of the upcoming transfer operation in compliance with the MARPOL Convention.

### **Other cargoes**

For transfer involving other cargoes, the service provider should check local and national regulations to determine the level of approval required to conduct the transfer operation.

## 5. Person in Overall Advisory Control (POAC)

### Overview

Transfer operations within Portland Harbour are conducted under the co-ordination and advisory control of a suitably qualified and experienced Superintendent. This person will function as the Person in Overall Advisory Control (POAC). The role of POAC is described in the Ship to Ship Transfer Guide for Petroleum, Chemical and Liquefied Gases as specific to the transfer of Oil, however Portland Harbour Authority require a POAC to be in place for all STS transfer operations regardless of cargo type.

### Person in Overall Advisory Control (POAC)

In the case of Portland, a transfer operation should be under the advisory control of a designated mooring/unmooring Master, who will be a suitably qualified and experienced Superintendent. It is not intended that the POAC in anyway relieves the ships' Masters of any of their duties, requirements or responsibilities.

The POAC overseeing the transfer operation shall be qualified to perform all relevant duties, taking into account the qualifications contained in the best practice guidelines for STS operations identified by the Organisation. The Administration, cargo owners or oil tanker's operators should agree and designate the POAC who should have at least the following qualifications:

1. An appropriate management level deck license or certificate meeting international certification standards, with all STCW and dangerous cargo endorsements up to date and appropriate for the ships engaged in the transfer operation;
2. Attendance at suitable ship-handling course;
3. A knowledge of spill clean-up techniques, including familiarity with the equipment and resources available in the transfer contingency plan
4. Conduct of a suitable number of mooring/unmooring operations in similar circumstances and with similar vessels;
5. Experience in tanker cargo loading and unloading;
6. A thorough knowledge of the geographic transfer area and surrounding areas;
7. Thorough knowledge of the transfer plan (or STS Plan).

## 6. Equipment

Prior to starting the transfer operation, the Masters of the mother and daughter vessels should exchange information concerning the availability, readiness and compatibility of the equipment to be used in the operation.

### **Fenders**

The vessels should be provided with fenders (primary and secondary). These fenders should be capable of withstanding the anticipated berthing energies and should be able to distribute the forces evenly over the appropriate area of the hulls of both oil tankers. It is recommended that fenders constructed to ISO 17357 should be used. Industry best practice is that the safety valve on pneumatic fenders is inspected at intervals not exceeding two years and a certificate provided to demonstrate this.

### **Hoses**

The hoses used for the transfer of should be specially designed and constructed for the product being handled and the purpose for which they are being used. Hoses used should comply with EN1765 (or latest equivalent) with regard to specification for the assemblies and with BS1435 (or latest equivalent) and OCIMF guidelines with regard to their handling, inspection and testing. Hoses should bear the following durable indelible markings:

- 1) Hoses should bear the following durable indelible markings:
- 2) The manufacturer's name or trademark;
- 3) Identification of the standard specification for manufacture;
- 4) Factory test pressure (Note: equal to rated working pressure, maximum working pressure, maximum allowable working pressure);
- 5) Month and year of manufacture and manufacturer's serial number;
- 6) Indication that the hose is electrically continuous or electrically discontinuous, semi-continuous or anti-static; and
- 7) The type of service for which it is intended i.e. the type of liquid cargo being transferred.

## 7. Contingency Planning

Although transfer operations can be carried out safely, the risk of accident and the potential scale of the consequences require that organisers develop contingency plans for dealing with emergencies. Before committing to a transfer operation, the parties involved should carry out a risk assessment covering operational hazards and the means by which they are managed. The output from the risk assessment should be used to develop risk mitigation measures and contingency plans covering all possible emergencies and providing for a comprehensive response, including the notification of relevant authorities. The contingency plan should have relevance to the location of the operation and take into account the resources available, both at the transfer location and with regard to nearby back-up support.

### **Risk Assessment**

Transfer operations should be subjected to a risk assessment, the scope of which should include confirmation of the following:

- 1) Adequate training, preparation or qualification of vessel's personnel;
- 2) Suitable preparation of vessel for operations and sufficient control over the vessel during operations;
- 3) Proper understanding of signals or commands;
- 4) Adequate number of crew assigned to controlling and performing transfer operations;
- 5) Suitability of the agreed transfer plan;
- 6) Adequate communications between vessels or responsible person(s);
- 7) Proper attention given to the differences in freeboard or the
- 8) listing of the vessels when transferring cargo;
- 9) The condition of transfer hoses;
- 10) Methods of securely connecting hose(s) to the vessel(s) manifold(s);
- 11) Recognition of the need to discontinue transfer when sea and weather conditions deteriorate;
- 12) Adequacy of navigational processes.

### **Shipboard Contingency Plans and Safety Management Systems**

Vessels are required to have a variety of Contingency Plans and Safety Management Systems in place. These might include:

- Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances – a requirement from MARPOL Annex II for vessels certified to carry noxious liquid substances exceeding 150 gross tonnes
- Shipboard Oil Pollution Emergency Plan (SOPEP) - a requirement from MARPOL Annex I for oil tankers exceeding 150 gross tonnes and all vessels exceeding 400 gross tonnes
- Where there is a requirement for both these may be combined into a single Shipboard Emergency Plan (SOPEP)
- All commercial vessels are required by the International Safety Management (ISM) Code to have a Safety Management System (SMS) in place. The SMS ensures every vessel complies with the mandatory safety rules and regulations, and follow the codes, guidelines, and standards recommended by the IMO, classification societies, and concerned maritime organizations.

## Harbour Authority Contingency Plan

- UK Ports are required to prepare an Oil Spill Contingency Plan by the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 (amended 2015), which implements the International Convention on Oil Pollution, Preparedness, Response and Co-operation.
- Portland Harbour Authority has prepared a plan in accordance the 'Contingency Planning for Marine Pollution Preparedness and Response - Guidelines for Ports' issued by the Maritime and Coastguard Agency.
- The Harbour Authority has extended the scope of the Plan to include non-oil type pollution following the principals of the 'Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances, 2000.
- The Portland Harbour Oil Spill and Marine Pollution Contingency Plan, as it is named, identifies probable risk scenarios typical port operations, bunkering and transfer operations.
- The harbour authority has a contract with a specialist Tier 2 pollution response provider who can provide additional specialist capability in support of a response. This includes equipment, personnel and expertise in the event a pollution incident exceeds the harbour authorities' own capabilities.
- The harbour authority maintains equipment sufficient to deal with a Tier 1 pollution incident as detailed in the plan, and additional equipment that would be needed for a Tier 2 response .
- In updating the plan to include for non-oils this includes ensuring contract with Tier 2 provider is fit for purpose, inclusion of a tactical response plan for non-oils, purchase of additional equipment, training of harbour authority staff and familiarisation of Tier 2 provider with port specific transfer operations.

## 8. Procedures for Transfer Operation

### Preparation for Operations

Prior to the transfer operation, the Masters of both vessels and, if appointed, the POAC, should make the following preparations before manoeuvres begin:

1. Carefully study the operational guidelines contained herein and in the industry publication 'Ship to Ship Transfer Guide', as well as any additional guidelines provided by the ship-owner and cargo owner;
2. Ensure that the crew is fully briefed on procedures and hazards, with particular reference to mooring and un-mooring;
3. Ensure that the vessels conform to relevant guidelines, is upright and at a suitable trim;
4. Confirm that the steering gear and all navigation and communications equipment is in satisfactory working order;
5. Confirm that engine controls have been tested and the main propulsion plant has been tested ahead and astern;
6. Confirm that all essential cargo and safety equipment has been tested;
7. Confirm that mooring equipment is prepared in accordance with the mooring plan;
8. Fenders and transfer hoses are correctly positioned, connected and secured;
9. Cargo manifolds and hose handling equipment is prepared;
10. Obtain a weather forecast for the transfer area for the anticipated period of the operation;
11. Agree the actions to be taken if the emergency signal on the oil tanker's whistle is sounded; and
12. Confirm completion of relevant pre-operational check lists.

Communications with the master of the vessels should be established at an early stage to co-ordinate the rendezvous and the method and system of approach, mooring and disengaging.

When the preparation of either vessel has been completed, the other vessel should be so informed. The operation may proceed only when both vessels have confirmed their readiness.

## 9. Planning of Transfer Operation

A Joint Plan of Operation in alignment with the Transfer plan established for each ship should be developed on the basis of information exchanged between the two vessels, including the following:

1. Mooring arrangements;
2. Quantities and characteristics of the cargo(s) to be loaded (discharged) and identification of any toxic components;
3. Sequence of loading (discharging) of tanks;
4. Details of cargo transfer system, number of pumps and maximum permissible pressure;
5. Rate of product transfer during operations (initial, maximum and topping-up);
6. The time required by the discharging vessel for starting, stopping and changing rate of delivery during topping-off of tanks;
7. Normal stopping and emergency shutdown procedures;
8. Maximum draught and freeboard anticipated during operations;
9. Disposition and quantity of ballast and slops and disposal if applicable;
10. Details of proposed method of venting or inerting cargo tanks;
11. Details of cargo washing, if applicable;
12. Emergency and spill containment procedures
13. Sequence of actions in case of spillage;
14. Identified critical stages of the operation;
15. Watch or shift arrangements;
16. Environmental and operational limits that would trigger suspension of the transfer operation and disconnection and unmooring of the tankers;
17. Local or government rules that apply to the transfer;
18. Co-ordination of plans for cargo hose connection, monitoring, draining and disconnection;  
and
19. Unmooring plan.

## 10. Maintaining Records

Oil tankers exceeding 150 gross tonnes and all vessels exceeding 400 gross tonnes are required by Regulation 17 of MARPOL Annex I to keep an Oil Record Book. This records if any of the following occurs:

- ballasting or cleaning of oil fuel tanks;
- discharge of dirty ballast or cleaning water from oil fuel tanks;
- collection and disposal of oil residues (sludge and other oil residues);
- discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces; and
- bunkering of fuel or bulk lubricating oil.

Chapter 8 of MARPOL Annex I which deals with Ship to Ship Transfer Operations requires that records of STS operations shall be retained on board for three years and be readily available for inspection by a Party to the present Convention.

Similar to the Oil Record Book, Regulation 15 of MARPOL Annex II requires that every ship to which Annex II applies, is required to maintain a Cargo Record Book in accordance with Appendix 2 of Annex II



## 11. Key Documentation

- International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, 2016 [IBC Code] (IMO)
- International Code for the Construction and Equipment of Ships Carrying Carrying Liquefied Gases in Bulk, 2016 [IGC Code] (IMO)
- International Convention on Oil Pollution Preparedness, Response and Co-Operation, 1990
- Manual on Chemical Pollution - Section 1: Problem Assessment and Response Arrangements, 1999 Edition
- Manual on Chemical Pollution - Section 3: Legal and Administrative Aspects of HNS Incidents, 1997 Edition
- Manual on Oil Pollution - Section 2: Contingency Planning, 2018 Edition
- Manual on Oil Pollution - Section 4: Combating Oil Spills, 2005 Edition
- Manual on Oil Pollution - Section I: Prevention, 2011 Edition (IMO)
- Manual on Oil Pollution - Section V: Administrative Aspects of Oil Pollution Response, 2009 Edition
- Manual on Oil Pollution - Section VI: IMO Guidelines for Sampling and Identification of Oil Spills, 1998 Edition
- MARPOL Annex I – Regulations for the prevention of pollution by oil (IMO)
- MARPOL Annex II – Regulations for the control of pollution by noxious liquid substances (IMO)
- Merchant Shipping Act 1995
- MSN 1643 Prevention of Oil Pollution – Information on the schedules and regulations relating to the merchant shipping (prevention of oil pollution) regulations , 1996.]
- MSN 1703 Dangerous or noxious liquid substances – Schedules forming part of the merchant shipping (dangerous or noxious liquid substances) regulations , 1996
- MSN 1829 - Ship to Ship Transfer Regulations 2010/2012
- Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol)
- Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases (OCIMF/ICS/SIGTTO/CDI)
- The Merchant Shipping (Dangerous or Noxious Liquid Substances in Bulk) Regulations 1996
- The Merchant Shipping (Gas Carriers) Regulations 1994
- The Merchant Shipping (Prevention of Oil Pollution) Regulations 2019
- The Merchant Shipping (Ship-to-Ship Transfers) Regulations 2020 - SI2010/1228

**Call our Duty Response number (above) giving the following information:**



- **Your Full Name**
- **Company Name**
- **Telephone Number & Email Address**
- **Address**
- **Incident Details**



**Our Duty Co-ordinator will call you back and go through the initial assessment process with you.**



**In complex incidents Ambipar Response can send a Technical Advisor to your incident command room.**



**In parallel, as soon as we understand your needs we can load the relevant equipment and begin the transportation process.**



**When we arrive at the destination we may need your support in terms of offloading equipment, craneage, security, etc...**



**Critical to engage with the relevant Authority for support.**

AMBIPAR RESPONSE LIMITED

and

PORTLAND PORT LIMITED

AGREEMENT

For the Provision of Tier 2 Oil Spill Response and HNS Incident Response Services

**CONTROLLED DOCUMENT**

|                         |                        |            |               |
|-------------------------|------------------------|------------|---------------|
| Doc #: Member Agreement | Issue Date: 15/07/2019 | Version: 5 | Page: 1 of 24 |
|-------------------------|------------------------|------------|---------------|

**THIS AGREEMENT** is made on the 1<sup>st</sup> October 2021

**BETWEEN:**

- (1) AMBIPAR RESPONSE LIMITED a company registered in the United Kingdom under number 5723743 whose registered office is situated at 27-37 St George's Road, London, SW19 4EU (the "Service Provider") and
- (2) PORTLAND PORT LIMITED a company registered in the United Kingdom under number 03158010 whose registered office is at Port Office, Portland Port, Castletown, Portland, Dorset, United Kingdom, DT5 1PP ("the Client")

**WHEREAS:**

- A. The Service Provider, through its membership scheme, provides access to and, if requested, undertakes incident response services for business clients. The Service Provider has reasonable skill, knowledge and experience in that field.
- B. The Client wishes to become a member of the membership scheme and, on a needs basis, will engage the Service Provider to provide the services set out in this Agreement, subject to the terms and conditions of this Agreement.
- C. The Service Provider agrees to accept the Client as a member and, when required, to provide the services set out in this Agreement to the Client, subject to the terms and conditions of this Agreement.

**IT IS AGREED** as follows:

**1. Definitions and Interpretation**

1.1 In this Agreement, unless the context otherwise requires, the following expressions have the following meanings:

|                                   |   |
|-----------------------------------|---|
| <b>"Available Services"</b>       | means those services listed in Schedule 1;  |
| <b>"Affected Party"</b>           | has the meaning given in sub-Clause 8.1;  |
| <b>"Business Day"</b>             | means, any day (other than Saturday or Sunday) on which ordinary banks are open for their full range of normal business in England;   |
| <b>"Commencement Date"</b>        | means the date of this Agreement, upon which both Parties have signed this Agreement;   |
| <b>"Confidential Information"</b> | means, in relation to either Party, information which is disclosed to that Party by the other Party pursuant to or in connection with this Agreement (whether orally or in writing or any other medium, and whether or not the information is expressly stated to be confidential or marked as such); |

|                              |  |
|------------------------------|--|
| <b>“Fees”</b>                | means any and all sums due under this Agreement from the Client to the Service Provider, as specified in Schedule 2 and including the Membership Fee and the Service Fees;   |
| <b>“Force Majeure Event”</b> | means any circumstance not within a Party's reasonable control including, without limitation:<br><br>(a) acts of God, flood, drought, earthquake or other natural disaster;<br>(b) epidemic or pandemic;<br>(c) terrorist attack, civil war, civil commotion or riots, war, threat of or preparation for war, armed conflict, imposition of sanctions, embargo, or breaking off of diplomatic relations;<br>(d) any law or any action taken by a government or public authority, including without limitation imposing an export or import restriction, quota or prohibition, or failing to grant a necessary licence or consent;<br>(e) collapse of buildings, fire, explosion or accident;<br>(f) any labour or trade dispute, strikes, industrial action or lockouts (other than in each case by the Party seeking to rely on Clause 8, or companies in the same group as that Party);<br>(g) non-performance by suppliers or subcontractors (other than by companies in the same group as the Party suffering the Force Majeure Event); and<br>(h) interruption or failure of utility service; |
| <b>“Initial Term”</b>        | bears the meaning given in sub-Clause 9.1;   |
| <b>“Instruction”</b>         | means those instructions of the Client accepted pursuant to sub-Clause 2.2.2b);  |
| <b>“Membership Fee”</b>      | means the fee for membership due under this Agreement from the Client to the Service Provider, as specified in paragraph 1 of Schedule 2, and as varied from time to time under sub-Clause 5.3;  |
| <b>“Membership Term”</b>     | bears the meaning given in sub-Clause 9.1;   |
| <b>“Renewal Period”</b>      | bears the meaning given in sub-Clause 9.1;   |
| <b>“Retail Prices Index”</b> | means the measure of inflation in the United Kingdom as published from time to time by the Office of National Statistics;  |

**“Service Provider’s Equipment”**

means any equipment, including tools, systems, cabling or facilities, provided by the Service Provider, its agents, consultants or any third party to the Client and used directly or indirectly in the supply of the Services including any such items specified in Schedule 1;

**“Service Fees”**

means the fees for any Services provided under this Agreement by the Service Provider to the Client and due under this Agreement from the Client to the Service Provider, as provided for in paragraph 2 of Schedule 2 and as varied from time to time under sub-Clause 5.3; and

**“Services”**

means those Available Services provided by the Service Provider to the Client pursuant to an Instruction, including services which are incidental or ancillary to the Services.

- 1.2 Unless the context otherwise requires, each reference in this Agreement to:
- 1.2.1 “writing”, and any cognate expression, includes a reference to any communication effected by electronic or facsimile transmission or similar means;
  - 1.2.2 a statute or a provision of a statute is a reference to that statute or provision as amended or re-enacted at the relevant time;
  - 1.2.3 “this Agreement” is a reference to this Agreement and each of the Schedules as amended or supplemented at the relevant time;
  - 1.2.4 a Schedule is a schedule to this Agreement; and
  - 1.2.5 a Clause or paragraph is a reference to a Clause of this Agreement (other than the Schedules) or a paragraph of the relevant Schedule.
  - 1.2.6 a "Party" or the "Parties" refer to the parties to this Agreement.
- 1.3 The headings used in this Agreement are for convenience only and shall have no effect upon the interpretation of this Agreement.
- 1.4 Words imparting the singular number shall include the plural and vice versa.
- 1.5 References to any gender shall include the other gender.
- 1.6 References to persons shall include corporations.

**2. Membership and Access to Available Services**

- 2.1 In consideration of the Client’s payment of the Membership Fee, the Services Provider accepts the Client as a member of its membership scheme which allows the Client to “call off” Available Services during the Membership Term in respect of those assets identified in Schedule 1.

- 2.2 If the Client wishes the Service Provider to supply any or all the Available Services,
- 2.2.1 the Client shall contact the Service Provider using the telephone number identified in Schedule 1, and provide the Service Provider with its instructions and as much information as the Service Provider reasonably requests for the Available Services requested;
- 2.2.2 following receipt of the instructions and information requested from the Client the Service Provider shall, as soon as reasonably practicable either:
- a) inform the Client that it declines to provide the requested Available Services; or
  - b) confirm to the Client that it accepts the Client's instructions and agrees to provide the requested Available Services;
- 2.3 Each Instruction shall be part of this Agreement and shall not form a separate contract to it.

### 3. Provision of the Services

- 3.1 The Service Provider shall use reasonable endeavours to provide the Services to the Client in accordance with this Agreement in all material respects.
- 3.2 The Service Provider shall provide the Services with reasonable skill and care, commensurate with prevailing standards in the marine and terrestrial oil and chemical incident response sector in the United Kingdom.
- 3.3 Subject to sub-Clause 3.4, the Service Provider shall act in accordance with all reasonable instructions given to it by the Client provided such instructions are compatible with the specification of Services provided in Schedule 1.
- 3.4 The Service Provider shall be responsible for ensuring that it complies with all statutes, regulations, byelaws, standards, codes of conduct and any other rules relevant to the provision of the Services.
- 3.5 The Service Provider shall use reasonable endeavours to observe all health and safety and security requirements that apply at any of the Client's premises and that have been communicated to it under sub-Clause 4.1.1, provided that it shall not be liable under this Agreement if, as a result of such observation, it is in breach of any of its obligations under this Agreement.
- 3.6 The Service Provider shall use reasonable endeavours to meet any performance dates specified in this Agreement or agreed in relation to an Instruction, but any such dates shall be estimates only and time for performance by the Service Provider shall not be of the essence.
- 3.7 Any samples, hazardous materials or other substances occurring on the Client's premises and removed by the Service Provider, in the performance of the Services, shall at all times remain the property of the Client and shall be held by the Service Provider as agent for the Client. The Service Provider shall make all reasonable efforts to assist the Client to ensure that such samples, hazardous materials or other substances are safely handled, transported and disposed of but in the handling, transportation and disposal of the same will remain the Client's sole responsibility and the Client will bear all and any costs associated in connection with the same.

#### 4. Client's Obligations

##### 4.1 The Client shall:

- 4.1.1 provide to the Service Provider all documents, information, items and materials in any form (whether owned by the Client or a third party) as reasonably required by the Service Provider for the provision of the Services (including but not limited to all health and safety and security requirements) and ensure that such documents, information, items and materials are accurate and complete;
- 4.1.2 co-operate with the Service Provider in all matters relating to the Services;
- 4.1.3 provide, for the Service Provider, its agents, subcontractors, consultants and employees, in a timely manner and at no charge, access to the Client's premises, any other location, office accommodation, data and other facilities as required by the Service Provider including any such access as specified in Schedule 1;
- 4.1.4 obtain and maintain all necessary licences and consents and comply with all relevant legislation as required to enable the Service Provider to provide the Services, including in relation to the installation of the Service Provider's Equipment, the use of any of the Client or third party's equipment (including tools, systems, cabling and facilities) or materials (including documents, information, items and materials in any form), insofar as such licences, consents and legislation relate to the sites/assets listed in Schedule 1 which is the subject of the Services, Client's business, premises, staff and equipment, in all cases before the date on which the Services are to start;
- 4.1.5 provide in a reasonable and timely manner any decision, approval, consent or any other communication reasonably required from the Client by the Service Provider in order for the Service Provider to provide the Services or any part thereof at any time;
- 4.1.6 procure in a reasonable and timely manner any consents, licences or other permissions required by the Service Provider from any third parties such as landlords, planning authorities, local authorities or similar in order for the Service Provider to provide the Services or any part thereof at any time; and
- 4.1.7 keep, maintain and insure the Service Provider's Equipment in accordance with the Service Provider's instructions from time to time and shall not dispose of or use the Service Provider's Equipment other than in accordance with the Service Provider's written instructions or authorisation.

- 4.2 If the Service Provider's performance of its obligations under this Agreement is prevented or delayed by any act or omission of the Client, its agents, subcontractors, consultants or employees, then, without prejudice to any other right or remedy it may have, the Service Provider shall be allowed an extension of time to perform its obligations equal to the delay caused by the Client and such prevention or delay shall not be the responsibility or fault of the Service Provider.

**CONTROLLED DOCUMENT**



## 5. Fees, Payment and Records

- 5.1 The Client shall pay the Fees to the Service Provider in accordance with the provisions of Schedule 2 and this Clause 5.
- 5.2 The Service Provider shall invoice the Client for Fees due in accordance with the provisions of Schedule 2.
- 5.3 The Service Provider may increase the Membership Fee and/or the Service Fees on an annual basis with effect from each anniversary of Commencement Date in line with the percentage increase in the Retail Prices Index in the preceding 12-month period, and the first such increase shall take effect on the first anniversary of Commencement Date and shall be based on the latest available figure for the percentage increase in the Retail Prices Index.
- 5.4 All payments required to be made pursuant to this Agreement by either Party shall be made within fifteen (15) Business Days of receipt by that Party of the relevant invoice.
- 5.5 All payments required to be made pursuant to this Agreement by either Party shall be made in GBP in cleared funds to such bank in the United Kingdom as the receiving Party may from time to time nominate, without any set-off, withholding or deduction except such amount (if any) of tax as that Party is required to deduct or withhold by law.
- 5.6 Where any payment pursuant to this Agreement is required to be made on a day that is not a Business Day, it may be made on the next following Business Day.
- 5.7 Without prejudice to sub-Clause 9.2.1, any sums which remain unpaid following the expiry of the period set out in sub-Clause 5.4 shall incur interest on a daily basis at four per cent (4%) above the base rate of the Bank of England from time to time until payment is made in full of any such outstanding sums.
- 5.8 Each Party shall:
- 5.8.1 keep, or procure that there are kept, such records and books of account as are necessary to enable the amount of any sums payable pursuant to this Agreement to be accurately calculated; and
- 5.8.2 at the reasonable request of the other Party, allow that Party or its agent to inspect those records and books of account and, to the extent that they relate to the calculation of those sums, to take copies of them.

## 6. Liability, Indemnity and Insurance

- 6.1 The Service Provider shall ensure that it has in place at all times suitable and valid insurance, that shall include public liability insurance, in respect of its own legal liability under this Agreement. The Client shall be responsible for making its own arrangements for the insurance of any excess loss and its own legal liability under this Agreement.
- 6.2 In the event that the Service Provider fails to perform the Services with reasonable care and skill it shall carry out any and all necessary remedial action at no additional cost to the Client.

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- 6.3 Subject to sub-Clause 6.4 and sub-Clause 6.5, the Service Provider's total liability (whether in contract, tort (including negligence), breach of statutory duty, or otherwise) arising under or in connection with this Agreement to the Client shall be limited to the greater of:
- 6.3.1 the amount of the actual Fees payable by the Client under this Agreement in the Membership Term; and
  - 6.3.2 one million pounds sterling (£1,000,000),
- whether such liability arises in respect of any one incident or a series of incidents arising out of the same event.
- 6.4 The Service Provider shall not be liable for any loss or damage suffered by the Client that results from the Client's failure to follow any instructions given by the Service Provider.
- 6.5 Nothing in this Agreement shall limit or exclude any liability which cannot legally be limited, including (but not limited to) liability for:
- 6.5.1 death or personal injury caused by negligence;
  - 6.5.2 fraud or fraudulent misrepresentation; and
  - 6.5.3 breach of the terms implied by section 2 of the Supply of Goods and Services Act 1982 (title and quiet possession).
- 6.6 Subject to sub-Clause 6.5, the following types of loss are wholly excluded by the Parties:
- 6.6.1 loss of profits;
  - 6.6.2 loss of sales or business;
  - 6.6.3 loss of agreements or contracts;
  - 6.6.4 loss of anticipated savings;
  - 6.6.5 loss of use or corruption of software, data or information;
  - 6.6.6 loss of or damage to goodwill; and
  - 6.6.7 indirect or consequential loss.
- 6.7 Unless the Client notifies the Service Provider that it intends to make a claim in respect of an event within the notice period, the Service provider shall have no liability for that event. The notice period for an event shall start on the day on which the Client became, or ought reasonably to have become, aware of the event having occurred and shall expire twelve months from that date. The notice must be in writing and must identify the event and the grounds for the claim in reasonable detail.
- 6.8 The Client shall indemnify the Service Provider against all costs, liabilities, expenses, damages, claims, proceedings or losses (including but not limited to any direct, indirect or consequential losses, loss of profit, loss of reputation and all interest, penalties and legal costs (calculated on a full indemnity basis) and all other professional costs and expenses) suffered or incurred by the Service Provider (or any third party appointed by the Service Provider) arising out of or in connection with:

- 6.8.1 from loss or damage to any of the Service Provider's Equipment caused by the Client, its agents, consultants or employees; and
- 6.8.2 any breach of sub-Clause 4.1.7.

## 7. Confidentiality

- 7.1 Each Party undertakes that, except as provided by sub-Clause 7.2 or as authorised in writing by the other Party, it shall, at all times during the continuance of this Agreement and after its termination:
  - 7.1.1 keep confidential all Confidential Information;
  - 7.1.2 not disclose any Confidential Information to any other party;
  - 7.1.3 not use any Confidential Information for any purpose other than as contemplated by and subject to the terms of this Agreement;
  - 7.1.4 not make any copies of, record in any way or part with possession of any Confidential Information; and
  - 7.1.5 ensure that none of its directors, officers, employees, agents, sub-contractors or advisers does any act which, if done by that Party, would be a breach of the provisions of sub-Clauses 7.1.1 to 7.1.4 above.
- 7.2 Either Party may:
  - 7.2.1 disclose any Confidential Information to:
    - 7.2.1.1 any sub-contractor or supplier of that Party;
    - 7.2.1.2 any governmental or other authority or regulatory body; or
    - 7.2.1.3 any employee or officer of that Party or of any of the aforementioned persons, parties or bodies;to such extent only as is necessary for the purposes contemplated by this Agreement (including, but not limited to, the provision of the Services), or as required by law. In each case that Party shall first inform the person, party or body in question that the Confidential Information is confidential and (except where the disclosure is to any such body under sub-Clause 7.2.1.2 or any employee or officer of any such body) obtaining and submitting to the other Party a written confidentiality undertaking from the party in question. Such undertaking should be as nearly as practicable in the terms of this Clause 7, to keep the Confidential Information confidential and to use it only for the purposes for which the disclosure is made; and
  - 7.2.2 use any Confidential Information for any purpose, or disclose it to any other person, to the extent only that it is at the date of this Agreement, or at any time after that date becomes, public knowledge through no fault of that Party. In making such use or disclosure, that Party must not disclose any part of the Confidential Information that is not public knowledge.
- 7.3 The provisions of this Clause 7 shall continue in force in accordance with their terms, notwithstanding the termination of this Agreement for any reason.

## 8. Force Majeure

- 8.1 Provided it has complied with sub-Clause 8.3, if a Party is prevented, hindered or delayed in or from performing any of its obligations under this Agreement by a Force Majeure Event (“**Affected Party**”), the Affected Party shall not be in breach of this Agreement or otherwise liable for any such failure or delay in the performance of such obligations. The time for performance of such obligations shall be extended accordingly.
- 8.2 The corresponding obligations of the other Party will be suspended, and its time for performance of such obligations extended, to the same extent as those of the Affected Party.
- 8.3 The Affected Party shall:
- 8.3.1 as soon as reasonably practicable after the start of the Force Majeure Event but no later than three days from its start, notify the other Party in writing of the Force Majeure Event, the date on which it started, its likely or potential duration, and the effect of the Force Majeure Event on its ability to perform any of its obligations under this Agreement; and
- 8.3.2 use all reasonable endeavours to mitigate the effect of the Force Majeure Event on the performance of its obligations.
- 8.4 If the Force Majeure Event prevents, hinders or delays the Affected Party's performance of its obligations for a continuous period of more than two weeks, the Party not affected by the Force Majeure Event may terminate this Agreement by giving two weeks' written notice to the Affected Party.

## 9. Term and Termination

- 9.1 This Agreement shall, unless otherwise terminated as provided in this Clause 9, commence on the Commencement Date and shall continue for an initial period of three months (the “**Membership Term**”).
- 9.2 Either Party may immediately terminate this Agreement by giving written notice to the other Party if:
- 9.2.1 any sum owing to that Party by the other Party under any of the provisions of this Agreement is not paid on the due date for payment and that other Party remains in default not less than five (5) Business Days after being notified in writing to make such payment;
- 9.2.2 the other Party commits any other breach of any of the provisions of this Agreement and, if the breach is capable of remedy, fails to remedy it within twenty (20) Business Days after being given written notice giving full particulars of the breach and requiring it to be remedied;
- 9.2.3 an encumbrancer takes possession, or where the other Party is a company, a receiver is appointed, of any of the property or assets of that other Party;
- 9.2.4 the other Party makes any voluntary arrangement with its creditors or, being a company, becomes subject to an administration order (within the meaning of the Insolvency Act 1986);

- 9.2.5 the other Party, being an individual or firm, has a bankruptcy order made against it or, being a company, goes into liquidation (except for the purposes of bona fide amalgamation or re-construction and in such a manner that the company resulting therefrom effectively agrees to be bound by or assume the obligations imposed on that other Party under this Agreement);
- 9.2.6 anything analogous to any of the foregoing under the law of any jurisdiction occurs in relation to the other Party;
- 9.2.7 that other Party ceases, or threatens to cease, to carry on business; or
- 9.2.8 control of that other Party is acquired by any person or connected persons not having control of that other Party on the date of this Agreement. For the purposes of this Clause 9, “control” and “connected persons” shall have the meanings ascribed thereto by Sections 1124 and 1122 respectively of the Corporation Tax Act 2010.
- 9.3 Without affecting any other right or remedy available to it, if the Client fails to pay any amount due under this Agreement on the due date for payment and remains in default not less than five (5) Business Days after being notified in writing to make such payment, the Service Provider may, without liability to the Client, disable the Client’s access to all or part of the Services and the Service Provider shall be under no obligation to provide any or all of the Services while the invoice(s) concerned remain unpaid.
- 9.4 For the purposes of sub-Clause 9.2.2, a breach shall be considered capable of remedy if the Party in breach can comply with the provision in question in all respects.
- 9.5 The rights to terminate this Agreement given by this Clause 9 shall not prejudice any other right or remedy of either Party in respect of the breach concerned (if any) or any other breach.

## 10. Effects of Termination

Upon the termination of this Agreement for any reason:

- 10.1 the Client shall immediately pay to the Service Provider all of the Service Provider's outstanding unpaid invoices and interest and, in respect of the Services supplied but for which no invoice has been submitted, the Service Provider may submit an invoice, which shall be payable immediately on receipt;
- 10.2 the Client shall return all of the Service Provider's Equipment. If the Client fails to do so, then the Service Provider may enter the Client's premises and take possession of the Service Provider's Equipment. Until the Service Provider's Equipment has been returned or repossessed, the Client shall be solely responsible for its safe keeping;
- 10.3 all Clauses which, either expressly or by their nature, relate to the period after the expiry or termination of this Agreement shall remain in full force and effect;
- 10.4 termination shall not affect or prejudice any right to damages or other remedy which the terminating Party may have in respect of the event giving rise to the termination or any other right to damages or other remedy which any Party may have in respect of any breach of this Agreement which existed at or before the

date of termination;

10.5 subject as provided in this Clause 10 and except in respect of any accrued rights neither Party shall be under any further obligation to the other; and

10.6 each Party shall (except to the extent referred to in Clause 7) immediately cease to use, either directly or indirectly, any Confidential Information, and shall immediately return to the other Party any documents in its possession or control which contain or record any Confidential Information.

**11. No Waiver**

No failure or delay by either Party in exercising any of its rights under this Agreement shall be deemed to be a waiver of that right, and no waiver by either Party of a breach of any provision of this Agreement shall be deemed to be a waiver of any subsequent breach of the same or any other provision.

**12. Further Assurance**

Each Party shall execute and do all such further deeds, documents and things as may be necessary to carry the provisions of this Agreement into full force and effect.

**13. Costs**

Subject to any provisions to the contrary each Party to this Agreement shall pay its own costs of and incidental to the negotiation, preparation, execution and carrying into effect of this Agreement.

**14. Set-Off**

Neither Party shall be entitled to set-off any sums in any manner from payments due or sums received in respect of any claim under this Agreement or any other agreement at any time.

**15. Assignment and Sub-Contracting**

15.1 Neither Party may at any time assign, mortgage, charge, declare a trust over or deal in any other manner with any or all of its rights under this Agreement, without the prior written consent (such consent not to be unreasonably withheld or delayed) of the other Party.

15.2 The Service Provider shall be entitled to perform any of the obligations undertaken by it through any other member of its group or through suitably qualified and skilled sub-contractors. Any act or omission of such other member or sub-contractor shall, for the purposes of this Agreement, be deemed to be an act or omission of the Service Provider.

**16. Relationship of the Parties**

Nothing in this Agreement shall constitute or be deemed to constitute a partnership,



joint venture, agency or other fiduciary relationship between the Parties other than the contractual relationship expressly provided for in this Agreement.

**17. Non-Solicitation**

17.1 Neither Party shall, for the Term of this Agreement and for a period of one year after its termination or expiry, employ or contract the services of any person who is or was employed or otherwise engaged by the other Party at any time in relation to this Agreement without the express written consent of that Party.

17.2 Neither Party shall, for the term of this Agreement and for a period of one year after its termination or expiry, solicit or entice away from the other Party any customer or client where any such solicitation or enticement would cause damage to the business of that Party without the express written consent of that Party.

**18. Third Party Rights**

18.1 No part of this Agreement is intended to confer rights on any third parties and accordingly the Contracts (Rights of Third Parties) Act 1999 shall not apply to this Agreement.

18.2 Subject to this Clause 18 this Agreement shall continue and be binding on the transferee, successors and assigns of either Party as required.

**19. Notices**

19.1 All notices under this Agreement shall be in writing and be signed by, or on behalf of, a duly authorised officer of the Party giving the notice and shall be:

19.1.1 delivered by hand or by pre-paid first class post or other next working day delivery service at its registered office; or

19.1.2 sent by email to the most recent email address notified by the other Party from time to time; or

19.1.3 posted by airmail with the postage prepaid.

19.2 Notices shall be deemed to have been duly received:

19.2.1 when delivered, if delivered by courier or other messenger (including registered mail) during normal business hours of the recipient; or

19.2.2 when sent, if transmitted by e-mail and a successful transmission report or return receipt is generated; or

19.2.3 on the second (2<sup>nd</sup>) Business Day following posting, if posted by pre-paid first class post or other next working day delivery service; or

19.2.4 on the fifth (5<sup>th</sup>) Business Day following posting, if posted by airmail with the postage prepaid.

**20. Entire Agreement**

20.1 This Agreement contains the entire agreement between the Parties with

respect to its subject matter and may not be modified except by an instrument in writing signed by the duly authorised representatives of the Parties.

20.2 Each Party acknowledges that, in entering into this Agreement, it does not rely on any representation, warranty or other provision except as expressly provided in this Agreement, and all conditions, warranties or other terms implied by statute or common law are excluded to the fullest extent permitted by law.

## 21. Counterparts

This Agreement may be entered into in any number of counterparts and by the Parties to it on separate counterparts each of which when so executed and delivered shall be an original, but all the counterparts together shall constitute one and the same instrument.

## 22. Severance

In the event that one or more of the provisions of this Agreement is found to be unlawful, invalid or otherwise unenforceable, that / those provision(s) shall be deemed severed from the remainder of this Agreement. The remainder of this Agreement shall be valid and enforceable.

## 23. Dispute Resolution

23.1 The Parties shall attempt to resolve any dispute arising out of or relating to this Agreement through negotiations between their appointed representatives who have the authority to settle such disputes.

23.2 If negotiations under sub-Clause 23.1 do not resolve the matter within 30 calendar days' of receipt of a written invitation to negotiate, the Parties will attempt to resolve the dispute in good faith through an agreed Alternative Dispute Resolution ("ADR") procedure.

23.3 If the ADR procedure under sub-Clause 23.2 does not resolve the matter within thirty (30) days of the initiation of that procedure, or if either Party will not participate in the ADR procedure, the dispute may be referred to arbitration by either Party.

23.4 The seat of the arbitration under sub-Clause 23.3 shall be England and Wales. The arbitration shall be governed by the Arbitration Act 1996 and Rules for Arbitration as agreed between the Parties. In the event that the Parties are unable to agree on the arbitrator(s) or the Rules for Arbitration, either Party may, upon giving written notice to the other Party, apply to the President or Deputy President for the time being of the Chartered Institute of Arbitrators for the appointment of an arbitrator or arbitrators and for any decision on rules that may be required.

23.5 Nothing in this Clause 23 shall prohibit either Party or its affiliates from applying to a court for interim injunctive relief.

23.6 The Parties hereby agree that the decision and outcome of the final method of dispute resolution under this Clause 23 shall be final and binding on both Parties.



## 24. Law and Jurisdiction

- 24.1 This Agreement (including any non-contractual matters and obligations arising therefrom or associated therewith) shall be governed by, and construed in accordance with, the laws of England and Wales.
- 24.2 Subject to the provisions of Clause 23, any dispute, controversy, proceedings or claim between the Parties relating to this Agreement (including any non-contractual matters and obligations arising therefrom or associated therewith) shall fall within the jurisdiction of the courts of England and Wales.

IN WITNESS WHEREOF this Agreement has been duly executed on the day and year first before written

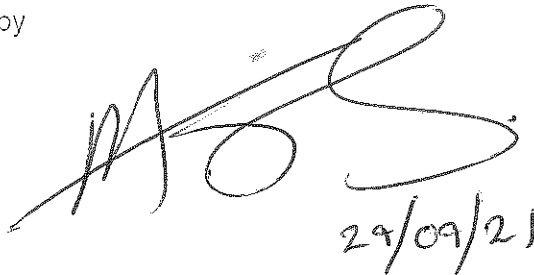
SIGNED by



29/09/2021

Mathew Perkins, Commercial Manager  
for and on behalf of AMBIPAR RESPONSE LIMITED

SIGNED by



29/09/21

Michael Shipley, General Manager (Marine) / Harbour Master  
for and on behalf of PORTLAND PORT LIMITED



## SCHEDULE 1 – THE AVAILABLE SERVICES

### SPECIFICATION OF AVAILABLE SERVICES

The specification of services is as follows:

- **Response Services:**

- Guaranteed 24/7/365 emergency response and management of hazardous waste services.
- Provision of HNS and Tier 2 Oil Spill Response Services on a call off basis to the designated site, to respond with appropriate equipment and competent personnel, to deal with an environmental emergency, to minimise the impact of a pollutant and to decontaminate and dispose of any waste appropriately (including hazardous waste). This will include:
  - Providing standby cover during high-risk STS operations with at least 72 hrs notice from the Port
  - Providing safe and legal disposal of materials, resulting from clean-up operations, in accordance with all relevant legislation (including hazardous waste)
- Provision of Technical Expertise - Provide expertise/technical advisors/incident managers to Portland Port to assist in command and control of incidents at the Incident Command Centre (ICC) or client's Emergency Operations Centre (EOC).

- **Supplemental Services**

- Provision of dedicated HNS and Tier 1 Oil Spill Response equipment and maintenance
- Provision of accredited MCA training and exercising.
- Provision of Technical Expertise - Provide expertise/technical advisors/incident managers to Portland Port for example with developing Environmental Emergency Plans and associated ICS/IMC training/exercising.
- Environmental Consultancy - Permits, Consents and Oil Portal, Marine Modelling, Air Quality Modelling, Offshore audits, Noise measurement and modelling.
- Oil Spill Modelling and Plans – Development of Oil Spill Contingency Plans (OSCPs).
- Remote Sensing - Oil Spill Detection, Ship Detection and Coastal Monitoring using Satellite Technology.
- Logistics – Air freight, Sea freight charters, Marine Surveyors, Salvage Support, Vessels of Opportunity.

### ASSETS COVERED:

The following client assets and operations are covered within this Agreement:

- Portland Port Limited area of jurisdictions as a Statutory Harbour Authority (both marine and terrestrial) as identified within the Portland Marine Pollution and Oil Spill Contingency Plan 2015

### SCOPE:

The Service Provider shall provide an incident response service from various locations in the United Kingdom such that any of Client's incidents can normally be reached within 3 to 6 hours subject to good road and weather conditions.

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The Client may activate the Service Provider's incident response services by calling our emergency hotline on 44 (0)1202 653558. This service is monitored 24 hours a day, 7 days a week.

The Service Provider shall:

- Maintain a 24-hour 7 day per week rapid mobilisation response capability.
- Provide safe and legal disposal of materials, resulting from clean-up operations, in accordance with all relevant legislation.
- Forward relevant consignment notes relating to the service provided to the Client.

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## SCHEDULE 2 – FEES AND PAYMENT

### 1. MEMEBERSHIP FEE

1.1 On the Commencement Date, the Client shall pay the Service Provider the following Membership Fee in respect of its membership with the Service Provider: £0.00 per month in respect of the Initial Period.

### 2. SERVICE FEES

2.1 The Service Provider shall invoice the Client for the Service Fees weekly in arrears or at such other frequency as agreed by the Parties in writing.

2.2 Unless otherwise agreed, the Service Fees shall be calculated in on a time and materials basis in accordance with the Service Provider's fee rates as set out in the following table:

| Item 1 | Personnel  | Unit | Office Hours |
|--------|--|------|--------------|
| 1.1    | Director   | Hour | £95          |
| 1.2    | IC/ Manager  | Hour | £84          |
| 1.3    | Superintendent / Environmental Specialist / Snr Preparedness Advisor | Hour | £74          |
| 1.4    | OSC/ Team Leader / Preparedness Advisor                              | Hour | £63          |
| 1.5    | Senior Technician  | Hour | £53          |
| 1.6    | Technician / Junior Preparedness Advisor                             | Hour | £42          |
| 1.7    | Operator   | Hour | £32          |
| 1.8    | Admin Support  | Hour | £32          |

| Item 2 | Vehicles  | Unit               | Cost   |
|--------|---|--------------------|--------|
| 2.1    | Standard Response Unit OP                               | Per hour+ Mileage  | £26    |
| 2.2    | Standard Response Unit OP – Hazmat                      | Per hour+ Mileage  | £37    |
| 2.3    | Welfare Unit (Vehicle)                                  | Per hour+ Mileage  | £26    |
| 2.4    | Welfare Unit (Trailer)                                  | Per hour+ Mileage  | £16    |
| 2.5    | Commercial Vehicle IC                                   | Per hour+ Mileage  | £16    |
| 2.6    | 44 Tonne Flatbed Response Unit complete with HIAB Crane | Per hour+ Mileage  | £42    |
| 2.7    | 17 Tonne Box Truck Response Unit                        | Per hour+ Mileage  | £37    |
| 2.8    | Off Road Response Unit                                  | Per hour+ Mileage  | £26    |
| 2.9    | Duty Managers Response Car IC                           | Per hour+ Mileage  | £5     |
| 2.10   | Trailers  | Per unit/per day   | £19    |
| 2.11   | Tankers/Vacuum Truck (min 10-hour charge)               | Per hour+ Mileage  | £121   |
| 2.12   | Tanker wash out   | Per tanker         | £189   |
| 2.13   | Drone   | Per unit/per day   | £126   |
| 2.14   | ROV – Remote Operated Vehicle                           | Per unit/per day   | £1,260 |
| 2.15   | HIAB Crane 17ton (Grab Truck)                           | Per hour + Mileage | £95    |
| 2.16   | Bob Cat   | Per unit/ per day  | £105   |
| 2.17   | Mini Excavator 1.5 ton                                  | Per unit/per day   | £116   |
| 2.18   | Mini Excavator 3 ton                                    | Per unit/per day   | £137   |

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| 2.19 | Mini Excavator 5 ton | Per unit/per day | £158       |
| 2.20 | Dumper 3 ton         | Per unit/per day | £158       |
| 2.21 | Quad Bikes           | Per unit/per day | £95        |
| 2.22 | Off-Road ATV's       | Per unit/per day | £95        |
| 2.23 | Water Bowers         | Per unit/per day | £27        |
| 2.24 | Larger plant hire    | Cost plus        | Cost + 15% |

| Item 3 | Boats   | Unit             | Cost |
|--------|---|------------------|------|
| 3.1    | Inflatable work boat and motor (Sizes as available) | Per unit/per day | £53  |
| 3.2    | Rigid Raider  | Per unit/per day | £263 |
| 3.3    | Aluminium Punt and Motor                            | Per unit/per day | £53  |
| 3.4    | 8m Jet RIB  | Per unit/per day | £525 |
| 3.5    | Boat trailers                                       | Per unit/per day | £26  |
| 3.6    | Life jackets  | Per unit/per day | £11  |

| Item 4 | Hazmat Equipment Chemical Response / Protection Equipment      | Unit             | Cost       |
|--------|--|------------------|------------|
| 4.1    | Splash Tight Chemical Personal Protection Suit Tychem F        | Per unit         | £38        |
| 4.2    | Splash Tight Chemical Personal Protection Suit Tychem C        | Per unit         | £32        |
| 4.3    | PVC Protection Suit  | Per unit         | £27        |
| 4.4    | Tyvek or Protek (White) - per suit                             | Per unit         | £8         |
| 4.5    | Gas Tight Chemical Personal Protection Suit                    | Per unit         | £158       |
| 4.6    | Gas Tight Chemical Personal Protection Suit (Replacement Cost) | Per unit         | £735       |
| 4.7    | Respirator and ABEK Hg P3 filter / Respirator + P3 filter      | Per unit         | £26        |
| 4.8    | Respirator replacement filter                                  | Per unit         | £15        |
| 4.9    | Respirator (powered)   | Per unit         | £21        |
| 4.10   | Breathing Apparatus  | Per set          | £74        |
| 4.11   | Cylinder Use Re -full (each)                                   | Per unit         | £26        |
| 4.12   | Chemical Transfer Pump 1.5"-2" SS / PVDF with PTFE             | Per unit/per day | £315       |
| 4.13   | Chemical Transfer Pump 1" SS with PTFE                         | Per unit/per day | £210       |
| 4.14   | Chemical Transfer Hose per 5m length                           | Per unit/per day | £53        |
| 4.15   | Chemical Transfer Hose replacement                             | Per unit         | Cost + 15% |
| 4.16   | pH Tape (box)  | Per unit         | £5         |
| 4.17   | Silver Tape  | Per unit         | £5         |
| 4.18   | Teflon Tape  | Per unit         | £10        |
| 4.19   | Salvage Drums (see Section 12)                                 | N/A              | N/A        |
| 4.20   | Decontamination Shower   | Per unit/per day | £315       |
| 4.21   | Back Pack Sprayer  | Per unit/per day | £21        |
| 4.22   | High Efficiency Particulate Air (HEPA) Vacuum                  | Per unit/per day | £26        |
| 4.23   | Road towable air compressor                                    | Per unit/per day | £63        |
| 4.24   | Air Compressor   | Per unit/per day | £53        |
| 4.25   | Ten-minute escape set  | Per unit/per day | £26        |
| 4.26   | Air mover / extractor fan                                      | Per unit/per day | £53        |
| 4.27   | ATEX / EEX mobile radio  | Per unit/per day | £11        |
| 4.28   | Tanker roll-over containment bund                              | Per unit/per day | £79        |

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| 4.29 | First Aid Kit                  | Per unit/per day | £11 |
| 4.30 | Fire Fighting (2kg dry powder) | Per unit/per day | £11 |

| Item 5 | PPE                                     | Unit     | Cost |
|--------|---|----------|------|
| 5.1    | Rigger Workwear Gloves                  | Per unit | £3   |
| 5.2    | Ansell Solvex Gloves                    | Per Pair | £2   |
| 5.3    | PVC Gauntlets                           | Per Pair | £1   |
| 5.4    | PVC Chemical Gloves                     | Per Pair | £4   |
| 5.5    | Barrier Gloves                          | Per Pair | £8   |
| 5.6    | Work Gloves                             | Per Pair | £2   |
| 5.7    | Chemical Barrier Gloves                 | Per Pair | £3   |
| 5.8    | PVA Vinyl Gloves                        | Per Pair | £13  |
| 5.9    | Snorkel                                 | Per Unit | £13  |
| 5.10   | Nitrile - Green                         | Per Pair | £8   |
| 5.11   | Nitrile - Black                         | Per Pair | £4   |
| 5.12   | Needles Gloves                          | Per Pair | £63  |
| 5.13   | Helmet                                  | Per Unit | £4   |
| 5.14   | Limitation Tape (Warning Tape)          | Per Pair | £7   |
| 5.15   | Protection Wellington Boots             | Per Pair | £84  |
| 5.16   | Protection Glasses                      | Per Pair | £3   |
| 5.17   | Coveralls - Anti-static flame retardant | Per Pair | £4   |
| 5.18   | Fire Kit (firefighting suit)            | Per Unit | £131 |

| Item 6 | Gas Detection Equipment                         | Unit             | Cost |
|--------|---|------------------|------|
| 6.1    | PID   | Per unit/per day | £210 |
| 6.2    | Draeger Tubes                                   | Per unit/per day | £53  |
| 6.3    | Multi-gas Detector                              | Per unit/per day | £53  |
| 6.4    | Thermal Camera                                  | Per unit/per day | £263 |
| 6.5    | Dust Monitoring TPS, PM10,PM2.5 e PM1           | Per unit/per day | £315 |
| 6.6    | Confined Space Entry Equipment Inc. gas monitor | Per unit/per day | £210 |

| Item 7 | Spill Response Equipment - Oil Spill Recovery Devices              | Unit              | Cost |
|--------|--|-------------------|------|
| 7.1    | Small Containment Boom (Inc Ancillaries)                           | Per metre/per day | £2   |
| 7.2    | Large Containment Boom (Inc. Ancillaries) (60cm + in total height) | Per metre/per day | £4   |
| 7.3    | Shore Seal Boom  | Per metre/per day | £4   |
| 7.4    | Sea Sentinel Boom  | Per metre/per day | £4   |
| 7.5    | Small Fence Boom   | Per metre/per day | £4   |
| 7.6    | Large Fence Boom (GP750)   | Per metre/per day | £5   |
| 7.7    | Offshore Boom  | Per metre/per day | £8   |
| 7.8    | Manta Ray Skimmer 3"   | Per unit/per day  | £84  |
| 7.9    | Komara Disc Skimmer  | Per unit/per day  | £158 |
| 7.10   | Desmi Helix Skimmer  | Per unit/per day  | £184 |
| 7.11   | Lamor GT 185 Skimmer   | Per unit/per day  | £116 |
| 7.12   | Lamor LWS 500 Weir Skimmer   | Per unit/per day  | £147 |

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|      |                              |                  |        |
|------|------------------------------|------------------|--------|
| 7.13 | Discoil Skimmer              | Per unit/per day | £116   |
| 7.14 | Side Sweep                   | Per unit/per day | £147   |
| 7.15 | Termite Combi System (Brush) | Per unit/per day | £210   |
| 7.16 | Anchor Sets and Chain        | Per set/per day  | £21    |
| 7.17 | Offshore Response Package    | Per day          | £3,098 |
| 7.18 | Shoreline Response Package   | Per day          | £2,415 |

| Item 8 | Spill Containment Equipment                         | Unit             | Cost |
|--------|---|------------------|------|
| 8.1    | Transferring Set Class 2                            | Per day          | £378 |
| 8.2    | Transferring Set Class 3                            | Per day          | £294 |
| 8.3    | Transferring Set Class 5,6,8 and 9                  | Per day          | £378 |
| 8.4    | Equipment Decontamination                           | Per day          | £158 |
| 8.5    | 2" Diesel Driven Peristaltic Pump                   | Per unit/per day | £63  |
| 8.6    | 2" Honda Petrol Driven Water Pump                   | Per unit/per day | £42  |
| 8.7    | 3" Hydraulic Driven 75c Spate Pump                  | Per unit/per day | £63  |
| 8.8    | AOP10 100 pads 50cmX40cm                            | Per Pack         | £53  |
| 8.9    | Oil Booms 12 cm dia x 3 mtrs long, 4 Booms / pack   | Per Pack         | £84  |
| 8.10   | Oil Booms 20 cm dia x 3 mtrs long, 4 Booms / pack   | Per Pack         | £116 |
| 8.11   | Oil Booms 20 cm dia x 1.5 mtrs long, 4 Booms / pack | Per Pack         | £58  |
| 8.12   | Oil Sponge/Gator Powder                             | Per Pack         | £63  |
| 8.13   | Coil Rope 6mm 220 mtrs                              | Per coil         | £34  |
| 8.14   | Coil Rope 10 mm 220 mtrs                            | Per coil         | £59  |
| 8.15   | Coil Rope 14 mm 220 mtrs                            | Per coil         | £85  |
| 8.16   | Big Bag 1ton  | Per Unit         | £26  |
| 8.17   | Drum 200lt  | Per Unit         | £59  |
| 8.18   | Waste bags  | Per Unit         | £3   |
| 8.19   | Flood Sax - per box                                 | Per box          | £84  |

| Item 9 | Pressure Washers           | Unit             | Cost |
|--------|----------------------------|------------------|------|
| 9.1    | Diesel Driven HP Washer    | Per unit/per day | £105 |
| 9.2    | Electric driven HP Washer  | Per unit/per day | £26  |
| 9.3    | Industrial Pressure Washer | Per unit/per day | £105 |
| 9.4    | Towable Pressure Washer    | Per unit/per day | £105 |

| Item 10 | Cleaners and Degreasers         | Unit      | Cost |
|---------|---------------------------------|-----------|------|
| 10.1    | Natrusolve Degreaser            | Per litre | £7   |
| 10.2    | De-solvi 3000 Solvent Degreaser | Per litre | £3   |
| 10.3    | Eliminator Microbial Cleaner    | Per litre | £24  |
| 10.4    | Parvo PX                        | Per litre | £14  |
| 10.5    | Anti Bak                        |           | £5   |
| 10.6    | Orange Power Cleaner            |           | £3   |
| 10.7    | Sorgene Disinfectant            | 5 litres  | £48  |
| 10.8    | Micro Blast                     | Per litre | £11  |
| 10.9    | Challenge All                   | 5 litres  | £12  |

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|       |                   |           |     |
|-------|-------------------|-----------|-----|
| 10.10 | Bio Task          | 5 litres  | £29 |
| 10.11 | Red Solve         | 5 litres  | £56 |
| 10.12 | OT8               | Per litre | £6  |
| 10.13 | Road Bio          | Per litre | £4  |
| 10.14 | Bitsolve          | Per litre | £5  |
| 10.15 | Jeyes Fluid       | 5 litres  | £32 |
| 10.16 | Quak Disinfectant | Per litre | £4  |

| Item 11 | Temporary Storage Tanks              | Unit             | Cost |
|---------|--------------------------------------|------------------|------|
| 11.1    | Viko Tank                            | Per unit/per day | £105 |
| 11.2    | Fastank - 10,000 litre capacity      | Per unit/per day | £105 |
| 11.3    | IBC Tank (used)                      | Per unit/per day | £32  |
| 11.4    | IBC Tank (new)                       | Per unit/per day | £147 |
| 11.5    | Pillow Tank                          | Per unit/per day | £42  |
| 11.6    | Troiltank                            | Per unit/per day | £42  |
| 11.7    | Oily Water Separator - portable unit | Per unit/per day | £84  |
| 11.8    | 50tn Floating Offshore Storage       | Per unit/per day | £158 |
| 11.9    | 100tn Floating Offshore Storage      | Per unit/per day | £473 |

| Item 12 | Salvage Drums   | Unit     | Cost |
|---------|---|----------|------|
| 12.1    | Yellow poly ENPAC Salvage Drum screw lid type XL - 110 gal. abc | Per unit | £228 |
| 12.2    | Yellow poly ENPAC Salvage Drum screw lid type L - 69 gallon     | Per unit | £177 |
| 12.3    | Yellow poly ENPAC Salvage Drum screw lid type 110 ltr           | Per unit | £215 |
| 12.4    | Yellow poly ENPAC Salvage Drum screw lid type 95 ltr            | Per unit | £210 |
| 12.5    | Plastic closed top drum 210 litre                               | Per unit | £45  |
| 12.6    | Plastic open top drum 30 litre                                  | Per unit | £16  |
| 12.7    | Steel clip top over drum Large                                  | Per unit | £137 |
| 12.8    | Clip top poly overpack Medium                                   | Per unit | £45  |
| 12.9    | Clip top poly overpack Small                                    | Per unit | £34  |
| 12.10   | Yellow wheelie bin - 360 litre                                  | Per unit | £116 |
| 12.11   | Yellow wheelie bin - 240 litre                                  | Per unit | £60  |

| Item 13 | Power Supplies                          | Unit             | Cost |
|---------|---|------------------|------|
| 13.1    | Diesel Driven Hydraulic Power Pack      | Per unit/per day | £32  |
| 13.2    | Hydraulic Power Pack with integral pump | Per unit/per day | £37  |
| 13.3    | Petrol Generator                        | Per unit/per day | £89  |
| 13.4    | Diesel Generator                        | Per unit/per day | £89  |
| 13.5    | Road Towable Air Compressor             | Per unit/per day | £137 |
| 13.6    | Portable Lighting - per unit            | Per unit/per day | £11  |
| 13.7    | Static Neutralization Equipment         | Per unit/per day | £95  |

| Item 14 | Small Tools | Unit             | Cost |
|---------|-------------|------------------|------|
| 14.1    | Chainsaw    | Per unit/per day | £17  |
| 14.2    | Strimmer    | Per unit/per day | £14  |

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|      |                         |                   |      |
|------|-------------------------|-------------------|------|
| 14.3 | Chipper                 | Per unit/per day  | £33  |
| 14.4 | Shovels and Rakes       | Per tool/per day  | £5   |
| 14.5 | Site Tool Chest         | Per unit/per day  | £79  |
| 14.6 | Lighting Towers         | Per unit/ per day | £158 |
| 14.7 | Site Lighting - per set | Per unit/per day  | £26  |
| 14.8 | Visqueen                | Per Role          | £47  |

| Item 15 | Waste Disposal                              | Unit             | Cost       |
|---------|---|------------------|------------|
| 15.1    | Household waste                             | Min charge 1 ton | £100       |
| 15.2    | Oil Hazardous waste (Max 20kgs)             | Per bag          | £103       |
| 15.3    | Bulk solid and bulk liquid waste            | POA              | Cost + 15% |
| 15.4    | Chemical waste disposal                     | POA              | Cost + 15% |
| 15.5    | Premises Registration                       | Per site         | £47        |
| 15.6    | Controlled Waste Note                       | Per note         | £37        |
| 15.7    | Hazardous Waste Note                        | Per note         | £58        |
| 15.8    | Skip  | POA              | Cost + 15% |
| 15.14   | Needles/Biological waste                    | Per 0.5 litre    | £26        |
| 15.15   | All other waste (Specialist waste disposal) | POA              | Cost + 15% |

| Item 16 | Others                                  | Unit         | Cost       |
|---------|---|--------------|------------|
| 16.1    | Emergency Report                        | Per report   | £95        |
| 16.2    | SCAT Report                             | Per report   | £95        |
| 16.3    | Photos                                  | Per photo    | £3         |
| 16.4    | Medical Exam                            | Per person   | Cost + 15% |
| 16.5    | Communication Fee                       | Per incident | £37        |
| 16.6    | Overnight Subsistence - per person      | Per person   | £142       |
| 16.7    | Lunch / Dinner (min of 5 hours on site) | Per person   | £11        |
| 16.8    | International Deployment Fee            | Per person   | £578       |

**Notes:**

For all services, office hours are classified as 08.00hrs to 17.00hrs Monday to Friday.

All other times are classified as out of hours, including weekends and bank holidays.

**Mobilisation fee £250.00 (except for standby operations with 72hrs notice, where mobilisation fees will be waived)**

Minimum charge of 5 hours (including travel time to and from base) both in and out of hours.

Out of hours for personnel = 50% +

The above fees may be updated annually. For the most up-to-date version of these rates please go to <https://www.ambipar-response.com/wp-content/uploads/2020/01/Ambipar-Response-Member-Rates-2020.pdf>  
Using the password: Amb1p@r-Member-Rates

All prices are net of VAT

**Specialist Sub Contractors:** Where it is necessary to use a specialist sub-contractor, subject to the prior approval of the Client both as regards the use of and cost of a specialist subcontractor, costs will be charged at cost plus 15% administration fee.



# **MARITIME POLLUTION RESPONSE IN THE UK: THE ENVIRONMENT GROUP**

## **Scientific, Technical and Operational Advice Note - STOp 2/16**

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*Note: This document should be read in conjunction with:*

- [Emergency Response and Recovery guidance](#) - Non statutory guidance accompanying the Civil Contingencies Act 2004
- [STOp 1/16 – Response and Recovery to a maritime pollution incident impacting the UK shoreline](#)
- [The National Contingency Plan \(NCP\) - A strategic overview for responses to marine pollution from shipping and offshore installations](#)
- Local LRF STAC plans

All extant MCA STOp notices may be found at:

<https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>

## 1.0 INTRODUCTION

The concept of an ENVIRONMENT GROUP (EG), providing public health and environmental advice to all response units<sup>1</sup> with a role in responding to a significant maritime pollution incident was recommended by Lord Donaldson in his 'Review of Salvage and Intervention and their Command and Control' (The Stationary Office, Cm 4193, March 1999). This recommendation was accepted by Government and incorporated in the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP) see section 9.13 of the 2014 document. This STOp notice supplements that guidance.

This notice aims to provide specific guidance to EG membership on the purpose and scope of the EG, and **in particular the great value in contingency planning through the establishment and maintenance of regional "Standing" Environment Groups.**

The Maritime and Coastguard Agency (MCA) will initiate the formation of an EG to provide advice during any incident requiring a regional or national response. However, the framework established by Standing Environment Groups (SEG) will also enable coordinated and timely environmental input to any other more localised or unusual/specialised incidents. Typically the MCA will alert an SEG in any situation which has the potential to cause public health or environmental harm. MCA will keep the SEG Chair directly informed on the progress of a response with alerts and trigger points and expected outcomes. In the event of a significant spillage the MCA will make recommendations to the SEG on what level of EG response may be required according to

- nature and quantity of pollutant
- environmental sensitivity at the time of incident
- prevailing weather conditions
- potential worsening of situation

It is stressed that the EG's remit is advisory and it has no powers of direction or enforcement. Regulatory functions of individual members of the EG are exercised outwith the Environment Group structure and function.

SEG's are currently in place across the UK. MCA coordinate the geographical coverage of individual SEG's, contact details and call out arrangements. MCA also facilitate exercising of SEG's and an all-UK meeting on an annual basis to update all Groups on sharing of best practice.

### **The Scientific and Technical Advice Cell (STAC)**

Where the incident poses a significant threat to health or the environment on land, the SCG may establish a Scientific and Technical Advice Cell (STAC). The role of the STAC is to provide timely and coordinated advice on scientific and technical issues, for example regarding the public health or environmental implications of an incident.

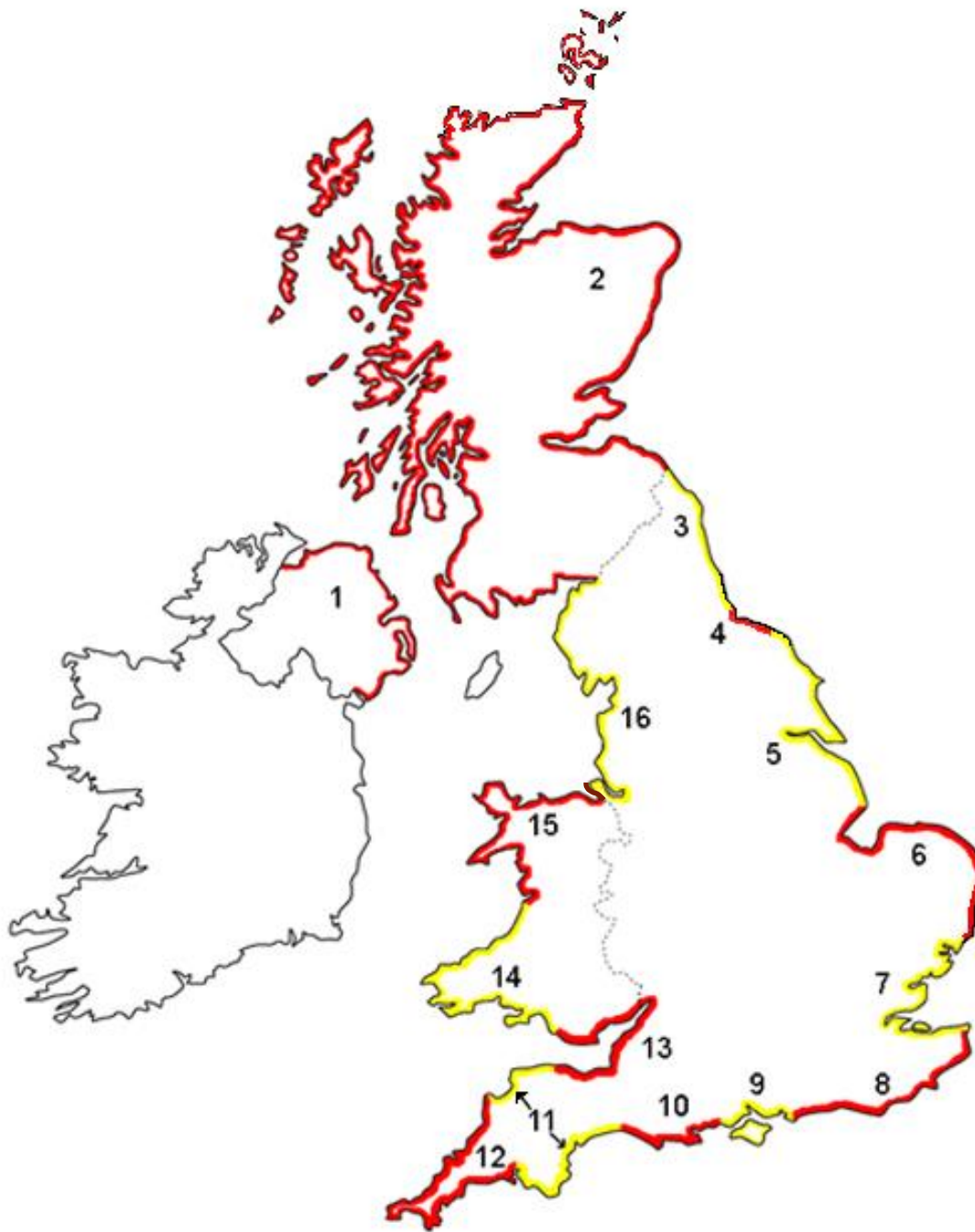
The role of the STAC is to provide a common source of scientific and technical advice to the SCG, coordinate activity within the scientific and technical community, and share information and agree on courses of action. In addition, it liaises between agencies represented in the cell and their national advisors to ensure consistent advice is presented locally and nationally. Its role is similar to the EG in that it provides guidance and advice to the SCG and TCG.

**Note! Where both the EG and STAC are established for an incident, they will liaise closely and may on occasions merge fully. This decision will be made by the Chairs of the EG and the STAC in consultation with the SCG Chair and the MCA. The decision will likely be influenced by whether the incident main threat is to the environment or public health.**

**In the event of wide-area emergencies where more than one SCG might require scientific advice, consideration would be given to establishing a single EG/STAC.**

---

<sup>1</sup> The Salvage Control Unit, Marine Response Centre, Shoreline Response and port or harbour Command and Control Centre are referred to as *response units* throughout this document.



|                                  |                                |                        |
|----------------------------------|--------------------------------|------------------------|
| 1. Northern Ireland              | 7. Greater Thames              | 13. Bristol Channel    |
| 2. Scotland                      | 8. Kent and Sussex             | 14. West Wales         |
| 3. North East England            | 9. Solent                      | 15. North Wales        |
| 4. Tees                          | 10. Dorset                     | 16. North West England |
| 5. Humber                        | 11. Devon                      |                        |
| 6. Norfolk, Suffolk and the Wash | 12. Cornwall & Isles of Scilly |                        |

**Figure 1 – Standing Environment Group distribution across the UK:**

## 2.0 PURPOSE, SCOPE AND KEY TASKS OF THE ENVIRONMENT GROUP

### 2.1 Purpose of the Environment Group

The purpose of the EG has evolved since the concept was introduced following the Donaldson recommendations in 1999.

- To provide public health and environmental advice and guidance to all response units involved in response to an oil and or chemical marine pollution incident and subsequent clean-up operations.
- To advise response units so as to minimise the impact of the incident on the environment in the widest sense, taking account of risks to public health and the natural environmental, and potential impacts arising from any response operations, whether salvage or clean-up operations, at sea and on the shoreline.
- To provide advice and guidance on monitoring, assessing and documenting the public health and environmental (including wildlife) impact of a maritime pollution incident with respect to oil and/or chemicals and the impact of all measures implemented in response to the incident.
- To provide advice and guidance on the humane rescue and rehabilitation or humane disposal and post mortem analysis of wildlife casualties by recognised animal welfare or conservation organisations.

### 2.2 Scope of the Environment Group

The scope of EG functions will be directly proportional to the scale and nature of the incident, its geographical location, extent, severity, pollutant involved, potential hazard to human health and the environmental sensitivities. The scale of incident and response and their constituent phases are likely to evolve over time and the functions of the EG will need to be graduated to meet changing requirements, escalating or diminishing in the input to each phase over time.

The definition of marine and coastal environment in the EG's context includes public health, the natural environment, water quality, wildlife including fish, cultural, landscape, habitats and socio - economic factors linked to human health, e.g. through food chains.

The scope of EG functions includes:

- provision of public health and environmental advice to all Groups set up to respond to a maritime incident, and may include:
  - Secretary of State's Representative (SOSREP) and the Salvage Control Unit (SCU)
  - Marine Response Centre (MRC)
  - Strategic Coordinating Group – (SCG), Tactical Co-ordinating Group – (TCG), Recovery Coordinating Group for the long haul (RCG), Response Coordinating Group – for cross border incident coordination, (Res CG). In England the Strategic Co-ordinating Group and the Tactical Co-ordinating Group between them cover many of the functions previously carried out by the Shoreline Response Centre. For devolved administrations please see section 9.12 of the NCP.
  - Operations Control Unit (OCU - for offshore incidents)
- liaison with and obtaining any relevant information the EG requires to fulfil its functions from all response units established to deal with the pollution.
- proactive management of information on all health and environmental issues between the units.
- seeking to minimise the impact of an oil and or chemical pollution incident on human and animal health.
- seeking to minimise the impact of an oil and or chemical pollution incident on the environment, by determining optimal environmental end points, beyond which the response will not provide environmental benefit, or may actually produce a disbenefit. This process can be undertaken through an environmental risk assessment such as 'Net Environmental Benefit Analysis'.
- the prompt planning, implementation and management of data gathering to enable an integrated evaluation of acute and chronic health and environmental impacts of the pollution incident across the widest appropriate range of issues (see Appendix C - Impact Assessment).
- ensuring that proper consideration is given to all the health and safety requirements for personnel working for the EG.



### **2.3 Key tasks of the Environment Group**

NB: The following tasks are not in order of priority nor intended to be exhaustive, and not all may be necessary in individual incidents. Tasks and priorities will be incident specific.

#### **Provision of health advice**

- Provide advice on potential and real impact on public health with respect to oil and chemicals.
- Advise on requirements for the monitoring of threat to public health.

#### **Provision of operational advice**

- Assess environmental priorities at risk from pollutant and from clean-up activity.
- Establish EG priorities for resource protection and pollution clean-up.
- Prepare an incident-specific EG view on at-sea and on-shore dispersant and chemical treatment product use.
- Provide advice and guidance on health and environmental sensitivities, and risks, preferred options and health and environmental implications of proposed salvage and clean-up response strategies with respect to achieving a net environmental benefit.
- In collaboration with recognised animal welfare and conservation organisations, provide advice with regards to the potential impacts of pollution and clean-up activities on wild animal populations and assist in the development of operational plans to minimise these impacts.
- Ensure that the above advice is timely and accurately reflects the dynamics of health and environmental resources at risk.
- Ensure thorough and timely documentation of all advice provided to the response units. Copies of all records of advice provided and feedback from response units should be circulated within the EG (see Appendix F – Record Keeping).
- Facilitate effective communication on health and environmental matters between the response units and the EG via appointed Environmental Liaison Officers (ELO).
- Ensure that appropriate coordinated and timely arrangements for incident specific assessment of the effects on public health and environment are initiated and subsequently managed (see Appendix C - Impact Assessment )
- Monitor and keep under review public health and environmental implications of ongoing salvage and at-sea clean-up operations.

#### **Contribution to the Shoreline Management Group:**

- Ensure representation in the Technical Group via the appointed Environmental Liaison Officer.
- Monitor effectiveness of on-shore clean-up operations, particularly in sensitive areas to ensure that clean-up operations match the strategy agreed in the Shoreline Management Group.
- Assist, and possibly contribute to, the Shoreline Clean-Up Assessment Teams (SCAT), as required.
- Advise and contribute to the Impact Assessment.

#### **Health and safety**

- Ensure the full implementation of health and safety measures for personnel working in the field on behalf of the EG [for example, through risk assessments, COSHH, Personal Protective Equipment, and health tracking].

### **2.4 Requirements of EG in order to fulfil functions**

- A wide range of expertise in the impact of oil and chemicals on public health, marine and coastal ecology, wildlife, water quality, fisheries and animal welfare.
- Sufficient experienced personnel with appropriate local knowledge to carry out the many and varied key and essential tasks. A major incident will require a significant number of personnel, potentially 24 hours a day, and seven days a week. The number of people and level of expertise required must not be underestimated (see section 3).
- Comprehensive information and data: pre-incident health and environmental baseline data and all incident related data. (See Appendix D - Data)
- A prepared organisational framework.

### 3.0 EG COMPOSITION AND STRUCTURE

#### 3.1 Core Membership of the EG

The minimum core membership will include representatives of:

- The environmental regulator
- The statutory nature conservation body
- The fisheries department
- The public health body
- MCA
- Local authorities are core members of some SEG's

| Organisation →<br>Administration↓ | Environmental Regulator | Statutory Nature Conservation Body                     | Fisheries Department                   | Public health body        |
|-----------------------------------|-------------------------|--|--|---------------------------|
| Scotland                          | SEPA                    | SNH<br>(+ JNCC >12 miles offshore)                     | Marine Scotland                        | NHS Scotland              |
| England                           | EA                      | NE<br>(+ JNCC >12 miles offshore)                      | Defra MMO                              | Public Health England     |
| Wales                             | Natural Resources Wales | Natural Resources Wales<br>(+ JNCC >12 miles offshore) | Welsh Government Marine and Fisheries  | Public Health Wales       |
| Northern Ireland                  | DOE                     | DOE<br>(+ JNCC >12 miles offshore)                     | DARD, Fisheries & Environment Division | Public Health Agency (NI) |

**Table 1. The responsible organisations providing the core members under the UK devolved administrations**

In addition, the EG may draw on specialist expertise according to the nature of the incident and which will dictate specific requirements for information and advice. In a major incident the EG will likely be expected to field significant numbers of personnel both in the core EG and in the field. Incident response circumstances may require the setting up of sub groups to cater for specialist activities. Where a clear threat to public health exists it is likely that the appropriate public health organisation will join the group.

#### 3.1.1 Extended membership may include

##### Health:

- Local authority Environmental Health departments
- Occupational Health Advisor
- Food Standards Agency and Food Standards Scotland
- National Chemical Emergency Centre

##### Fisheries:

- IFCA or Inshore Fisheries Groups (IFG) in Scotland
- Centre for Environmental, Fisheries and Aquatic Science
- Marine Laboratory, Marine Scotland Aberdeen
- Association of Salmon Fishery Boards
- Agri-Food and Bioscience Institute, Northern Ireland

##### Coastal Environment:

- Local authority coastal and marine environmental staff
- (Coastal) National Park Authority staff

##### Wildlife Welfare:

- Royal Society for the Prevention of Cruelty to Animals (RSPCA)
- Scottish Society for the Prevention of Cruelty to Animals (SSPCA)
- Ulster Society for the Prevention of Cruelty to Animals (USPCA)
- Sea Alarm



### 3.1.2 Additional organisations potentially able to provide support include

- Royal Society for the Protection of Birds (RSPB)
- British Trust for Ornithology (BTO)
- Sea Mammal Research Unit (SMRU)
- National Trust / National Trust for Scotland
- County / local Wildlife Trusts
- Other NGO's
- Specialist environmental consultancies
- Academic and research institutions
- Aquaculture industry

### 3.2 Key EG personnel and their roles

Each of the key roles should be filled by the individuals most suited to the job and purpose, independent of their parent organisation or position within that organisation. They should be suitably experienced to command respect and authority of personnel within the EG and the incident response units. Each should have one or more clearly identified deputies.

#### 3.2.1 EG chair

The role of the Chair is to ensure the EG undertakes its functions so as to enable provision of:

- the management of a prompt and timely evaluation of the impact of the pollution incident.
- timely and appropriate health and environmental advice to SOSREP and other response units.

#### Responsibilities

- Management of the group
- Ensuring strategic objectives are met
- Co-ordination of all group functions and activities
- Development and maintenance of most appropriate group structure
- In the simplest incidents, act as a conduit of advice (usually by telephone) to SOSREP, MCA or any response unit or local authority response coordination centre.

The EG chair must nominate at least one deputy; working 24 hours / day, 7 days / week may be required, or make arrangements for cover.

#### Competencies

- People manager.
- Good judgement.
- Good communication skills and clear ability to mediate in times of debate over contentious issues.
- Able to command respect and authority with a range of organisations.
- Ability to exercise delegated authority on behalf of and within Group.
- Ability to understand, interpret and address the full range of health and environmental issues.
- Ability to identify the key issues and the organisations and individual specialists who can provide support and advice to the group.
- Familiarity with relevant public health issues and the environmental features of the affected marine and coastal area.
- Familiarity with the NCP and this STOp notice.
- Some experience in maritime pollution response would be advantageous, through exercising with Ports and Harbours, Local Authorities or oil and gas companies/operators preferably with several of the other key members of the Group. MCA can advise on exercising opportunities.

The Chair should be able to take an overview independent of personal professional interest and the working culture of his / her parent organisation. The Chair does not need to be a specialist.

### **3.2.2 Environmental Liaison Officer (ELO)**

The role of the ELO is to:

- Work under the guidance of the EG Chair, and EG members to communicate with other activated response units. This will include giving and receiving information and providing advice backed up by the EG.
- Provide public health and environmental advice to each activated response unit.
- Act as the key communications link between the EG and each response unit.
- ELOs should be able to take an overview independent of personal professional interest and the working culture of their parent organisation
- Act as a central liaison point between the EG and NGO's
- Liaise with conservation NGOs carrying out surveys and collating ad-hoc reports of casualties, as well as of animal welfare organisations retrieving and rehabilitating live casualties. Depending on workload the EG may wish to dedicate a single ELO to solely liaise with all NGO activity.

The EG should have an ELO in each response unit established to deal with a pollution incident. ELOs need to have a comprehensive range of specialised competencies and should be suitable for the role. It is the responsibility of the EG Chair to nominate suitable ELOs for each response unit, taking into account the location, nature and scale of the incident, the views of the group and the expertise each unit is most likely to require. If possible, due to the specialised nature of the ELO role, the Chair's task may be assisted by a pre-incident planned list of suitably qualified and experienced personnel across a range of disciplines.

#### **Responsibilities**

- Providing timely, prioritised and focussed health and environmental advice to the individual response unit where he / she is based.
- Providing an efficient and effective two-way communications link, with respect to health and environmental issues, between the response unit and the EG.
- Ensuring feedback to the EG of all relevant information from the response unit on progress of the incident.

One ELO should be appointed to each response unit to ensure a clear focus of EG representation. Depending on the scale of the incident, ELOs should have back up in the form of one or more deputies because health and environmental advice to the response units may be required 24hrs / day, 7 days / week. The Shoreline Management Group ELO will be required to be a member of the SCG/TCG and may also have appropriate administrative and technical support and assistance.

ELO's are responsible for the management and passing of information within the EG remit only.

#### **Competencies**

The competencies listing provides guidance to assist with the identification of the most appropriate individuals for the role, depending upon the nature of the incident.

#### **General competencies**

- A broad understanding of relevant public health and marine / coastal environmental issues, and an understanding of relevant local health and environmental resources, issues and priorities for protection.
- General understanding of relevant statutory and regulatory responsibilities of member organisations of core EG and ability to evaluate the implications of these in providing advice.
- Ability to balance a wide and potentially conflicting range of issues in presenting EG advice succinctly. When there is insufficient time to consult the EG as a whole, ELO's may need to provide immediate, on-the-spot advice to the response units. If in doubt they should refer to the EG Chair.
- Ability to exercise delegated authority on behalf of Group.
- Ability to command respect and authority within assigned response unit.
- Good communication skills.
- An understanding of UK response to marine pollution incidents.

## **Useful specialised competencies (not essential)**

### **SCU / MRC/OCU**

- Familiarity with and understanding of technical issues relevant to assigned response units; e.g. shipping, salvage, offshore installations, pollutant behaviour, response options including dispersant use, efficacy and limitations.
- Marine ecology or public health knowledge

### **SCG/TCG**

- Ability to effectively represent the EG on the SCG/TCG Management and Technical Teams
- Familiarity with and understanding of pollutant behaviour, shore clean-up techniques and their efficacy and limitations, including dispersant use, and waste management and disposal issues.

### **3.2.3 Other key roles in the EG**

In addition to the representatives of the core member bodies, depending on the scale, location and complexity of any marine pollution incident and associated response, there may be a need for a wide range of other key roles within a core EG. These are likely to include, but not be limited to the following:

- Impact assessment manager / coordinator
- Specialists according to nature of incident, e.g. Public Health advisors, chemists, marine ecologists, ornithologists, water quality, geologists.
- Administrative and secretarial management and support.
- Information and data managers (strong cross links to impact assessment manager & main link to data collection support groups).

### **3.2.4 Additional roles**

The core operational EG may also require support from:

- Deputies for all key roles, particularly Chair and ELO's.
- Data collectors, loggers and analysts.
- Specialist observers to obtain environmental overviews of incident, particularly from any available aerial platforms
- Specialist 'monitors' at sensitive sites / complex responses. The EG may assist, and possibly contribute to, the Shoreline Clean-Up Assessment Teams<sup>2</sup> (SCAT), as required.

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<sup>2</sup> Shoreline Cleanup Assessment Technique, A Field Guide to the Documentation of Oiled Shorelines in the UK – April 2007

<https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat>

19/10/16

<https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>

### 3.3 Structure of Environment Group

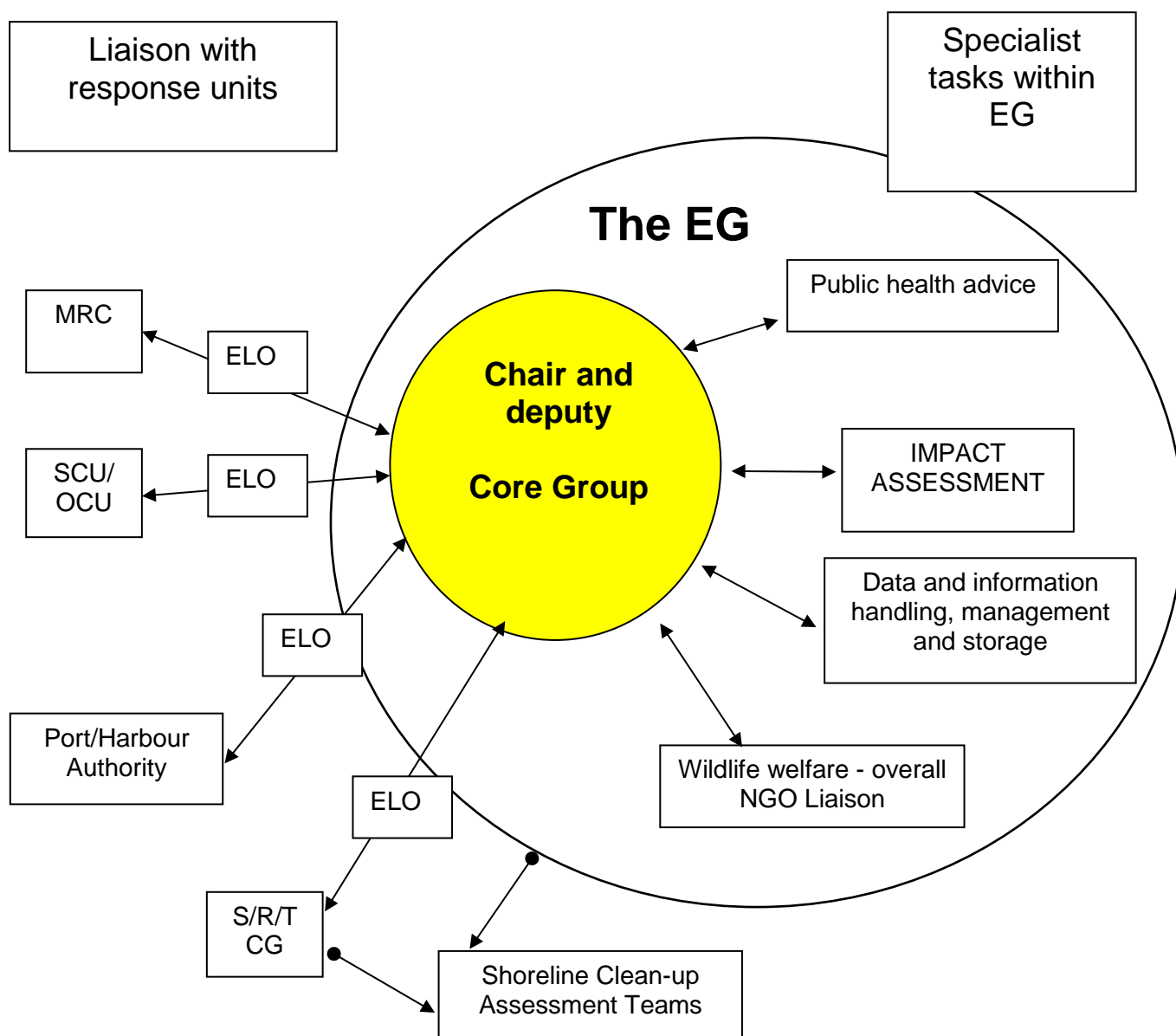


Figure 2 - Structure of EG in a major incident

#### 4.0 Establishment of the EG for maritime incident response

This section amplifies the broad guidance on establishment of the EG provided in paragraph 9.13 of the National Contingency Plan (September 2014).

The ease of timely establishment of an operational EG and its fully effective working will be largely determined by whether:

- a Standing EG already exists in the locality of the incident.
- the Standing EG is fully aware and committed to its role and responsibilities and is adequately prepared.
- the Standing EG comprises the appropriate complement of expertise to deal with the incident in hand.

**The benefits of having a Standing EG in place, particularly in the event of a major and/or complex incident, should not be underestimated.**

#### **4.1 MCA routine alerting procedure**

In the event of a maritime incident threatening to or actually causing marine pollution, the MCA have a routine alerting procedure to inform all organisations likely to be involved in response to the incident.

HM Coastguard will routinely call the duty MCA Counter Pollution and Salvage Officer (CPSO), who in turn will contact the duty MCA Counter Pollution Branch scientist. The MCA duty scientist or his representative will call the appropriate national contact points for the following organisations:

- The Fisheries Department
- The Statutory Nature Conservation Body
- The Environmental Regulator
- Public health agencies

Contact with the SEG chair, or deputy, will be made via these national contact points, requesting a representative of the SEG contact the MCA duty scientist. The MCA duty scientist will then request that an EG is activated.

#### **4.2 Standing down the EG**

The decision to stand down will be taken by the EG. Whilst standing down the advisory function of the EG will be largely guided by the response units, the decision to stand down any impact assessment operations will be driven by scientific criteria.

#### **4.3 Cross boundary working**

Clearly, maritime pollution incidents know no boundaries. A single spill incident can readily impact across both local authority and SEG boundaries. In the event of a spill impacting 2 or more SEG areas the Group Chairs should consider either merging the Groups or at very least maintaining close liaison with respect to a developing and/or changing scenario requiring coordination of response and advice provision.

### **5.0 Role of Standing Environment Group and Contingency Planning**

Advice from the EG will be required at an early stage in an incident. Membership contact details, pre-identification of key role-holders and rapid access to essential health and environmental information are vital if the group is to be formed swiftly and advice is to be timely and accurate.

The benefits of a 'Standing' EG are manifold:

- The EG will be able to establish itself promptly and independently of any response units.
- There will be a collective understanding of the role and function of the EG within the overall incident management process.
- Organisational representatives will understand the roles and responsibilities of the other players in the EG.
- Provision of information about health and environmental sensitivities will be pre-identified and collated into readily useable formats, and can be provided timely and coordinated.
- Individuals will already know each other and their respective areas of expertise.
- Particular roles and tasks within the EG can be agreed and pre-allocated e.g. Chair, Deputy, ELO's, and other specialists.
- A working protocol is already agreed, promoting a timely, committed and co-ordinated start.

National consistency of approach is important. A maritime pollution incident affecting more than one SEG area of jurisdiction will require a common approach in the provision of advice on minimising impact on public health and the environment.

#### **5.1 Geographical coverage**

The geographical boundaries of SEG's should meet local needs, but be widely known and interface with adjoining groups. MCA have accepted the role of coordinating and disseminating information on SEG locations and boundaries. See the SEG Distribution map, figure 1.

In establishing the area to be covered by a SEG it is important that the area is logical i.e.:

- has easily defined outer (coastal) limits
- encompasses the whole of any estuary system
- abuts adjacent SEG's
- encompasses ecologically meaningful areas

Whilst it would be administratively convenient if the geographical limits of SEG's coincide with the boundaries of all the participating organisations, it is highly unlikely, and agreement should be sought to identify a practical and workable area with contingency in place for amalgamation where an incident impacts more than one SEG area.

## **5.2 Suggested SEG Work Programme**

SEG's should prepare a plan for an EG response to a worst case maritime oil and or chemical incident scenario to:

- Identify key roles, responsibilities, competencies and job description
- Establish expertise, shortfalls and gaps within the group.
- Identify external sources of expertise not available to the group.
- Establish and maintain communication links within the group, with adjacent SEG's and with parent organisations.
- Identify pool of ELO's able to fulfil specialist ELO functions in complex incident response.
- Identify administrative support and communications requirements
- Establish links with local contingency plans: port and harbour plans, local marine pollution emergency plans.
- Identify suitable EG operational accommodation (co-located with and independently of an SCG/RCG)
- Establish and maintain appropriate health and environmental databases.
- Undertake generic risk assessments for public health and of environmental resources within SEG's geographical area.
- Develop generic environmental advice, for the use of aggressive clean-up techniques, leave alone sites, site protection prioritisation.
- Develop Impact Assessment priorities, organisation, environmental baselines and project management.
- Identify potential SEG members to contribute to SCG/RCG established Shoreline Clean-up Assessment Teams.
- Identify training needs for SEG members of all disciplines.
- Develop administrative protocols for information and data management and record keeping.
- Develop health and safety protocol
- Write, exercise and review the SEG plan.

## **5.3 Post spill environmental monitoring: guidance and co-ordination.**

If a marine pollution incident is expected to have a significant environmental impact, arrangements may be made to begin to monitor and assess the long-term, as well as the short- and medium-term, environmental impacts. In addition to providing environmental and public health advice to the response centres, the Environment Group (EG) established during the incident may provide advice and guidance on the collection and evaluation of data for the assessment of the environmental impact of the incident.

**In England** any monitoring and impact assessment activities will be undertaken to the principles set out in the PREMIAM (Pollution Response in Emergencies: Marine Impact Assessment and Monitoring) post-spill monitoring guidelines. If necessary a Premium Monitoring Coordination Cell (PMCC) will be established to develop, coordinate and report the findings of any monitoring programme. The PMCC will have direct links and receive advice from any Environment Group formed. More information on the Premium guidelines and processes can be found at:

[www.cefas.defra.gov.uk/premium](http://www.cefas.defra.gov.uk/premium)

**In Scotland** a process for the coordination of post spill environmental monitoring may be implemented by the Scottish Evidence Response Group (SERG).

SERG will advise the operational EG on any environmental monitoring requirements based on the principles laid down by PREMIAM and as directed by the SERG which will be chaired and co-ordinated by Marine Scotland Science, and will include staff from JNCC and Food Standards Scotland (FSS) in an offshore incident and SNH, FSS and SEPA in the event that the coastal area is threatened.

In the largest incidents there may be a need for two or more Marine Scotland (MS) representatives on the operational EG, one to chair and/or to act as the ELO to any of the above mentioned response cells and another to represent MS with specific regard to monitoring, collection of samples etc. (most likely chair of the SERG).

**In Northern Ireland:**

Any monitoring and impact assessment activities will generally be undertaken to the principles set out in the PREMIAM (Pollution Response in Emergencies: Marine Impact Assessment and Monitoring) post-spill monitoring guidelines, see link above. If necessary a Premium Monitoring Coordination Cell (PMCC) will be established to develop, coordinate and report the findings of any monitoring programme. The PMCC will have direct links and receive advice from the Northern Ireland Environment Group.

**In Wales:**

The Environment Group will be responsible for the overall conduct and integrated co-ordination of monitoring and impact assessment activities following a marine incident. A sub group will be established known as the Monitoring Coordination Cell (MCC) for steering impact assessment work. The initiation and development of a co-ordinated monitoring programme will be informed by in line with the Premium post-spill monitoring guidelines.

The Monitoring Coordination Cell may be formed at the discretion of one of the Welsh Standing Environment Groups within minutes/hours of an incident as a result of key individuals being informed through the already established emergency response notification procedures (e.g. POLREPs etc.). The formation of the MCC will be the responsibility of the pre-identified SEG chairs and/or deputy chairs and controlled by the active EG. The chairs and deputy chairs of the MCC will be drawn from the organisation with primary responsibility for overseeing marine monitoring in Welsh waters namely: Natural Resources Wales.

The membership of the MCC will be driven by the nature of the incident, including geographic position, and the nature of the resources that form the focus of the monitoring activity (e.g. fisheries, food, conservation, amenities etc. Government stakeholder 'evidence needs and statutory requirements' will be the main driver in the design of the monitoring programme. The membership will also evolve as the group move from considering initial to ongoing to cessation of activities.



## APPENDIX A - COMMONLY USED ACRONYMS

|           |   |
|-----------|---|
| ACOPS     | Advisory Committee on Protection of the Sea                             |
| AONB      | Area of Outstanding Natural Beauty                                      |
| ASSI      | Area of Special Scientific Interest (Northern Ireland)                  |
| BEIS      | Department for Business, Energy & Industrial Strategy (previously DECC) |
| BOD       | Biological Oxygen Demand  |
| BTO       | British Trust for Ornithology   |
| CaMRA     | Coastal and Marine Resource Atlas                                       |
| CAST      | Coastguard Agreement on Salvage and Towage                              |
| CCA       | Civil Contingencies Act   |
| CEFAS     | Centre for Environment, Fisheries and Aquaculture Science               |
| CGOC      | Coastguard Operations Centre  |
| COBR      | Cabinet Office Briefing Room  |
| COSHH     | Control of substances hazardous to health                               |
| CPSO      | Counter Pollution and Salvage Officer                                   |
| CPS       | Counter Pollution & Salvage   |
| CRCE      | Centre for Radiation, Chemical and Environmental Hazards (PHE)          |
| DARD      | Department of Agriculture & Rural Affairs (Northern Ireland)            |
| DECC      | Department of Energy and Climate Change                                 |
| DEFRA     | Department of Environment, Fisheries and Rural Affairs                  |
| DfT       | Department for Transport  |
| DOE       | Department of the Environment (for Northern Ireland)                    |
| EA        | Environment Agency  |
| EEZ       | Exclusive Economic Zone   |
| EG        | Environment Group   |
| EIA       | Environmental Impact Assessment   |
| ELO       | Environmental Liaison Officer   |
| EMSA      | European Maritime Safety Agency   |
| ESGOSS    | Ecological Steering Group on the Oil Spill in Shetland                  |
| ETV       | Emergency Towing Vessel   |
| FC        | Fund convention   |
| FEPA      | Food and Environment Protection Act 1990                                |
| FSA       | Food Standards Agency   |
| FSS       | Food Standards Scotland   |
| GESAMP    | Group of Experts on the Scientific Aspects of Marine Pollution          |
| GIS       | Geographical Information System   |
| GRT       | Gross Registered Tonnage  |
| GT        | Gross Tonnage   |
| HCPS      | Head of Counter Pollution and Salvage                                   |
| HMCG      | Her Majesty's Coastguard  |
| HPS       | Health Protection Scotland  |
| HSE       | Health and Safety Executive   |
| IFCA      | Inshore Fisheries Conservation Authority                                |
| IFG       | Inshore Fisheries Groups (Scotland)                                     |
| IMDG Code | International Maritime Dangerous Goods Code                             |
| IMO       | International Maritime Organisation                                     |
| IOPC Fund | International Oil Pollution Compensation Fund                           |
| IP        | Institute of Petroleum  |
| ITOPF     | International Tanker Owners Pollution Federation                        |
| JNCC      | Joint Nature Conservation Committee                                     |
| LNR       | Local Nature Reserve  |
| LRF       | Local Resilience Forum  |
| LWT       | Local Wildlife Trust  |
| MAGIC     | Multi-Agency Geographic Information for the Countryside                 |
| MAIB      | Marine Accident Investigation Branch                                    |
| MARPOL    | International Convention for the prevention of Pollution from Ships     |
| MCA       | Maritime and Coastguard Agency  |
| MEPC      | Marine Environment Protection Committee                                 |
| MMO       | Marine Management Organisation  |
| MNR       | Marine Nature Reserve   |
| MOU       | Memorandum of Understanding   |



|         |   |
|---------|---|
| MRC     | Marine Response Centre  |
| MS      | Marine Scotland   |
| MSDS    | Material Safety Data Sheet  |
| MSS     | Marine Scotland Science   |
| NCEC    | National Chemical Emergency Centre  |
| NCP     | National Contingency Plan   |
| NE      | Natural England   |
| NEBA    | Net Environmental Benefit Analysis  |
| NGO     | Non-governmental Organisation   |
| NIEA    | Northern Ireland Environment Agency   |
| NNR     | National Nature Reserve   |
| NRW     | Natural Resources Wales   |
| NT      | National Trust  |
| OCU     | Operations Control Unit   |
| OPA90   | US Oil Pollution Act of 1990  |
| OPRC    | Oil Pollution Preparedness Response and Co-operation Convention 1990                  |
| OSIS    | Oil Spill Information System  |
| OSPRAG  | Oil Spill Prevention and Response Advisory Group                                      |
| P&I     | Protection and Indemnity 'Clubs'  |
| PHE     | Public Health England   |
| PHW     | Public Health Wales   |
| POLREP  | Pollution Report  |
| PREMIAM | Pollution Response in Emergencies: Marine Impact Assessment and Monitoring            |
| RCC     | Recovery Coordinating Centre  |
| RCG     | Recovery Coordinating Group   |
| RecCG   | Multi-RCG Recovery Co-ordinating Group  |
| RED     | Department for Communities and Local Government's Resilience and Emergencies Division |
| ResCG   | Response Coordinating Group   |
| RIGS    | Regionally Important Geological Site  |
| RRF     | Regional Resilience Forum   |
| RSPB    | Royal Society for the Protection of Birds   |
| RSPCA   | Royal Society for the Prevention of Cruelty to Animals                                |
| SAC     | Special Area of Conservation (EU Habitats Directive)                                  |
| SAM     | Scheduled Ancient Monument  |
| SAR     | Search and Rescue   |
| SBM     | Single Buoy Mooring   |
| SCAT    | Shoreline Clean-up Assessment Team  |
| SCG     | Strategic Coordinating Group  |
| SCU     | Salvage Control Unit  |
| SE      | Scottish Executive  |
| SEEEC   | Sea Empress Environmental Evaluation Committee  |
| SEERAD  | Scottish Executive Environment Rural Affairs Department                               |
| SEG     | Standing Environment Group  |
| SEPA    | Scottish Environmental Protection Agency  |
| SERG    | Scottish Evidence Response Group  |
| SFI     | Sea Fisheries Inspectorate  |
| SITREP  | Situation Report  |
| SLAR    | Sideways Looking Airborne Radar   |
| SMRU    | Sea Mammal Research Unit  |
| SMG     | Shoreline Management Group  |
| SNH     | Scottish Natural Heritage   |
| SOLAS   | International Convention for the Safety of Life at Sea                                |
| SOSREP  | Secretary of State's Representative for Maritime Salvage and Intervention             |
| SPA     | Special Protection Area (EU Birds Directive)  |
| SRC     | Shoreline Response Centre   |
| SSPCA   | Scottish Society for the Prevention of Cruelty to Animals                             |
| SSSI    | Site of Special Scientific Interest   |
| STAC    | Scientific and Technical Advice Cell  |
| STOp    | Scientific, Technical and Operational Guidance Notes                                  |
| TCG     | Tactical Coordinating Group   |
| TEZ     | Temporary Exclusion Zone  |

|        |   |
|--------|---|
| UKOOA  | United Kingdom Offshore Operators Association           |
| UKPIA  | United Kingdom Petroleum Industry Association           |
| UNCLOS | United Nations Convention on the Law of the Sea         |
| USPCA  | Ulster Society for the Prevention of Cruelty to Animals |
| VTS    | Vessel Traffic System                                   |
| WG     | Welsh Government  |
| WWF    | World Wide Fund for Nature                              |

## APPENDIX B - USEFUL POLLUTION RESPONSE WEBSITES

| Type                                     | Name of Service   | Website   |
|--|---|---|
| Government & Government-Related Websites | MCA   | <a href="https://www.gov.uk/government/organisations/maritime-and-coastguard-agency">https://www.gov.uk/government/organisations/maritime-and-coastguard-agency</a>   |
|  | Counter Pollution branch  | <a href="https://www.gov.uk/assessing-risk-and-responding-to-uk-coastal-and-marine-pollution">https://www.gov.uk/assessing-risk-and-responding-to-uk-coastal-and-marine-pollution</a>   |
|  | MCA STOp Notes  | <a href="https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes">https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes</a> |
|  | National Contingency Plan   | <a href="https://www.gov.uk/government/publications/national-contingency-planncp">https://www.gov.uk/government/publications/national-contingency-planncp</a>   |
|  | Marine Scotland   | <a href="http://www.scotland.gov.uk/About/People/Directorates/marinescotl and">http://www.scotland.gov.uk/About/People/Directorates/marinescotl and</a>   |
|  | Marine Management Organisation  | <a href="https://www.gov.uk/government/organisations/marine-management-organisation">https://www.gov.uk/government/organisations/marine-management-organisation</a>   |
|  | The Department for Environment, Food and Rural Affairs  | <a href="https://www.gov.uk/government/organisations/department-for-environment-food-rural-affairs">https://www.gov.uk/government/organisations/department-for-environment-food-rural-affairs</a>                             |
|  | Environment Agency  | <a href="https://www.gov.uk/government/organisations/environment-agency">https://www.gov.uk/government/organisations/environment-agency</a>   |
|  | Natural Resources Wales   | <a href="https://naturalresources.wales/">https://naturalresources.wales/</a>   |
|  | Northern Ireland Environment Agency   | <a href="http://www.doeni.gov.uk/niea/">http://www.doeni.gov.uk/niea/</a>   |
|  | Scottish Environment Protection Agency  | <a href="http://www.sepa.org.uk/">http://www.sepa.org.uk/</a>   |
|  | Natural England   | <a href="https://www.gov.uk/government/organisations/natural-england">https://www.gov.uk/government/organisations/natural-england</a>   |
|  | Scottish Natural Heritage   | <a href="http://www.snh.gov.uk/">http://www.snh.gov.uk/</a>   |
|  | Joint Nature Conservation Committee   | <a href="http://jncc.defra.gov.uk/">http://jncc.defra.gov.uk/</a>   |
|  | International Maritime Organisation   | <a href="http://www.imo.org">http://www.imo.org</a>   |
| Department for Transport                 | <a href="https://www.gov.uk/government/organisations/department-for-transport">https://www.gov.uk/government/organisations/department-for-transport</a> |   |
| Government & Government-Related Websites | Department for Business, Energy & Industrial Strategy (pka DECC)  | <a href="https://www.gov.uk/government/organisations/department-for-business-energy-and-industrial-strategy">https://www.gov.uk/government/organisations/department-for-business-energy-and-industrial-strategy</a>           |
|  | Met Office  | <a href="http://www.metoffice.gov.uk/">http://www.metoffice.gov.uk/</a>   |
|  | Bonn Agreement  | <a href="http://www.bonnagreement.org/">http://www.bonnagreement.org/</a>   |
|  | Public Health England   | <a href="https://www.gov.uk/government/organisations/public-health-england">https://www.gov.uk/government/organisations/public-health-england</a>   |
|  | Public Health Wales   | <a href="http://www.publichealthwales.wales.nhs.uk/">http://www.publichealthwales.wales.nhs.uk/</a>   |
|  | Health Protection Scotland  | <a href="http://www.hps.scot.nhs.uk/">http://www.hps.scot.nhs.uk/</a>   |

|                                     |   |  |
|-------------------------------------|---|--|
|                                     | European Maritime Safety Agency   | <a href="http://www.emsa.europa.eu/">http://www.emsa.europa.eu/</a>  |
| Satellite imagery                   | EMSA Cleanseanet  | <a href="http://www.emsa.europa.eu/operations/cleanseanet.html">http://www.emsa.europa.eu/operations/cleanseanet.html</a>  |
| Real-time AIS data                  | Marine Traffic  | <a href="http://www.marinetraffic.com">http://www.marinetraffic.com</a>  |
|                                     | Vessel Finder   | <a href="https://www.vesselfinder.com">https://www.vesselfinder.com</a>  |
|                                     | ShipAIS   | <a href="http://www.shipais.co.uk">www.shipais.co.uk</a>   |
| Oil Companies Related Organisations | Energy Institute  | <a href="https://www.energyinst.org/home">https://www.energyinst.org/home</a>  |
| Ports & Harbour Authorities         | Associated British Ports (ABP)  | <a href="http://www.abports.co.uk/">http://www.abports.co.uk/</a>  |
|                                     | British Ports Association (BPA)   | <a href="http://www.britishports.org.uk/">http://www.britishports.org.uk/</a>  |
|                                     | Port of Rotterdam   | <a href="http://www.portofrotterdam.com/en/Pages/default.aspx">http://www.portofrotterdam.com/en/Pages/default.aspx</a>  |
|                                     | UK Ports Directory  | <a href="http://uk-ports.org/uk-ports-map">http://uk-ports.org/uk-ports-map</a>  |
| Industry Bodies                     | International Tanker Owners Pollution Federation Ltd                    | <a href="http://www.itopf.com/">http://www.itopf.com/</a>  |
|                                     | Oil & Gas UK  | <a href="http://www.oilandgasuk.co.uk/">http://www.oilandgasuk.co.uk/</a>  |
|                                     | (OSPRAG)  | <a href="http://www.oilandgasuk.co.uk/knowledgecentre/osprag.cfm">http://www.oilandgasuk.co.uk/knowledgecentre/osprag.cfm</a>  |
|                                     | UK Spill Association  | <a href="http://www.ukspill.org/">http://www.ukspill.org/</a>  |
|                                     | International Petroleum Industry Environmental Conservation Association | <a href="http://www.ipieca.org/">http://www.ipieca.org/</a><br><a href="http://oilspillresponseproject.org/completed-products">http://oilspillresponseproject.org/completed-products</a> |
|                                     | Oil Spill Response  | <a href="http://www.oilspillresponse.com/">http://www.oilspillresponse.com/</a>  |
| Modelling                           | United States National Oceanic and Atmospheric Administration (NOAA)    | <a href="http://www.noaa.gov/">http://www.noaa.gov/</a>  |
|                                     | British Maritime Technology (BMT)                                       | <a href="http://www.bmt.org/">http://www.bmt.org/</a>  |
|                                     | Ricardo-AEA   | <a href="http://www.ricardo-aea.com/cms/">http://www.ricardo-aea.com/cms/</a>  |
|                                     | RPS ASA   | <a href="http://www.asascience.com">http://www.asascience.com</a>  |
| Environmental Organisations         | Royal Society for the Protection of Birds (RSPB)                        | <a href="http://www.rspb.org.uk/forprofessionals/policy/marine/pollution.aspx">http://www.rspb.org.uk/forprofessionals/policy/marine/pollution.aspx</a>                                  |
|                                     | World Wildlife Fund (WWF)   | <a href="http://www.wwf.org.uk/">http://www.wwf.org.uk/</a>  |
|                                     | Royal Society for the Prevention of Cruelty to Animals (RSPCA)          | <a href="http://www.rspca.org.uk/home">http://www.rspca.org.uk/home</a>  |
|                                     | Scottish Society for the Prevention of Cruelty to Animals (SSPCA)       | <a href="https://www.scottishspca.org/">https://www.scottishspca.org/</a>  |

|                   |  |   |
|-------------------|--|---|
|                   | Ulster County Society for the Prevention of Cruelty to Animals (UCSPCA)  | <a href="http://www.ucspca.org/">http://www.ucspca.org/</a>   |
|                   | Wildfowl & Wetlands Trust  | <a href="http://www.wwt.org.uk/">http://www.wwt.org.uk/</a>   |
| Maritime Research | Centre for Environment, Fisheries & Aquaculture Science                  | <a href="http://www.cefas.defra.gov.uk/">http://www.cefas.defra.gov.uk/</a>   |
|                   | University of Plymouth Institute of Marine Studies                       | <a href="http://www1.plymouth.ac.uk/marine/Pages/default.aspx">http://www1.plymouth.ac.uk/marine/Pages/default.aspx</a> |
|                   | Natural Environment Research Council: National Oceanography Centre (NOC) | <a href="http://noc.ac.uk/">http://noc.ac.uk/</a>   |
|                   | Ricardo-AEA  | <a href="http://www.ricardo-aea.com/cms/">http://www.ricardo-aea.com/cms/</a>   |

## APPENDIX C - IMPACT ASSESSMENT:

### The description, quantification and evaluation of the effects of maritime pollution incidents

#### C1 INTRODUCTION

Any incident resulting in marine pollution may have a public health or an environmental impact. There will inevitably be both public and political expectations of those involved in the incident and its aftermath to be able to quantify and describe how public health and the environment were affected by it.

Contingency planning is necessary to prepare for the assessment of the actual effects of significant pollution incidents, to enable assessment action to be taken proactively rather than reactively, and to match the scale of impact assessment action to scale of incident. Strategic planning at the time of an incident is also necessary to meet the assessment requirements of the specific incident.

Assessment should be based upon objective, accurate information and data rather than assumption and perceived wisdom.

There are clear differences between the objectives of impact assessment and providing operational advice to response units; there are also differences in outputs, timing, decision making, resourcing and political framework. There are both common and different data requirements. The geographical scope of impact assessment and operational response planning also differ.

These differences necessitate clear demarcation between the planning and implementation of the two EG roles. In a significant pollution incident it will almost certainly be necessary for the impact assessment function to be the task of a separate sub-group. However, there must be close integration and liaison between the sub-group and the rest of the EG; not least to meet the common data requirements.

An IA sub-group will reduce the need for government to form an official scientific committee, such as Sea Empress Environmental Evaluation Committee (SEEEEC) or Ecological Steering Group on the Oil Spill in Shetland (ESGOSS), to coordinate long term assessment work. However, in the event of a large scale incident where such a committee may be established, the early work carried out by the impact assessment sub-group will be vital to an authoritative impact assessment and the sub-group should be prepared for an effective hand-over of responsibility and information if necessary.

It could be that a Premium Monitoring Co-ordination Cell (PMCC) or equivalent may be established to initiate, conduct and co-ordinate post spill environmental monitoring and impact assessment. Access to the Premium Guidelines, operating principles and responsibilities is via the Cefas website (Cefas is an executive agency of the Department for Environment, Food and Rural Affairs (Defra)).

<https://www.cefas.co.uk/premium/guidelines/>

#### C2 AIMS AND OBJECTIVES

The main aims of impact assessment are to:

- quantify actual health and environmental impact caused by pollution incident
- determine net environmental benefit of advice provided to response units and consequent response action
- meet agencies statutory duties to monitor / report on public health and the environmental condition of, *inter alia*, designated sites, species, waters
- meet public and political requirements for health and environmental information

In addition to these broad aims, impact assessment work should meet the following specific objectives:

- determine concentrations of pollutant in the environment, particularly in the human population, sensitive species and habitats, and the change of contaminant levels over time and to compare these with baseline data
- determine the environmental effects of the clean-up response on the environment
- determine the acute and chronic effects on environmental features affected by contamination, and their timescales; based, *inter alia*, on the assessment of the condition, population and distribution of species in their habitats, in comparison with those in control sites and trends in other areas remote from the contamination
- determine the longer term impacts on wildlife population and distribution (spatial and temporal) based on reproductive and behavioural effects

- predict the likely rate of recovery of species and habitats following contamination, and
- provide an overall assessment of the health and environmental impact of the incident in comparison with other incidents

The impact assessment will have to take full account of the spatial, temporal and behavioural fate of the pollutant as determined by the MCA and SCG/TCG.

### **C3 PLANNING FOR IMPACT ASSESSMENT**

There is a need for plans to address both common national issues and specific local / regional requirements.

Impact assessment presents administrative, resource and logistical problems in performing it within the operational advice framework of the response phase of an incident. It is strongly recommended that impact assessment should be organised by a clearly distinct sub group which can call upon national resources whilst maintaining close liaison with the core Group and utilising a common data-gathering framework

In the event of a significant pollution incident, plans should clearly acknowledge the need for prompt mobilisation of resources to enable impact assessment. Immediate tasks include rapid, real-time, assessment of key features in areas likely to be impacted by the pollution, collection of data on acute impacts, collection of data on impacts on public health and food safety, ensuring that the essential fate and behaviour of pollutant data which will be required later in the assessment is obtained and made available. The preparation of baseline resource and sensitivity databases should be undertaken as part of contingency planning (see section A2.5.2).

### **C4 DATA REQUIREMENTS FOR IMPACT ASSESSMENT**

#### **Fate and behaviour of pollutant**

Pollutant distribution, extent, characteristics, behaviour, actual and predicted, over full timescale of incident, in the atmosphere, on surface waters, in the water column and on shore (see Appendix D). The integration of EG plans with other plans is vital to ensure the rapid and effective transmission of pollutant data to the EG during an incident.

#### **Pollution response**

Actions undertaken by MRC, SCG/TCG and other response units as appropriate; a full record and description of actions taken, time, location, techniques used and outcomes.

#### **Baseline**

- Real-time confirmation of human populations at risk
- Real-time confirmation of environmental resources at risk, particularly seasonally variable or mobile features (e.g. birds, mammals, fish stocks, invertebrate fauna and flora)
- Comprehensive inventory of all environmental features - habitats, species, geology, landscapes, designated sites etc - within the group's area (contingency planning)
- Benchmark background pollutant levels

#### **Initial (acute) effects.**

- Effects on human health
- Wildlife casualties and mortalities
- Habitats and archaeological features

#### **Medium - long term (chronic) effects of pollutant.**

- Direct and indirect, effects of pollutant on:
  - human health
  - marine and coastal wildlife communities, species and habitats
  - fisheries
- Levels of pollutant contamination in human population, biota (external / internal / tissue) and sediments

#### **Effects of clean-up / response**

- Direct and indirect, effects of response actions on:
  - marine and coastal communities, species and habitats
  - fisheries
  - landscape

- archaeological features

Shoreline clean-up response data from the SCG/TCG should be supplemented wherever possible by EG shore 'monitors'.

### **Animal welfare action**

Detailed records of:

- all wildlife taken for cleaning and rehabilitation
- action taken
- survival rates in captivity
- release dates and locations
- ringing or marking of wildlife prior to release
- post-release survival success

### **Fate and behaviour of pollutant**

- Pollutant distribution and behaviour information supplied by the MCA during the early stage of an incident should be supplemented wherever possible with an environmental overview of the incident.
- The requirement for long-term, or very precise, fate and behaviour of pollutant information for impact assessment purposes may exceed that which is necessary to inform response action. In these circumstances, the EG may need to make the necessary arrangements to ensure these data are collected.

## **C5 CONTINGENCY PLANNING**

### **C5.1 National level**

The following issues need to be addressed across the core agencies at either a UK or a devolved administration / country level:

- review, set and maintain sampling & data recording and analytical protocols and QC standards (national);
- establish and maintain coordination between core agencies; common data requirements, data sharing, integration of data collection effort (national & country)
- establish and maintain protocol to ensure the timely provision of fate and behaviour of pollutant data (national)
- integration with existing procedures to assess impacts of major environmental accidents on human health
- prepare and maintain broadscale baseline environmental resource database (national & country)
- prepare and maintain broadscale sensitivity atlases on GIS (national & country)
- identify resource requirements; maintain liaison between agency parent bodies and relevant central government administration
- establish and maintain coordination between core agencies and potential supporting agencies and organisations with respect to supporting roles, such as major NGOs (national & country)
- provision of relevant health and safety standards and advice (national & country)
- establish and maintain necessary administrative procedures; e.g. for individual project contracting and management (country)
- develop generic task descriptions for major roles

In addressing the above, the variation in local environmental priorities and sensitivities must be recognised. National agreements and standards should support rather than prescribe and circumscribe contingency plans developed by regional EG's.

### **C5.2 Local / regional level**

Planning for impact assessment will be an integral part of the contingency planning carried out by standing EG's. Plans should include:

- composition of and provision to establish an incident specific impact assessment sub-group
- identification of key regional issues, priorities and tasks
- provision for liaison and coordination between core agencies, and with parent bodies with respect to national issues
- provision to ensure a continuous, two-way, flow of information and data sharing between the impact assessment sub-group and those responsible for providing health and environmental advice to response units and the parent agencies
- provision to liaise with wider membership and relevant support agencies



- preparation of local / regional environmental baseline resource database / GIS
- identification of roles and development of task descriptions
- identification of identified role holders and deputies
- training and briefing requirements for identified role holders
- H&S requirements and risk assessments for role holders

Plans must recognise the likely medium to long term effects of pollution incidents, and the consequential long time scales of later response phases and of impact assessment. Impact assessment is likely to continue well beyond cessation of clean-up response.

Plans must also anticipate the need:

- to maintain long term group structure until all agencies agree environmental interest in response is over and impact assessment is concluded
- for significant medium to long term resource requirements, particularly staff time

### **C5.3 Liaison and coordination**

The scope of impact assessment is potentially very wide. Although the core agencies have different responsibilities, they share many common information requirements. There are enormous opportunities for confusion, overlap and duplication of effort. In addition to addressing the avoidance of these problems through planning, formal Memoranda of Understanding between agencies and organisations may be appropriate; for example, between core agencies with respect to the national issues, core agencies and national or local NGOs with respect to the roles and tasks they would be prepared to commit themselves to.

Within the EG there needs to be continuous, two-way, flow of information between those providing environmental advice to the response units and the impact assessment sub-group.

## **C6 INCIDENT SPECIFIC PLANNING**

The primary responsibilities of an impact assessment sub-group established during a pollution incident will be to develop an incident specific impact assessment strategy, and to *organise and coordinate* impact assessment rather than necessarily being the participating individuals.

### **C6.1 Membership**

Impact Assessment sub-group plus:

- Central Government / devolved administration scientists
- health specialists
- local government environment specialists
- RSPCA, SSPCA, USPCA (depending on area)

An incident specific impact assessment strategy sub-group will be dependent on the preparative planning and baseline data assembled by both national and regional planning groups. Continuity of membership with these groups is advantageous.

### **C6.2 Tasks**

The sub-group should:

- develop strategy to meet pre-identified key regional issues, priorities and tasks in the context of the specific incident
- initiate the prompt and effective collection of field data as planned and as appropriate to the incident
- identify shortfalls in the strategically planned assessment
- identify resource requirements
- contribute data to support response advice operational collection as required

It should achieve this through:

- direction of field data gathering resources
- liaison with core EG - input from the EG will be vital in informing strategic requirements
- liaison with parent organisations and devolved administrations

The sub-group should also contribute, via the core EG, to the provision of information for the media.

### **C6.3 Issues**

Issues which will need to be addressed at an early stage will include:

- areas affected by the pollutant, and predicted to be contaminated in the future
- areas that have been, are being, or will be cleaned, the cleaning methods and the prevailing levels of contamination, and areas which should be left uncleaned (either as control sites or to self-clean)
- concentrations of pollutant in water, sediments and biota
- mortalities and morbidities of birds, fish, crustaceans, molluscs, marine mammals and other species
- background data on pollutant concentrations and affected species
- plans for monitoring longer term effects and recovery
- the scope to co-locate studies to ensure that the ranges of pollutant contamination, shoreline type and treatment will be covered
- shortfalls in coverage of the affected area and types of impact assessment
- resources available to implement planned assessment

#### **C6.4 Technical issues**

Impact assessment contingency planning should consider:

- Resource constraints
  - availability of competent technical specialists
  - competing demands on core agency staff with relevant local knowledge
  - regional and local variation in quality and quantity of baseline environmental resource information available (see A3.6.3)
- Common standards
  - health and safety requirements for fieldworkers
  - data recording protocols & storage formats (standard forms; standard electronic formats, position precision and map datum's to ensure rapid and efficient information & data sharing)
  - data quality control standards

## APPENDIX D - DATA

### D1 INTRODUCTION

Any incident that results in pollutant or chemical pollution at sea will generate an immediate requirement for a range of reliable data collected before, during and after the incident.

Data will be required by the Environment Group to:

- enable risk assessment of implications for human health and environmental damage likely to result from pollution and / or response and clean-up operations, to be carried out to inform advice on response strategies
- enable the best possible advice to be provided to the response units, and hence obtain maximum environmental benefit from the response operations
- enable individual statutory agencies within the EG to fulfil their obligations in relation to the incident
- provide accurate, real-time information on any public health and environmental impacts of an incident to politicians, the media and the general public
- enable any short, medium and long-term impacts of a pollution incident to be described, quantified and evaluated

### D2 DATA REQUIREMENTS

#### D2.1 EVOLUTION OF DATA REQUIREMENTS

Data requirements during and after an incident resulting in marine pollution are likely to evolve from the early to later stages of the incident, depending on the scale of the incident, the nature of the pollutant, the response operations and scale of impact assessment.

The immediate and urgent tasks at the start of an incident are, in order of priority:

- determination of human population at risk
- real-time 'stock assessments' of environment and wildlife threatened by contamination
- (re)establishment of data baselines to inform later impact assessment (requirements should be identified in planning stage)
- collection of data on immediate acute impacts on health and wildlife

The work of field data collectors will evolve as the incident progresses and may rapidly become impact assessment only. Collection of data in support of impact assessment of the chronic health effects, subtidal and water column, and intertidal sediment and biota must be anticipated as lasting for a significantly longer period than the at-sea and shoreline operational responses respectively.

#### D2.2 TYPES OF DATA

Data requirements are likely to fall into the following broad categories:

- pre-incident baseline data
- data required for operational purposes (including: fate and behaviour of pollutant, risk assessment, provision of environmental advice, monitoring progress of the incident and of response / clean-up operations)
- data on the effects of the incident. Although primarily required for impact assessment in the short, medium and long-term (human health and natural environment), these data also provides vital feedback to operational advice

##### D2.2.1 PRE-INCIDENT BASELINE DATA

Consideration should be given to the collation of the following physical, biological and environmental health information:

#### Human health

- Population distribution and potential exposure to pollutant (including aerosols)
- epidemiology

Will require advice from a health specialist.

#### Physical environment

- tides, currents, inshore bathymetry
- geomorphology and topography of shorelines, coastal hinterland and nearshore seabed.

### **Conservation designations**

- international and national nature conservation designations (including: SAC, SPA, Ramsar, Biosphere reserve, MNR, NNR, SSSI, ASSI, GCR etc)
- National Parks, Regional Parks
- Scheduled Ancient Monuments
- local conservation and other designations (AONB, RIGs, LNR, Heritage Coast,)
- other sites of nature conservation or cultural importance / sensitivity

### **Geological features**

- Geological Conservation Review (GCR) sites boundaries, priority areas and any associated images and data.
- Regionally Important Geological Sites (RIGS) – boundaries, priority areas and any associated images and data.
- Contact data for involving appropriate geological expertise
- All available shore profile data

### **Biological information:**

Distribution, size and seasonal variations in populations of:

- marine mammals (cetaceans, seals) & otters
- birds (seabirds, seaduck, wetland birds {wildfowl and waders})
- herptiles (marine turtles)
- fish
- shellfish and other marine invertebrates
- flora (eelgrass, algae, saltmarsh plants)
- potentially vulnerable terrestrial flora (including lichens) and fauna

Human and ecological food chains:

- livestock distribution & potential exposure to pollutant (including aerosols)
- fisheries

### **Habitats**

- Distribution of major intertidal and nearshore subtidal rock & sediment habitats (N.B.: inaccessible shores as well as beaches).
- Distribution of major coastal and terrestrial habitats on backshore and in coastal hinterland (e.g. dunes, saltmarsh, cliffs)

### **Archaeology**

- Coastal, intertidal and subtidal structures of national and local archaeological and historical importance (e.g. wrecks, sunken forests, harbour / quay walls, lime kilns, iron age forts, burial chambers) also fossils such as dinosaur footprints?

### **Cultural features**

- Historic landscapes, listed buildings

### **Pollutant benchmarks**

- Background data on contaminant levels and variation in sediment, water, air, soil, biota (fish, shellfish, avian, mammal, terrestrial vegetation)

### **Background information**

In addition to specific datasets, a range of background information will be of potential value to the Environment Group.

- generic technical information
  - potential effects of different pollutants
  - response techniques and their physical and chemical effects
  - oil and chemical hazard data sheets
- sensitivity of environmental features
  - synthesised site specific assessments and predicted effects of pollutants and response / clean-up techniques on environmental features based on generic information and previous local & / or other relevant experience to support NEBA
- response contingency planning
  - access, booming, temporary waste holding etc
- legal information

- legal requirements and obligations (e.g. FEPA, fisheries closure orders, consultation requirements for dispersant use within marine SACs, MNRs)

## **D2.2.2 OPERATIONAL DATA REQUIREMENTS**

### **Prevailing physical conditions**

- weather and sea conditions
- specific tidal flow information

### **Fate & behaviour of pollutant**

The following data are essential to the determination of operational advice and impact assessment by the EG:

- the type & properties, position, extent, amount, condition and behaviour of pollutant at sea in real time
- actual and predicted future track of pollutant at sea over time
- areas of shoreline polluted and predicted as likely to become polluted and the predicted timings
- actual and predicted distribution and concentration of airborne pollutant and aerosols
- position, extent, amount, condition, behaviour and evolution of pollutant on shore

### **Wildlife resource**

Compilation of baseline data should identify most resources. However, part of that resource may be mobile or seasonal. Also baseline data may be sparse or not recent. Therefore, real-time 'stock' and risk assessments of wildlife and environmental features potentially at risk of impact may be necessary to support the provision of operational advice. Where necessary and when time permits, establishment of additional baseline data for locations threatened by pollution may be valuable to support later impact assessment.

Depending on local circumstances, the highest priorities for real time wildlife stock assessments are likely to include marine mammals, seabirds, seaduck at sea, and waders and wildfowl in estuaries and on the open coast.

### **Response to salvage and pollution**

Timely information on salvage and response options and plans, and their predicted outcome, from the SCU, MRC, OCU and / or SCG/TCG as appropriate is vital to enable the best possible advice to be provided to the response units by the EG / ELO's.

Prompt feedback on the efficacy and outcome of response actions taken is also vital.

## **D2.2.3 DATA ON THE EFFECTS OF POLLUTION INCIDENT**

### **Wildlife casualties**

After human health, the greatest public and political demand for information will be the immediate, acute, effects of the incident on wildlife, especially bird and mammal casualties. The same information will also be vital for impact assessment.

### **Fish, shellfish and other human foodstuffs**

Data will be urgently required to ensure the safety of any species used as human food which may be liable to contamination by the pollutant. In addition to the clearly obvious fish and shellfish, this may include species of seaweed or other intertidal plants, and agricultural livestock in the proximity of contaminated shorelines or downwind of and exposed to pollutant aerosols.

### **Biological and habitat contamination and effects / impacts / mortalities**

Data on the contamination of subtidal, intertidal and terrestrial habitats and their associated animals and plants will be required to enable:

- preplanned identification of environmental priorities for response or cleaning
- preplanned identification of environmental features requiring safeguard from inappropriate response and cleaning
- quantification and assessment of ecological impacts of incident, including human and non-human food chain effects

Although feedback from response units will provide a broad description of the contamination, it should be anticipated that, depending on local circumstances, specific data will also be required from an

environmental perspective. The requirement for this data to inform impact assessment will almost certainly have a longer time scale than the response.

Although the specific purpose of SCAT is to provide shoreline clean-up assessments to an SCG/TCG, the information they generate will also be required for impact assessment.

#### **'Secondary' effects on wildlife and habitats arising from operational response**

Data on the effects of response and cleaning actions on subtidal, intertidal and terrestrial habitats and their associated animals and plants will be required to enable:

- reassessment and refinement of EG advice
- determination of when agreed end points for clean-up response have been met
- quantification and assessment of human health and ecological impacts of the response (including effects on human and non-human food chains)

The requirement for these data to inform impact assessment will almost certainly have a longer time scale than the response.

#### **Effects of pollutant and subsequent response on geology, geomorphology, archaeology and cultural artefacts**

Data on the contamination, effects of contamination and the effects of response and cleaning actions will be required to enable:

- identification of environmental priorities for response and advice on appropriate response
- identification of features requiring safeguard from inappropriate response and cleaning
- quantification and assessment of impacts of an incident

#### **Specific data to support impact assessment**

Assessment of the impact of a pollution incident will depend on the comprehensiveness and quality of the data listed above. Assessment will also depend on medium to long term monitoring of:

- pollutant contamination of water column, subtidal & intertidal sediment and biota, including species in human and marine food chains
- lethal and sublethal effects on species of ecological importance
- specific data reflecting local circumstances may be necessary; as far as possible, the scope of these data requirements should be identified in local EG contingency plans

### **D2.3 MANAGEMENT OF DATA**

#### **D2.3.1 OPERATIONAL DATA SOURCES**

Operational data acquired by the EG will fall into three broad categories:

- data supplied by the MCA and response units
- data collected by EG member bodies, support organisations or contractors
- unsolicited data and information from the general public

#### **D2.3.2 MANAGEMENT OF DATA COLLECTION BY ENVIRONMENT GROUP**

It is essential that the collection of data be carefully integrated within and between statutory agencies to minimise overlap, duplication of field effort and missing events and information. This integration is a vital part of contingency planning at both local and national scales.

## APPENDIX E - COMMUNICATIONS

### E1 Communication links

Environment Group contingency plans should include planning for good communications. Communication systems must be rapidly put into place and activated, in order to facilitate the efficient flow of information on all aspects of the incident that concerns the Environment Group, from the very beginning. Caution should be exercised, to avoid the appointment of too many individuals with liaison-only functions: direct links between key players will increase efficiency and understanding within the Environment Group and between the group and response centres, parent organisations and others.

In a marine pollution incident, the main communications links are likely to be:

- between the Environment Group members and between "components" of the Group (e.g. core Environment Group; wider Environment Group; Impact Assessment Group; support group) and response units (SCU, MRC, OCU, SCG/TCG, port or harbour Command and Control Centre) via ELO's
- between Environment Group members and their parent organisations (to ensure that there is common understanding and consensus between the group and "parent" organisations)
- between the Environment Group and organisations carrying out surveys of affected areas to ensure accurate recording of wildlife casualties
- between the Environment Group and field workers, including SCAT members, consultants and contractors working to or on behalf of the group (debriefing/briefing; collation of field data; project management)
- between the Environment Group, the media centre and (where appropriate) other media links

#### E1.2 Planning for good communications

Environment Group contingency plans should:

- clearly identify communications roles and responsibilities, and identify direct communications links between, the Chair and deputy Chair and the ELO's/deputy ELO's.
- clearly identify members (in addition to the Chair, ELO's and their deputies) who would have a key role to play in communications within and beyond the Environment Group. Their roles, tasks and who they should communicate with and report to should be made clear.
- include alert procedures and identify who will be responsible for alerting members of the group. Contact lists (to include office and out-of-hours contact details) should be compiled and kept up-to-date.
- include an agreed protocol for record-keeping throughout the incident: all communications made within the group, and between the group and response units and other external individuals and organisations should be recorded. It is vital that logs are kept of the following:
  - all telephone calls made and received;
  - all faxes sent and received;
  - all e-mails sent and received.
- Identify the facilities required for effective communication. The scale of technical and administrative resources needed in a major incident should not be underestimated. Consideration should be given to the following:
  - assessment of existing telephone and fax lines in rooms identified for use by the Environment Group. Plans for installing additional telephone and fax lines should be drawn up if the existing facilities are considered to be inadequate. (Note: where possible, land lines should be used for calls so that logging systems are not by-passed).
  - dedicated, unlisted lines should be made available for ELO's in response units and the Chair/deputy Chair of the group.
  - provision of (or access to) teleconferencing facilities;
  - provision of e-mail facilities;
  - provision of administrative support, including access to photocopying facilities.
- Identify areas where reception on mobile phones is poor and investigate alternative means of communication e.g. VHF radio links, to ensure efficient communications between the group and people working in the field on its behalf.



## APPENDIX F - RECORD KEEPING

### F1 Introduction

It is essential that during any counter pollution operation all those involved keep records of what was done, when and why, to provide an audit trail. There will inevitably be pressure, frequently severe, to deal with new issues and problems and to relegate record keeping to a lesser priority. However, the importance of contemporary records cannot be over-emphasised. It is simply not realistic to rely on memory to reconstruct events in a fast moving and possibly lengthy incident. Responders must therefore arrange to keep adequate contemporary records which can be used to re-construct the incident at a later date when it may be necessary to fully justify advice provided by the EG or to recover costs (see Appendix K).

### F1.2 Records

The precise form of records will vary according to circumstances. There are two principal points to keep in mind:

- records may have to serve a variety of purposes and are the source material from which much information will be drawn
- since responders cannot predict every purpose that records will serve in advance, record keeping should err on the side of too much rather than too little detail.

As a minimum, records should clearly show the information received, orders given, and any action taken as well as date and time details.

An EG should keep records of the following during the course of a maritime pollution incident:

- incoming and outgoing telephone calls
- faxes received and sent
- email messages received and sent
- text messages received and sent
- radio messages received and sent
- photographs/ video taken or received
- copies of all HMCG pollution reports received
- minutes of meetings of the EG and its component sub-groups
- records of decisions taken by the EG
- records of advice provided to response units and action taken in response to the advice provided
- records of all costs incurred by the Group
- copies of all relevant press releases
- media reports (including video-recordings of TV news coverage)

### F1.3 Incident Log

The EG should maintain an incident log which should include timely reports on the condition of the casualty, nature of pollution and rate of discharge, location and behaviour of pollutant, action by response units etc, since this information will be a major factor in determining the advice provided to response Groups and in impact assessment planning. Charts should be maintained to record the extent of pollution and any response activity and copies should be taken at regular intervals to ensure there is a visual record of how the incident progressed.

### F1.4 Recording decisions taken by the group

The EG should maintain a record of decisions made by the Group including:

- the views of individual Group members
- resolution of conflicting views
- accurate minutes of all EG meetings
- options/strategies considered

### F1.5 Environmental advice provided to response units

The development and agreement of the EG views should be concisely and accurately recorded in writing. Records of how EG advice was received and acted upon by response units must be maintained.

In the case of a request for dispersant use, written notification will be provided to the marine response centre (MRC), copied to the EG, either authorising or declining the request to use dispersants. Written approval may include conditions associated with that approval, and where the request has been declined, the reasons why it is considered that dispersants should not be used.



ELO's should keep specific records of:

- advice provided to response units and how that advice was received and acted upon,
- requests for information made by response units, how the information was provided and when
- requests for information made to the core EG on behalf of response units.

### **F1.6 Financial Records**

Although the EG will not itself incur expenditure, its membership will do so and any collaborative EG activities likely to incur expense must be recorded. Records will be used to corroborate claims for reasonable expenditure.

Detailed financial records must be kept of:

- manpower (staff grades, rates of pay, time worked, location, work activity)
- resource costs (equipment, charge out rates, IT costs, communications)
- expenses incurred by EG members
- externally placed contract costs (specialist surveys, secretariat)

For the purpose of:

- cost recovery (see Appendix K)
- financial audit trail
- support of archive records
- official reports on spending by the public and private sector.

Comprehensive documentation and record keeping will assist the prompt preparation and payment of claims for compensation for expenditure incurred by EG members. As with any operation involving the expenditure of large sums of money, the usual rules of proprietary, accountability and the need for an audit trail apply.

### **F1.7 Record collation and archiving/ storage/ disposal**

All EG records must be properly collated archived and stored. Procedures, responsibilities and archive location should be identified during standing EG planning.

## APPENDIX G - WILDLIFE WELFARE

### G1 Management of Wildlife Welfare

In the event that wildlife is affected by a pollution incident there will be public expectation and demand for action to take contaminated animals into captivity for cleaning and rehabilitation. It is imperative that actions taken in pursuit of wildlife welfare be:

- compatible with wider environmental safeguard requirements;
- minimise any risk of increasing impacts on uncontaminated or low risk wildlife;
- compatible with wildlife conservation.

The lead agencies for wildlife welfare action and management will be the RSPCA (England & Wales) SSPCA (Scotland) and USPCA (Northern Ireland) except where special local arrangements are in place (e.g. Shetland). These organisations have well developed and high standards for capture, cleaning and rehabilitation. It is important that the EG direct the welfare efforts of third-parties toward the recognised welfare bodies to ensure the maximum benefit for wildlife conservation.

The Royal Society for the Protection of Birds (RSPB) will be involved in coordination of response to oiled wildlife.

### G2 Marking and Release of Rehabilitated Wildlife

#### G2.1 Birds

- It is vital that numbers of all birds taken in by rehabilitation centres are recorded and their fate logged through the initial holding and eventual cleaning and release process.
- It is vital that rehabilitated and released birds are ringed (with detailed records kept of their condition and ringing information) so that if they are subsequently found, they will not be attributed to a new pollution incident. This is also essential for increasing our understanding of the effectiveness of the rehabilitation process and the success of different methods of rehabilitation.
- The RSPCA should consider advice from the EG (or statutory nature conservation agency if no EG is established) over the release of cleaned birds to be rehabilitated. Release locations should be in areas where the risk is minimal, and where there are suitable food supplies nearby.

#### G2.2 Marine mammals

- Agreed criteria and protocols for tagging / marking and release of rehabilitated marine mammals must be followed.
- Animals must be released in the areas from which they were taken if possible, or elsewhere with advice from the EG (or statutory nature conservation agency if no EG is established) with advice from the Sea Mammal Research Unit.

APPENDIX H - CHECK LIST FOR REAL TIME RESPONSE

**ENVIRONMENT GROUP  
E.G. CHAIR GENERIC & BASIC ACTION CHECKLIST FOR MARITIME POLLUTION  
INCIDENTS**

|          |      |
|----------|------|
| Incident | Date |
|----------|------|

| <b>On receipt of confirmed alert of incident requiring establishment of an Environment Group:</b> |  |
|---|--|
| <b>ACTION</b>   | <b>Date / time completed</b>   |
| 1   | Establish & keep a log   |
| 2   | Obtain comprehensive briefing from MCA<br>– see <i>ESSENTIAL INFORMATION CHECKLIST</i>   |
| 3   | Determine scale of incident: does EG need to be convened?<br>YES – go to A<br>NO – go to B   |
| <b>A INCIDENT REQUIRES EG TO BE CONVENED</b>  |  |
| A1  | Establish contact with core EG members<br>- brief / receive briefing<br>- agree initial advice to MCA / response units<br>- agree nominations for ELO's<br>- agree location of EG<br>- agree time to convene |
| A2  | Alert, brief and mobilise ELO's<br>- SCU<br>- OCU<br>- MRC<br>- SCG/TCG  |
| A3  | Provide initial advice to MCA / response units   |
| A4  | Ensure alert of all relevant bodies and individuals is initiated –<br>Each SEG should have prepared a NOTIFICATION CHECKLIST<br>including all organisations who may be required in an<br>incident.           |
| A5  | Mobilise basic admin support   |
| A6  | Relocate to EG location at agreed time   |
| A7  | Obtain updated briefing from MCA or other key source of<br>information   |
| A8  | Establish & maintain direct communications with ELO's  |
| A9  | Convene meeting of core EG<br>– see <i>GENERIC FIRST MEETING AGENDA</i>  |
| A10   | Provide comprehensive briefing, via ELO's, on health and<br>environmental priorities and advice to response units.   |
| A11   | Ensure all other identified & agreed tasks are actioned.   |
| A12   | Ensure all essential EG information requirements are<br>identified.  |
| A13   | Ensure all essential information and data acquisition to inform<br>operational advice is actioned.   |
| A14   | Ensure an Impact Assessment process appropriate to the<br>scale and potential effect of the incident is initiated.   |
| A15   | Ensure further alert and mobilisation of additional staff and<br>resources continue as required.   |
| A16   | Ensure nominated and additional deputies / substitutes for EG<br>key & support roles are notified and alerted in good time.  |

|          |   |  |
|----------|---|--|
| A17      | Ensure establishment and mobilisation of necessary health and scientific personnel  |  |
| A18      | Obtain regular briefings from MCA & ELO's   |  |
| A19      | Give regular briefings to EG and room-briefs to support staff   |  |
| A20      | Maintain close liaison with Impact Assessment Coordinator.  |  |
| A21      | Ensure Health & Safety procedures for fieldworkers are implemented and managed  |  |
|          |   |  |
| <b>B</b> | <b>INCIDENT DOES NOT REQUIRE EG TO BE CONVENED</b>  |  |
| B1       | <p>Establish contact with core EG members and other key organisations relevant to incident.</p> <ul style="list-style-type: none"> <li>- brief / receive briefing</li> <li>    use <i>ESSENTIAL INFORMATION CHECKLIST</i></li> <li>- agree initial advice to MCA / response units</li> <li>- agree procedure in the event that incident escalates.</li> </ul> |  |
| B2       | Provide initial advice to MCA / response units.   |  |
| B3       | Ensure alert of all relevant bodies and individuals is initiated – see <i>NOTIFICATION CHECKLIST</i> .  |  |
| B4       | Establish and maintain routine exchange of information with MCA or appropriate response unit(s).  |  |
| B5       | Consider transferring Chair to more relevant lead body if appropriate   |  |
| B6       | Establish and maintain routine exchange of information with key EG members relevant to incident.  |  |
| B7       | Provide comprehensive briefing on health and environmental priorities and advice to response unit(s).   |  |
| B8       | Revise and update advice to MCA or appropriate response unit(s) as appropriate.   |  |
| B9       | Stand by to increase alert and mobilisation of key personnel in the event that incident escalates.  |  |
|          |   |  |

## APPENDIX I - GENERIC FIRST MEETING AGENDA

1. Introductions
  - 1.1. Personnel
  - 1.2. EG accommodation – domestics / H&S issues
2. Incident briefing – *use ESSENTIAL INFORMATION CHECKLIST*
3. Key roles
  - 3.1. Allocation of key roles & confirmation of role holders
  - 3.2. Briefing to EG on identities and locations of ELO's
4. Identification & analysis of immediate risks and threats
  - 4.1. Identification of public health risks
  - 4.2. Identification of immediate environmental threats
  - 4.3. Identification of immediate information requirements
    - fate & behaviour of pollutant
    - environmental resources at risk (habitats, species etc.)
    - immediate operational advice requirements
    - immediate impact assessment requirements
  - 4.4. Identification of health and environmental priorities and initial advice to response units.
  - 4.5. Identification of immediate tasks & allocation of tasks
  - 4.6. Identification of further personnel and resources required
5. Establish timetable for Group briefings / meetings and standing agenda items
6. Establish communications protocol
7. Establish working procedure

APPENDIX J - CHECKLIST OF ESSENTIAL INFORMATION

**ENVIRONMENT GROUP CHECKLIST OF ESSENTIAL INFORMATION TO BE OBTAINED DURING INITIAL ALERT FOR MARITIME POLLUTION INCIDENTS**

|          |      |
|----------|------|
| Incident | Date |
|----------|------|

|   |  |
|---|--|
| <b>Questions to MCA or notifying organisation:</b>  |  |
| What is the nature of the incident?   |  |
| What is the pollutant? <ul style="list-style-type: none"> <li>• specific name</li> <li>• composition</li> </ul>                               |  |
| What is the scale of pollution?   |  |
| What is the exact location of the incident?   |  |
| What time did the incident occur?   |  |
| What is the current extent of the pollution? <ul style="list-style-type: none"> <li>• aerial</li> <li>• at sea</li> <li>• on shore</li> </ul> |  |
| Is there a known risk to human health?  |  |
| What is the risk of further pollution?  |  |
| What is the risk of the casualty / source of pollution moving elsewhere?  |  |
| What response action has been taken?  |  |
| What response action is planned?  |  |
| Who has been notified?<br>- record on <i>NOTIFICATION CHECKLIST</i>   |  |
| What is the potential risk to the environment – habitats, species, fisheries etc.?  |  |
| Request copies of chemical / hazard data sheets for pollutant and all other potential pollutants which may be released following incident.    |  |

## APPENDIX K - COST RECOVERY AND RECORD KEEPING

This appendix contains information on how those who respond to, or are affected by, marine pollution incidents should best go about recovering the costs that they incur regardless of source.

It is essential that during any counter pollution or salvage operation all those involved keep records of what they did, when and why they did it and what resources they used. There is often pressure to neglect record keeping in order to deal with new issues and problems. However, the importance of records cannot be over emphasised. It is simply not realistic to rely on memory to reconstruct events in a fast moving and possibly lengthy incident. Responders must therefore arrange to keep adequate records.

### Joint Claims

For smaller incidents the MCA are prepared to lead on cost recovery action across the public sector and specifically for bodies identified in this NCP. However, it is still necessary for claimants to follow the advice provided in this document. The decision for the MCA to lead is taken on a case by case basis and subject to agreement by all parties at the time.

The MCA's extensive experience in claims suggests the following items of best practice:

- any expense must actually have been incurred and third party invoices provided;
- response measures must be reasonable, proportionate and justifiable;
- there needs to be a summary of events – a description and justification of the work carried out at sea, in coastal waters and on shore – together with an explanation of why the various working methods were selected;
- for chartered vessels, investigate the rates quoted and look at the SCOPIC tariff rates;
- apply the industry standard of 100% of hire rate for in-use and 50% rate for stand-by;
- ensure MCA's contractors, or local authorities acting on behalf of the Agency, apply the MCA policy for equipment hire charges when acting on behalf of MCA in response to an incident;
- keep a record of the dates on which work was carried out at each site; in this context, date and time stamped photographs are extremely useful;
- keep a record of the number and categories of response personnel, regular or overtime rates of pay and who is paying them;
- keep a record of the travel, accommodation and living costs for response personnel;
- keep a record of the equipment costs for each site: types of equipment used, rate of hire or costs of purchase (bearing in mind residual values to be deducted), quantity used, period of use (in use or standby);
- ensure that any damaged equipment is photographed and assessed by an independent body prior to repair or replacement;
- during cleaning or restoration of equipment or vessels, they should not be brought to a state better than at the commencement of the hire/charter;
- keep a record of materials consumed in the response, for example, sorbent and dispersant;
- keep a record of the cost of temporary storage, transport, treatment and disposal of waste; and
- keep a record of any other incident specific cost relating to the response in any way, e.g. oil analysis, reinstatement, impact assessments, etc.

### Record keeping

For the purpose of financial record keeping, it is essential to appoint a financial controller at a very early stage in the incident to keep adequate records and control expenditure. Responders should not discard any relevant document (including status board information and maps used). All data should be backed up and catalogued on a regular basis – at least daily.

It is not possible to specify the precise form of records, this varies with the circumstances. However, there are two points to keep in mind:

- records of any incident act as the source material for many incident related purposes; and
- since responders cannot know the particular purpose that records will serve in advance, record keeping should err on the side of too much rather than too little detail.

The record should clearly show information received, decisions taken, orders given, and action taken. For example, responders may use aircraft for reconnaissance. In this case, there should be a record not only of when they called the aircraft out but of take-off times, landing times, details of any oil found, the area searched, who was on board the aircraft, who received the information and when. For dispersant spraying operations, records should specify the area of operations and indicate the duration of spraying, the amount, type, age, and efficacy of dispersant used, and the results obtained.

As a further indication of the level of records required one example would be for the hiring-in of an item of equipment, the hirer should seek to clarify the following items:

- member of staff that authorised and placed the order;
- the reason for hiring the equipment;
- date and time item actually hired;
- organisation hired from;
- evidence of any research relating to cost of hire
- quantity of each item actually hired;
- for larger pieces of equipment (particularly chartered vessels) it would be useful to take photographs of the condition of the item prior to use for response activities;
- if more than one item of any type is hired, devise a system for unique identification;
- how it was delivered / transported;
- where it was actually delivered to;
- who took delivery;
- a daily activity record of what the item was used for, including the location of use;
- if item is damaged – photograph damage;
- brief description of how the damage occurred;
- do not repair until approval or advice has been reached with an insurance representative on site (i.e. the SCR or a surveyor appointed by the insurers);
- dates actually used for the response;
- dates the item was on standby at the scene of the incident;
- date off-hired;
- condition of the item when returned to owner; and
- no betterment of equipment on return to owners.

Record keeping requires a heavy commitment in terms of minute takers, message takers, procurement specialists and financial experts. There are specialist firms that offer tracking and recording services for clean up operations and the appointment of such a firm may be justifiable following a major spill from an oil tanker. In such a case it should be possible to recover the cost of using such firms, or temporary agency staff, from the shipowner, insurer and/or the IOPC Fund.

It is important to record decisions and the opinions of all the parties involved in addition to agreements or points of disagreement. This applies equally to ITOPF who report to ship owners, P&I Clubs and the IOPC Fund and are likely to offer advice to all parties involved in the response on counter pollution operations. It applies also to others such as cargo owners, local authorities and the Environment Group. The records should show whether they agree or express no opinion. If they disagree, the records should identify the reasons, if possible. Records should distinguish criticism made at the time of an incident from criticism made with the benefit of hindsight.

Like any operation involving the expenditure of large sums of money, the usual rules of proprietary, accountability and the need for a fully detailed audit trail apply.

#### **Time limits for claims arising from pollution from tankers**

Claimants should aim to produce their claim at the earliest opportunity – if need be in draft form initially. Claimants should be aware that there are time limits for claims under the 1992 Civil Liability Convention, the Fund Convention and the 2001 Bunkers Convention. The conventions provide that claimants must secure their claims by taking legal action against the shipowners within three years of the date on which loss or damage occurred and in any case within six years of the date of the incident.

Wherever possible, claimants should seek to have their claims settled within these periods. If this is not possible, claimants may protect their claims by taking legal action against the tanker owner, the owner's insurer and the IOPC Fund. Should this be necessary, claimants should seek legal advice.

Formal legal action to enforce a claim is usually the last resort. In most cases, informal negotiations result in a settlement. Given the time limits for legal enforcement of claims, it is in everybody's interest for claimants to submit claims as soon as possible after the incident. Often, considerable time is required to compile a claim and all the substantiating evidence. If claimants anticipate delays, they should notify the tanker owner's insurers and the IOPC Fund at an early date of the intention to submit a claim at a later stage.



### **Time limits for claims arising from pollution by persistent oil carried in ships other than tankers**

Again, claimants should aim to produce their claim at the earliest opportunity as there are time limits for claims under the 2001 Bunker Convention. Claimants must secure their claims by taking legal action against the shipowners within three years of the date on which the loss or damage occurred and in any case within six years of the date of the incident. Where the incident consists of a series of occurrences, the six-years' period shall run from the date of the first such occurrence.

### **Submitting a claim**

Claimants should initially submit claims for clean up costs to the ship owner and/or to the relevant P&I Club. If claimants have any difficulty obtaining this information, they should seek advice from MCA's CPS Branch (telephone 0203 817 2482 or DfT's Maritime Safety and Environment Division (telephone: 0207 944 5452).

The P&I Clubs do not publish formal guidance on their requirements for submitting claims, but the guidance in this appendix and the IOPC Fund's claims manual should generally be appropriate. Claimants may also find the EU Claims Management Guidelines useful. This document can be accessed here:

<http://emsa.europa.eu/publications/guidelines-manuals-and-inventories/download/2145/720/23.html>

Where relevant the IOPC Fund co-operates closely with the relevant P&I Club in assessing and settling claims. In an incident involving the IOPC Fund, claimants should submit full supporting documentation to the tanker owner, the P&I Club or the IOPC Fund. Claimants should notify the IOPC Fund of any claim they have submitted to the owner or P&I Club.

When an incident gives rise to a large number of claims, the P&I Club and the IOPC Fund may jointly set up a local claims office to process claims more easily. If such a claims office is established at the scene of an incident, claimants should submit their claims to that office. The local press should carry details of how to submit claims. The designated surveyor and the joint claims office refer claims to the P&I Club and to the IOPC Fund for decisions on their admissibility.

The IOPC Fund Claims manual can be accessed at <http://www.iopcfund.org/publications.htm>

### **PROCEDURE IN OTHER CASES – NON TANKERS**

Most of the above guidance is just as relevant to claims for compensation arising from all types of marine pollution. However, as the liability and compensation arrangements in such cases are different, such as time limits and requirements for evidence, the claims procedures are likely to vary. Claimants should therefore seek early guidance from the polluter (ship owner or operator) or the relevant insurer, as well as from their own legal advisers.

### **GENERAL – ALL CLAIMS**

Claims should be in writing and must contain the following particulars:

- the name and address of the claimant, and of any representative;
- the identity of the ship or offshore installation involved in the incident;
- the date, place and specific details of the incident if known;
- the type of pollution damage sustained
- the nature of the operations, or response measures, for which the claimant is seeking compensation; and
- the amount of compensation sought.

Supporting documentation should link all the expenses (including disposal) to the actions taken at specific sites (see Figure K1 – Example of Cost Recovery Claim Record).

### **FINANCIAL SECURITY**

When an incident occurs, the accident and all details available, are given promptly to the insurers and owners of the casualty. The MCA Resource and Claims Manager informs the insurer at this early stage that the MCA's intention is to make a claim and requests financial security for the money that the MCA is committing. From experience, this is generally achieved verbally by telephone from the scene of an incident. If it is subsequently found that the financial security requested was inappropriate or unnecessary, the security would be returned to the insurer, i.e. Bunkers Convention or Civil Liability Convention applies.





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## Section 2 Appendices

- 2A Key Forms and Plans
- 2B Stop 4/2001 Scientific, Technical and Operational Advice Note - Advice to  
Local Authorities on the Collection and Handling Of Oil Samples
- 2C STOp3-16 waste management
- 2D CEFAS Poster (2009) titled Identification of the highest priority HNS and  
the prediction of their fate, behaviour and effects.
- 2E Media
- 2F Site Hazards



## 2A. Key Forms and Plans

|       |  |
|-------|--|
| 2Ai   | <b>Checklists, Forms &amp; Reporting - Oil Spill (&amp; Marine Pollution) Assessment</b><br><br>C1 Oil Spill (& Marine Pollution) Assessment Checklist<br>C2 Oil Spill (& Marine Pollution) Assessment Form<br>C3 Incident Briefing Checklist<br>C4 Personal Log Checklist<br>C5 Incident Log Sheet<br>C6 Oil Spill (& Marine Pollution) Sampling Checklist<br>C7 Tier Two Contractor Briefing Report<br>C8 Oil Spill (& Marine Pollution) Progress Report |
| 2Aii  | <b>Action Cards</b><br><br>A1 Observer of the incident<br>A2 Duty Harbour Master<br>A3 Harbour Master (On Scene Commander)<br>A4 Response Team Supervisor (Landside Services/ Operations Manager)<br>A5 Loggist  |
| 2Aiii | <b>Tactical Response Plans 1-5</b><br><br>TRP1 Light Oil<br>TRP2 Spirit (Petroleum etc)<br>TRP3a Heavy Oil – Harbour Area<br>TRP3b Heavy Oil - Pipeline<br>TRP4 Crude Oil<br>TRP5 Non Oil  |
| 2Aiv  | <b>Media Statement</b>   |
| 2Av   | <b>Health and Safety Plan</b>  |



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## i. Checklists, Forms and Reporting

Checklists, Forms & Reporting - Oil Spill (& Marine Pollution) Assessment include the following:

|    |   |
|----|---|
| C1 | Oil Spill (& Marine Pollution) Assessment Checklist |
| C2 | Oil Spill (& Marine Pollution) Assessment Form      |
| C3 | Incident Briefing Checklist                         |
| C4 | Personal Log Checklist                              |
| C5 | Incident Log Sheet                                  |
| C6 | Oil Spill (& Marine Pollution) Sampling Checklist   |
| C7 | Tier Two Contractor Briefing Report                 |
| C8 | Oil Spill (& Marine Pollution) Progress Report      |

The purpose of each checklist is summarised below:

- **Oil Spill (& Marine Pollution) Assessment Checklist (C1)** - Checklist to ensure that the initial assessment of the oil spill is accurate and all aspects likely to affect the classification, quantity and likely fate of the spilled oil are investigated thoroughly.
- **Oil Spill (& Marine Pollution) Assessment Form (C2)** - Form to be completed for initial assessment of the oil spill. Part 1 includes information to be provided with initial report. Part 2 includes supplementary information to be provided.
- **Incident Briefing Checklist (C3)** - Checklist to ensure that all personnel involved in the Incident Management are given a thorough briefing of the incident, and are then able to give a consistent and effective briefing to personnel falling under their management during the incident.
- **Personal Log Checklist (C4)** - Checklist to ensure that all personnel involved in the incident response record correct and relevant information throughout the operation and consistent logs are then able to be submitted to the Duty Harbour Master upon completion for use in subsequent reports and actions.
- **Incident Log Sheet (C5)** - This log sheet should be copied and used by the Log keeper in order that an accurate log can be kept of the incident for use as required during and after the incident.
- **Oil Spill (& Marine Pollution) Sampling Checklist (C6)** - This checklist should be used as a guidance for taking samples of the spilled oil that may be used legally at a later date. By following this checklist ensures that sufficient sample is taken and that it is packaged and labelled correctly. For further information regarding sampling, refer to STOp notice number 04/2001, which is contained in the Appendices to this plan.
- **Tier Two Contractor Briefing Report (C7)** - Tier Two Contractor Briefing Report. Required by the Duty Manager before Mobilisation.
- **Oil Spill (& Marine Pollution) Progress Report (C8)** - Form for reporting progress on Oil Spill (& Marine Pollution).

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| C1  | Oil Spill (& Marine Pollution) Assessment Checklist   |  |
|---|---|--|
| <p>This checklist is designed to assist those personnel who have the responsibility of initially assessing and subsequently assessing the marine pollution incident. These personnel are likely to be:</p> <ul style="list-style-type: none"><li>• Duty Harbour Master</li><li>• Harbour Master</li></ul> |   |  |
| STEP  | GUIDANCE  |  |
| <input type="checkbox"/> Assess safety hazards  |   |  |
| <input type="checkbox"/> Determine oil spill (or marine pollution) Source   | If source unknown, investigate with care. Instigate actions to stop spillage at source <b>IF SAFE TO DO SO!</b>                                     |  |
| <input type="checkbox"/> Estimate quantity of oil (or marine pollution) released if exact amount unknown  |   |  |
| <input type="checkbox"/> Assess prevailing and if possible future weather conditions.   | Determine: <ul style="list-style-type: none"><li>• wind speed and direction</li><li>• state of tide and current speed</li><li>• sea state</li></ul> |  |
| <input type="checkbox"/> Predict oil (or marine pollution) fate; determine direction and speed of oil (or marine pollution) movement in addition to weathering characteristics  |   |  |





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**To:** MCA – NMOC and to other agencies as required  
**Copy:** as required  
**From:** Portland Port

**C2 Oil Spill (& Marine Pollution) Assessment Form**  
**Part 1 – Information which should be provided in an initial pollution report**

A. Classification of Report  
 (i) doubtful (ii) probable (iii) confirmed  
 (Delete as necessary)

B. Date: \_\_\_\_\_ Time: \_\_\_\_\_ pollution observed  
 Identity of Observer/Reporter: \_\_\_\_\_

C. Position of Pollution \_\_\_\_\_  
 (by latitude and longitude if possible, state range and bearing from some prominent landmark)  
 Extent of Pollution \_\_\_\_\_ litres/barrels/tonnes  
 Size of polluted area \_\_\_\_\_ from \_\_\_\_\_  
 (from where sighted) (estimated amount of pollution, e.g. size of polluted area, number of tonnes of oil spilled; or number of containers, drums, etc. lost. When appropriate give position of observer relative to pollution)

D. Wind Speed: \_\_\_\_\_ knots; Direction from: \_\_\_\_\_  
 Tidal status at time pollution observed: \_\_\_\_\_ after/before HW/LW

E. Weather Conditions and sea state:  
 \_\_\_\_\_ sea state/ wave height \_\_\_\_\_ metres

F. Characteristics of Pollution:  
 Type: \_\_\_\_\_  
 (e.g. oil, crude, diesel: packaged or bulk chemicals UN Number if known, garbage)  
 Appearance: \_\_\_\_\_  
 (E.g.: liquids, floating solid, liquid oil, semi-liquid sludge: tarry lumps; weathered oil, discoloration of sea; visible vapour; etc.)

G. Source of Pollution: \_\_\_\_\_  
 (from vessel or other undertaking)  
 Cause of Pollution: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 (apparent deliberate discharge or causality. If the latter give a brief description. Where possible name, type, size, nationality and Port of Registry of polluting vessel. If vessel underway give course speed and destination if known)



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**C2 Oil Spill (& Marine Pollution) Assessment Form continued**  
**Part 1 – Information which should be provided in an initial pollution report**

- H. Details of other vessels in the area: \_\_\_\_\_  
(to be given if the polluter cannot be identified and the spill is considered to be of recent origin)
- J. Photographs taken Yes / No  
Sample taken for analysis Yes / No
- K. Remedial action taken, or intended, to deal with spillage: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- L. Forecast of likely effect of pollution: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ (e.g. arrival on coastline, with  
estimated timing)
- M. Names of those informed and other than addresses:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- N. Any Other relevant information: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ (e.g. names of other witnesses, references to other instances of pollution pointing to source)

**Note: this form should be sent to all relevant external authorities, backed up with telephone notification.**



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**C2 continued**  
**Part 2 – Supplementary information to be provided later**

O. Results of sample analysis \_\_\_\_\_  
\_\_\_\_\_

P. Results of photographic analysis \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Q. Results of supplementary Inquiries: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(e.g. inspection by Surveyors, statements from ship's personnel, etc. if applicable)

R. Results of mathematical models \_\_\_\_\_  
\_\_\_\_\_



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| C3 Incident Briefing Checklist   |       |
|--|-------|
| This checklist is designed to facilitate an effective response team briefing and should be used by supervisory personnel |       |
| STEP   | NOTES |
| <input type="checkbox"/> Specify Safety Hazards  |       |
| <input type="checkbox"/> Extent of Problem<br>Size of spillage, type of oil (or marine pollution), source                |       |
| <input type="checkbox"/> Slick trajectory<br>Tide and Wind conditions  |       |
| <input type="checkbox"/> Response actions<br>Strategies to utilise   |       |
| <input type="checkbox"/> Resource mobilisation<br>Equipment and personnel  |       |
| <input type="checkbox"/> Planning Cycle<br>Meetings schedule   |       |
| <input type="checkbox"/> Additional Information<br>Communications, Waste Disposal, Weather Forecast                      |       |

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| C4  | Personal Log Checklist  |
|---|---|
| This checklist is designed to facilitate and provide consistency in the response teams log keeping. |   |
| ITEM  | GUIDANCE  |
| <input type="checkbox"/> Safety Hazards   | Note potentially unsafe response activities and measures taken to mitigate the hazard.<br>Record all accidents / near miss incidents regardless of how / potentially how serious result   |
| <input type="checkbox"/> Initial Notification   | Record time of notification of oil spill incident and the name of the person informing you.   |
| <input type="checkbox"/> Daily Activities   | Keep a daily record of all response activities undertaken, including time and location.<br>Also include: <ul style="list-style-type: none"><li>• Meetings attended</li><li>• Instructions received / given</li><li>• Site visits and movements</li><li>• Contacts with outside agencies</li></ul> |
| <input type="checkbox"/> Personal Contacts  | Generate a list of relevant contacts made, including contact details.   |
| <input type="checkbox"/> Photographic / Video records   | Note time and location of any photographs / video taken.  |
| <input type="checkbox"/> Oil Distribution   | Make sketches of polluted areas with notes.   |
| <input type="checkbox"/> Site Supervision   | Keep a record of all staff under supervision, including hours of work etc. List all equipment utilised.   |
| <input type="checkbox"/> Expenditure Incurred   | Record all expenditure and keep receipts.   |



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| C6   | Oil Spill (& Marine Pollution) Sampling Checklist   |
|--|---|
| <p>This checklist is designed to give guidance on taking samples of the oil or marine pollution spilled. By following this checklist, it will be possible to ensure that sufficient oil or marine pollution has been collected, packaged correctly, labelled correctly and handled in such a way that it may be used as part of a legal claim / prosecution.</p> |   |
| ITEM   | GUIDANCE  |
| <input type="checkbox"/> Number of samples required  | By law, a single sample of the pollution should be collected. However, it would be desirable to take at least three samples.  |
| <input type="checkbox"/> Sample frequency  | Whenever an incident is ongoing, at least one sample of spilled pollutant should be taken per day, where the pollution is on the water. Where shoreline impact has occurred, then one sample per every 1km of impacted shoreline should be taken per day.   |
| <input type="checkbox"/> Sample size   | Generally, at least 500ml of liquid should be taken or in the case of polluted shoreline, at least 50 grammes.  |
| <input type="checkbox"/> Method of sampling  | Where the pollution is free floating, it is imperative that the pollution is skimmed from the waters surface, and that no excessive amount of water is recovered. Where pollution has impacted on the shoreline then it should be scraped from rocks etc and placed in the sample container.  |
| <input type="checkbox"/> Sealing of sample containers  | Samples should be placed in screw top bottles and the top sealed with a means of ensuring that it cannot be tampered with, such as an adhesive label placed over the top and bottle.  |
| <input type="checkbox"/> Labelling of Samples  | Sample bottle should be labelled in accordance with <b>STOp notice number 4/2001</b> contained in the appendices.<br>See <b>Appendix 2C</b> and <a href="https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes">https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes</a> . |



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|   |   |
|---|---|
| <b>C7</b>   | <b>Tier Two Contractor Briefing Report:<br/>Required by the Duty Manager before Mobilisation</b><br><br><b>Tier Two Contractor: Adler &amp; Allan Ltd</b><br><b>Telephone: (0800) 592 827</b> |
| <b>FAX TO:</b>  | <b>FAX NO:</b>  |
| <b>FROM (Sender's name):</b>  |   |
| <b>POSITION:</b>  |   |
| <b>COMPANY:</b>   |   |
| <b>CONTACT (e.g. phone / fax)</b>   |   |
| <b>1. Designated callout authority</b>  |   |
| 2. Location of spill  |   |
| 3. Time of spill (GMT and local time)   |   |
| 4. Source of Spillage (if known)  |   |
| 5. Quantity (if known)  |   |
| 6. Oil or marine pollution type and characteristics                                     |   |
| 7. Weather conditions and forecast  |   |
| 8. Resources at risk  |   |
| 9. Cleanup resources available on site or others ordered with estimated time of arrival |   |
| 10. Vessel availability for equipment deployment, storage of recovered oil              |   |
| 11. Location of Command Centre  |   |
| 12. Name of On Scene Commander and designated contact(s) and/or deputies                |   |
| 13. General information   |   |
| 14. Tier Two Contractor Mobilisation<br><b>Approved by:</b><br>(Signed and Dated)       |   |



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| <b>C8</b>   |                    | <b>Oil Spill (&amp; Marine Pollution) Progress Report</b> |   |
|---|--------------------|---|---|
| Incident Name:  |                    |   |   |
| Updated by:   |                    |   |   |
| Date:   | Time (local):      |   |   |
| Summary of Incident Response Operations:                  |                    |   |   |
|   |                    |   |   |
| <b>Summary of Incident Response Resource Utilisation:</b> |                    |   |   |
| Number of Recovery Devices:                               |                    | Length of Booms in Use:                                   | m |
| Sorbent Used:   | kg                 | Number of Storage Devices:                                |   |
| Number of Personnel:                                      | Number of Vessels: |   |   |
|   |                    | Number of Vehicles:                                       |   |
| Specialist Equipment                                      |                    |   |   |
|   |                    |   |   |
| <b>Oil Spill Balance Sheet:</b>                           |                    |   |   |
| Total amount of oil (or marine pollution) spilled:        |                    | litres/tonnes   |   |
| Total amount of oil (or marine pollution) recovered:      |                    | litres/tonnes   |   |
| Outstanding amount of spilled oil (or marine pollution):  |                    | litres/tonnes   |   |
| <b>Mass balance:</b>                                      |                    |   |   |
| Estimated Natural Weathering:                             |                    | litres/tonnes   |   |
| Mechanically agitated:                                    |                    | litres/tonnes   |   |
| Chemically dispersed                                      |                    | litres/tonnes   |   |
| Skimmer recovered   |                    | litres/tonnes   |   |
| Sorbent recovered:  |                    | litres/tonnes   |   |
| Manually recovered:                                       |                    | litres/tonnes   |   |
| Other.....  |                    | litres/tonnes   |   |



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## ii. Action Cards

The following section contains 'Action Cards' and 'Checklists' for use during an oil spill or marine pollution incident are include here:

|    |   |
|----|---|
| A1 | Observer of the Incident                              |
| A2 | Duty Harbour Master                                   |
| A3 | Harbour Master (On Scene Commander)                   |
| A4 | Response Team Supervisor (General Manager (Landside)) |
| A5 | Loggist   |

The Action Cards each contain the following four sections:

- **Alert** - lists the different notifications that will be required, both internally and externally.
- **Initial Actions** - actions that will be required to be carried out immediately to initiate the response operation.
- **Further Actions** - actions that will be required to be carried out when the response operation is underway.
- **Final Actions** - actions that will be required to be completed before the response operation can be officially stood down.



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| A1              | Observer of the Incident   |  |
|-----------------|--|--|
| Step            | Actions  | Additional Information   |
| Alert           | <input type="checkbox"/> Notify: <ul style="list-style-type: none"><li>• Duty Harbour Master</li></ul>   | VHF Radio Channel 74, Mobile (07778391557) or Telephone  |
| Initial Actions | <input type="checkbox"/> IF SAFE to do so, attempt to either stop or reduce leakage<br><input type="checkbox"/> Provide as much information as possible, such as: <ul style="list-style-type: none"><li>• location of the spill</li><li>• oil or marine pollution type</li><li>• estimated quantity</li></ul> <input type="checkbox"/> source of spill<br><input type="checkbox"/> Initiate personal log | <b>DO NOT:</b> <ul style="list-style-type: none"><li>• allow naked flames</li><li>• allow operation of non-intrinsically safe equipment</li><li>• allow oil to directly contact skin</li><li>• approach spill site from downwind</li></ul><br><b>Use Incident Log Sheet C5</b> |
| Further Actions | <input type="checkbox"/> Standby to guide response personnel to scene and assist if possible<br><input type="checkbox"/> Act on instructions of the Duty Harbour Master.   |  |
| Final Actions   | <input type="checkbox"/> When finished / unable to lend further assistance, submit log to the Harbour Master   | Include: <ul style="list-style-type: none"><li>• time of events</li><li>• what you saw</li><li>• what you did</li><li>• who arrived and when</li><li>• what they did</li></ul><br><b>Use Incident Log Sheet C5</b>   |



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|                         |  |   |
|-------------------------|--|---|
| <b>A2</b>               | <b>Duty Harbour Master</b>   |   |
| <b>Responsibilities</b> | <ul style="list-style-type: none"> <li>• Verify classification of marine pollution</li> <li>• Liaise with incident vessel regarding status of marine pollution (if applicable)</li> <li>• Assume role of On Scene Commander until relieved then man port office to oversee safe port operations.</li> <li>• Co-ordinate with Oil Spill (&amp; Marine Pollution) Management Team (OMT)</li> <li>• Complete CG77 and submit to National Marine Operations Centre (NMOC)</li> <li>• Initiate Portland Harbour Authority Response</li> <li>• Assume the role of Harbour Master in his absence</li> </ul> |   |
| <b>Step</b>             | <b>Actions</b>   | <b>Additional Information</b>   |
| <b>Alert</b>            | <input type="checkbox"/> NMOC<br><input type="checkbox"/> Harbour Master   | Mobile phone, Telephone   |
| <b>Initial Actions</b>  | <input type="checkbox"/> Proceed to incident location<br><input type="checkbox"/> Provide on scene co-ordination of the incident response<br><input type="checkbox"/> Investigate cause / source of marine pollution<br><input type="checkbox"/> Communicate all information to the Harbour Master<br><input type="checkbox"/> Take samples of marine pollution<br><input type="checkbox"/> Initiate personal log<br><input type="checkbox"/> Take photographic evidence<br><input type="checkbox"/> Collect evidence and take statements  | Stopped or ongoing<br><br>Use <b>STOp Notice 04/2001 (Appendix 2A)</b> and Checklist C6<br>Use Log Sheets – C4 and C5<br>Use Sample kit |
| <b>Further Actions</b>  | <input type="checkbox"/> Provide detailed situation reports to the Harbour Master<br><input type="checkbox"/> Survey the shoreline   |   |
| <b>Final Actions</b>    | <input type="checkbox"/> Submit personal log to the Harbour Master<br><input type="checkbox"/> Attend debrief  | Use Incident Log Sheet C5   |



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| A3                      | Harbour Master (On Scene Commander)  |   |
|-------------------------|--|---|
| <b>Responsibilities</b> | <ul style="list-style-type: none"> <li>• Confirm / amend initial classification</li> <li>• Approve Initial Pollution Report and confirm that telephone notification or notification via form C2 has been sent to all relevant external authorities</li> <li>• Manage the Portland Port Authority response</li> <li>• Authorise expenditure</li> <li>• Mobilise Tier 2 Contractor</li> <li>• Convene Oil Spill (&amp; Marine Pollution) Management Team (OMT)</li> <li>• Approve Press Statements</li> <li>• Amend Oil Spill &amp; Marine Pollution Contingency Plan</li> </ul> |   |
| Step                    | Actions  | Additional Information  |
| <b>Alert</b>            | <ul style="list-style-type: none"> <li><input type="checkbox"/> Tier 2 Contractor -</li> <li><input type="checkbox"/> External Organisations as required</li> <li><input type="checkbox"/> Complete Initial Pollution Report Form and submit to NMOC</li> </ul>  | <p style="color: red;">see C1 and C7</p> <p>NE, EA, MMO, Local &amp; County Authorities</p> <p style="color: red;">See C2</p> |
| <b>Initial Actions</b>  | <ul style="list-style-type: none"> <li><input type="checkbox"/> Verify / amend marine pollution classification</li> <li><input type="checkbox"/> Liaise with the Duty Harbour Master and Duty Officer (Landside) for updated sitrep</li> <li><input type="checkbox"/> Convene OMT</li> <li><input type="checkbox"/> Authorise mobilisation of Tier 2 Contractor</li> </ul>   | Refer Section 1   |
| <b>Further Actions</b>  | <ul style="list-style-type: none"> <li><input type="checkbox"/> Chair OMT meetings</li> <li><input type="checkbox"/> Establish communications with the PHAL press liaison team</li> <li><input type="checkbox"/> Constantly review the strategy being employed and advise of changes where necessary</li> <li><input type="checkbox"/> Approve all expenditure commitments</li> </ul>  | Via Chief Exec and Head of Finance  |
| <b>Final Actions</b>    | <ul style="list-style-type: none"> <li><input type="checkbox"/> Terminate the clean-up</li> <li><input type="checkbox"/> Collate personal logs.</li> <li><input type="checkbox"/> Prepare the incident report</li> <li><input type="checkbox"/> Full debrief involving all members.</li> <li><input type="checkbox"/> Amend 'Plan' as required.</li> </ul>   | Use Incident Log Sheets C5  |



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|                         |   |  |
|-------------------------|---|--|
| <b>A4</b>               | <b>Response Team Supervisor (General Manager (Landside))</b>  |  |
| <b>Responsibilities</b> | <ul style="list-style-type: none"> <li>• Answerable to the On Scene Commander</li> <li>• Welfare of team of operators</li> <li>• Confirm / amend initial classification to the Acting On Scene Commander</li> <li>• Re-assess the operational site</li> <li>• Muster beach teams / operators, and issue safety induction / refresher safety training</li> <li>• Delegate the roles for the operators according to the operational plan for the day</li> <li>• Make known the assembly point, first aid post and evacuation procedure</li> <li>• Check safety equipment (PPE) of all personnel attending spill site (this responsibility may be delegated to a Site Supervisor)</li> </ul> |  |
| <b>Step</b>             | <b>Actions</b>  | <b>Additional Information</b>  |
| <b>Alert</b>            |   |  |
| <b>Initial Actions</b>  | <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Test and establish communications</b></li> <li><input type="checkbox"/> Verify / Amend Spill Classification</li> <li><input type="checkbox"/> Carry out formal site risk assessment</li> <br/> <li><input type="checkbox"/> Develop a Site Safety Plan</li> <li><input type="checkbox"/> Check PPE of operators</li> <li><input type="checkbox"/> Initiate Personal Log</li> <li><input type="checkbox"/> Ensure machinery pre-start checks have been carried out by operators</li> <li><input type="checkbox"/> Commence work</li> </ul>  | <p><b>VHF / Mobile</b></p> <p><i>Continue to monitor the welfare of the operators throughout the days events</i></p> <p>Using site plan depicting area drawn up on a daily basis</p> |
| <b>Further Actions</b>  | <ul style="list-style-type: none"> <li><input type="checkbox"/> Hand over the Site Safety Plan at end of day to the On Scene Commander</li> <li><input type="checkbox"/> Collect personal logs from operators</li> <li><input type="checkbox"/> Constantly review the strategy being employed and advise of changes where necessary to the On Scene Commander</li> <li><input type="checkbox"/> De-contaminate operators</li> <li><input type="checkbox"/> Brief On Scene Commander</li> <li><input type="checkbox"/> For Tier 2/3 Incidents, assist Overall Incident Commander</li> </ul>  |  |



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| A4                   | Response Team Supervisor (General Manager (Landside)) (cont.)  |                        |
|----------------------|--|------------------------|
| Step                 | Actions  | Additional Information |
| <b>Final Actions</b> | <ul style="list-style-type: none"><li><input type="checkbox"/> Authorise Termination of Tier One clean-up</li><li><input type="checkbox"/> Prepare the incident report</li><li><input type="checkbox"/> Hold full debriefs involving all members.</li><li><input type="checkbox"/> Submit personal Log / Incident Report to the Harbour Master</li></ul> |                        |



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| A5                   |  |   |
|----------------------|--|---|
| Loggist              |  |   |
| Step                 | Actions  | Additional Information  |
| <b>Requirement</b>   | A formal record of all information, actions and decisions (IDA's) must be maintained during a disruption.  | These records are subject to post-incident review by the public, inquiry tribunals, insurers, courts etc. If these records do not stand up to scrutiny, the school can get into legal difficulties.   |
| <b>Actions</b>       | The role of a loggist is to:<br>During the disruption, normally in a meeting environment, record:<br>o Information I<br>o Decisions D<br>o Actions A   | Loggists will ideally have had some experience in maintaining a written record of meetings attended by more than 10 people. Furthermore it will be preferable that they:<br>Are confident to challenge / communicate effectively at senior management levels.<br>Have clear and legible handwriting.<br>Have a good understanding of the English language, both spoken and written.<br>Be focussed. |
| <b>Final Actions</b> | Discuss and review actions taken with staff/governors.<br>• Update guidance sheets, if applicable.<br>• Thank people for their co-operation.<br>• Keep the records in a secure, safe environment | These records could be subject to post-incident review by the public, inquiry tribunals, insurers, courts etc.  |



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### iii. **Tactical Response Plans 1 - 5**

Tactical Response Plans give details of what tactics should be employed and considerations / requirements that should be complied with or made before implementing the plan:

|       |                          |
|-------|--------------------------|
| TRP1  | Light Oil                |
| TRP2  | Spirit (Petroleum etc)   |
| TRP3a | Heavy Oil – Harbour Area |
| TRP3b | Heavy Oil - Pipeline     |
| TRP4  | Crude Oil                |
| TRP5  | Non Oil                  |



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| <b>TACTICAL RESPONSE PLAN 1</b>  |   |
|--|---|
| <b>Location:</b> Inner & Outer Harbour   | <b>Type:</b> Light Oil                          |
| <b>Primary Strategy:</b> Containment   | <b>Secondary Strategy:</b> Recovery/ Absorbents |
| <b>Overview:</b><br>Light oils (such as diesel) evaporate and disperse quite rapidly in the correct environment. If it is possible to contain the marine pollution close to its source then this should be undertaken, thereby reducing the overall area where an active clean up is required. Recovery of the gross light oil may be undertaken by vacuum systems/ trucks and 'final polishing' by using absorbent pads. Absorbent booms may be used to sweep the spillage using small vessels.   |   |
| <b>Safety:</b> <ul style="list-style-type: none"><li>▪ <b>STOP ALL OPERATIONS IN THE AFFECTED AREA OF THE HARBOUR</b></li><li>▪ <b>Prohibit smoking and Naked Flames</b></li><li>▪ <b>Refer to spilled substance safety data sheet</b></li><li>▪ <b>Ensure all personnel wear full PPE</b></li><li>▪ <b>Persons using vessels / working on the waters edge should use lifejackets.</b></li></ul>   |   |
| <b>Tactical Response:</b> <ul style="list-style-type: none"><li>▪ <b>Stop all port operations in affected area of the harbour</b></li><li>▪ Ensure source of leak is isolated</li><li>▪ If possible, boom the spillage close to its source.</li><li>▪ Once light oil contained, commence recovery using vacuum system / truck</li><li>▪ Use small boats and an absorbent boom sweep system to corral light oil and move to the vacuum system / truck.</li><li>▪ For small patches of spilled oil, use absorbent pads to remove from the waters surface.</li></ul>  |   |
| <b>Considerations / Requirements:</b> <ul style="list-style-type: none"><li>▪ As the harbour is subject to tidal influences, it will be necessary to attach all containment booms to 'running moorings' to allow them to rise and fall with the tide.</li><li>▪ If the area where the spillage has occurred dries out at low water, then it will be necessary to utilise shore sealing type booms.</li><li>▪ It is essential that all recovered light oil and absorbents are disposed of in the correct manner. If it is necessary to use temporary storage devices, then the Environment Agency should be consulted regarding any licensing requirements.</li></ul> |   |



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| <b>TACTICAL RESPONSE PLAN 2</b>  |   |
|--|---|
| <b>Location:</b> Inner & Outer Harbour   | <b>Type:</b> Spirit (Petroleum etc)               |
| <b>Primary Strategy:</b> Monitor   | <b>Secondary Strategy:</b> Agitation / Absorbents |
| <b>Overview:</b> <p>Spirit will spread rapidly over the water surface. It is likely to evaporate rapidly in the first few hours after a spillage, due to the many light ends. Spirit spills in an enclosed environment pose an explosive hazard. There is little that can be done actively to recover spirit from the water surface. The most acceptable strategy is usually to encourage the products to evaporate and disperse naturally.</p>  |   |
| <b>Safety:</b> <ul style="list-style-type: none"><li>▪ <b>STOP ALL OPERATIONS IN THE AFFECTED AREA OF THE HARBOUR</b></li><li>▪ Prohibit smoking and Naked Flames</li><li>▪ Evacuate the area</li><li>▪ <u>DO NOT</u> attempt to contain the spillage – allow it to spread</li><li>▪ Call the Emergency Services</li><li>▪ Refer to spilled substance safety data sheet</li></ul>  |   |
| <b>Tactical Response:</b> <ul style="list-style-type: none"><li>▪ <b>STOP ALL PORT OPERATIONS IN THE AFFECTED AREA OF THE HARBOUR!</b></li><li>▪ Ensure source of leak is isolated</li><li>▪ The initial tactical response to this incident is to do nothing for the first few hours apart from considering the <b>SAFETY</b> of life.</li><li>▪ The Emergency Services should be consulted on the initial response effort</li><li>▪ When considered to be safe, assist the dispersion of the product by agitating the spillage using water jets / fire hoses and possibly the propeller wash / bow waves of vessels.</li><li>▪ When considered to be safe, assist the dispersion of the product by agitating the spillage using water jets / fire hoses and possibly the propeller wash / bow waves of vessels. – remove, this is suitable for some oil types, but would not be safe to use in petrol, allow to naturally disperse.</li></ul> |   |
| <b>Considerations / Requirements:</b> <ul style="list-style-type: none"><li>▪ the Emergency Services may as a primary response consider appropriate action is to smother the spillage with foam to inhibit Fire and Explosion. If it is considered to be <b>SAFE</b> not to smother the spillage, this should be encouraged. The reasoning behind this is that up to 80% of a spirit spillage on water may evaporate rapidly. If the spillage is smothered, evaporation will not take place, and there will become a need for a major manual clean up operation to be undertaken.</li><li>▪ <b>No chemicals should be used except where they have been approved by the MMO.</b></li></ul>  |   |



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| <b>TACTICAL RESPONSE PLAN 3a</b>  |  |
|---|--|
| <b>Location:</b> Harbour Area   | <b>Type:</b> Heavy Oil                           |
| <b>Primary Strategy:</b> Containment  | <b>Secondary Strategy:</b> Recovery / Dispersant |
| <p><b>Overview:</b></p> <p>Heavy oils (also known as Heavy Fuels Oils (HFO's)) do not evaporate and disperse as readily as light oils and spirits. It is for this reason that they are referred to as 'Persistent Oils'. For heavy oils it is therefore necessary to contain the oil near its source of spillage and then to actively recover the oil from the water surface. For large amounts of heavy oil spilled in open seas, chemical dispersants may sometimes be used to disperse the oil into the water column (see section on dispersants later in this 'Plan'). It is essential to consult the MMO as to whether dispersant use would be beneficial and for the MMO to grant formal approval for dispersant use before any dispersants are used in the inner and outer harbour waters.</p>   |  |
| <p><b>Safety:</b></p> <ul style="list-style-type: none"> <li>▪ <b>STOP ALL PORT OPERATIONS IN THE AFFECTED AREA OF THE HARBOUR!</b></li> <li>▪ Prohibit smoking and Naked Flames</li> <li>▪ Refer to spilled substance safety data sheet</li> <li>▪ Ensure all personnel wear full PPE</li> <li>▪ Persons using vessels / working on the waters edge should use lifejackets.</li> </ul>   |  |
| <p><b>Tactical Response:</b></p> <ul style="list-style-type: none"> <li>▪ Stop all port operations in affected area of the harbour</li> <li>▪ Place Tier 2 Contractor on stand by</li> <li>▪ Ensure source of leak is isolated</li> <li>▪ If possible, contain the spillage close to its source.</li> <li>▪ Once heavy oil spill contained, commence recovery using disc or weir skimmers, pumped to temporary storage tanks that should be located on the quayside.</li> <li>▪ Use small boats and an absorbent boom sweep system to corral oil and move to the recovery device.</li> <li>▪ Where sensitive areas lie in the vicinity of the spillage (see Data section of this 'Plan'), undertake protective / deflection booming of these areas.</li> <li>▪ For small patches of spilled oil, use absorbent pads to remove from the waters surface.</li> <li>▪ Agreement to apply dispersant must always be obtained from the MMO before any use of dispersant is undertaken.</li> </ul> |  |



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| <b>TACTICAL RESPONSE PLAN 3a continued</b>  |  |
|---|--|
| <b>Location:</b> Harbour Area   | <b>Type:</b> Heavy Oil                           |
| <b>Primary Strategy:</b> Containment  | <b>Secondary Strategy:</b> Recovery / Dispersant |
| <b>Considerations / Requirements:</b> <ul style="list-style-type: none"><li>▪ As the Harbour is subject to tidal influences, it will be necessary to attach all containment booms to 'running moorings' to allow them to rise and fall with the tide.</li><li>▪ If the area where the spillage has occurred dries out at low water, then it will be necessary to utilise shore sealing type booms.</li><li>▪ It is essential that all recovered oil and absorbents are disposed of in the correct manner. If it is necessary to use temporary storage devices, then the EA should be consulted regarding any waste licensing requirements.</li><li>▪ <b>No dispersant should be used except where they have been approved by the MMO.</b></li></ul> |  |



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

| <b>TACTICAL RESPONSE PLAN 3b</b>   |  |
|--|--|
| <b>Location:</b> PIPELINE  | <b>Type:</b> Heavy Oil                           |
| <b>Primary Strategy:</b> Containment   | <b>Secondary Strategy:</b> Recovery / Dispersant |
| <b>Overview:</b> <p>Heavy oils (also known as Heavy Fuels Oils (HFO's)) do not evaporate and disperse as readily as light oils and spirits. It is for this reason that they are referred to as 'Persistent Oils'. For heavy oils it is therefore necessary to contain the oil near its source of spillage and then to actively recover the oil from the water surface. For large amounts of heavy oil spilled in open seas, chemical dispersants may sometimes be used to disperse the oil into the water column (see section on dispersants later in this 'Plan'). It is essential to consult the MMO as to whether dispersant use would be beneficial and for the MMO to grant formal approval for dispersant use before any dispersants are used in the inner and outer harbour waters.</p> <p>The pipeline is fully bunded with a saveall designed to carry maximum capacity of product in the event of a failure. It may be necessary to construct a damming system, or utilise shore-sealing booms, to assist recovery.</p> <p>Heavy oils on release are likely to increase in viscosity, particularly during winter months, therefore minimising spread but hindering pumping operations.</p> |  |
| <b>Safety:</b> <ul style="list-style-type: none"><li>▪ STOP ALL OPERATIONS IN THE AFFECTED AREA OF THE HARBOUR</li><li>▪ Prohibit smoking and Naked Flames</li><li>▪ Refer to spilled substance safety data sheet</li><li>▪ Ensure all personnel wear full PPE</li><li>▪ Persons using vessels / working on the waters edge should use lifejackets.</li><li>▪ Be aware of added slip hazards and danger of secondary contamination.</li></ul>  |  |
| <b>Tactical Response:</b> <ul style="list-style-type: none"><li>▪ Stop all port operations in affected area of the harbour</li><li>▪ Place Tier 2 Contractor on stand by</li><li>▪ If possible, contain the spillage close to its source.</li><li>▪ Isolation of pipeline of utmost importance</li><li>▪ Consider use of damming material within bunded area.</li><li>▪ Heating of oil may be necessary to assist transfer of waste.</li><li>▪ Specialist Heavy Oil pumps may be required for on water recovery</li></ul> <p>Agreement to apply dispersant must always be obtained from the MMO before any use of dispersant is undertaken.</p>  |  |



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

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| TACTICAL RESPONSE PLAN 3b continued  |   |
|--|---|
| Location: PIPELINE   | Type: Heavy Oil                           |
| Primary Strategy: Containment  | Secondary Strategy: Recovery / Dispersant |
| <b>Considerations / Requirements:</b> <ul style="list-style-type: none"><li>▪ As the Harbour is subject to tidal influences, it will be necessary to attach all containment booms to 'running moorings' to allow them to rise and fall with the tide.</li><li>▪ If the area where the spillage has occurred dries out at low water, then it will be necessary to utilise shore sealing type booms.</li><li>▪ It is essential that all recovered oil and absorbents are disposed of in the correct manner. If it is necessary to use temporary storage devices, then the EA should be consulted regarding any waste licensing requirements.</li><li>▪ <b>No dispersant should be used except where the MMO has approved their specific use.</b></li></ul> |   |



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

| TACTICAL RESPONSE PLAN 4  |  |
|---|--|
| <b>Location:</b> Harbour Area   | <b>Type:</b> Crude Oil                           |
| <b>Primary Strategy:</b> Containment  | <b>Secondary Strategy:</b> Recovery / Dispersant |
| <b>Overview:</b> <p>Crude oils spilled on water may initially evaporate and disperse rapidly due to light ends they contain. However, once the light ends have evaporated, the crude oil becomes persistent. For crude oil spills like this, it is necessary to contain the crude oil near its source of spillage and then to actively recover the oil from the water surface. For large amounts of crude oil spilled of this type in open seas, chemical dispersants may sometimes be used to disperse the crude oil into the water column. It is essential to consult the MMO as to whether dispersant use would be beneficial and for the MMO to grant formal approval for dispersant use.</p>   |  |
| <b>Safety:</b> <ul style="list-style-type: none"><li>▪ STOP ALL OPERATIONS IN THE AFFECTED AREA OF THE HARBOUR</li><li>▪ Prohibit smoking and Naked Flames</li><li>▪ Refer to spilled substance safety data sheet</li><li>▪ Ensure all personnel wear full PPE</li><li>▪ Persons using vessels / working on the waters edge should use lifejackets.</li></ul>   |  |
| <b>Tactical Response:</b> <ul style="list-style-type: none"><li>▪ Stop all port operations in affected area of the harbour</li><li>▪ Place Tier 2 Contractor on stand by</li><li>▪ Ensure source of leak is isolated</li><li>▪ If possible, contain the spillage close to its source.</li><li>▪ Once the oil spill is contained, commence recovery using Disc or Weir Skimmers, pumped to temporary storage tanks that should be located on the quayside.</li><li>▪ Use small boats and an absorbent boom sweep system to corral oil and move to the recovery device.</li><li>▪ Where sensitive areas lie in the vicinity of the spillage (see Data section of this 'Plan'), undertake protective / deflection booming of these areas.</li><li>▪ For small patches of spilled oil, use absorbent pads to remove from the water surface.</li><li>▪ If the crude oil spill is particularly large in size, it may be appropriate to use chemical dispersants to disperse the spillage into the water column. No dispersant should be used unless approval has been secured from the MMO.</li><li>▪ If dispersants are used, then the small amounts of oil that have not been dispersed should be removed by vacuum truck / system.</li></ul> |  |



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

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| <b>TACTICAL RESPONSE PLAN 4 continued</b>  |  |
|--|--|
| <b>Location:</b> Harbour Area  | <b>Type:</b> Crude Oil                           |
| <b>Primary Strategy:</b> Containment   | <b>Secondary Strategy:</b> Recovery / Dispersant |
| <b>Considerations / Requirements:</b> <ul style="list-style-type: none"><li>▪ As the Port is subject to tidal influences, it will be necessary to attach all containment booms to 'running moorings' to allow them to rise and fall with the tide.</li><li>▪ If the area where the spillage has occurred dries out at low water, then it will be necessary to utilise shore sealing type booms.</li><li>▪ It is essential that all recovered crude oil and absorbents are disposed of in the correct manner. If it is necessary to use temporary storage devices, then the EA should be consulted regarding any waste licensing requirements.</li><li>▪ <b>No dispersants should be used except where the MMO has approved their specific use.</b></li></ul> |  |





Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

| <b>TACTICAL RESPONSE PLAN 5</b>   |  |
|---|--|
| <b>Location:</b> Inner & Outer Harbour  | <b>Type:</b> Non - Oil                           |
| <b>Primary Strategy:</b> Containment  | <b>Secondary Strategy:</b> Recovery / Dispersant |
| <p><b>Overview:</b></p> <p>Chemical identification is a key step in emergency management for hazardous chemical incidents. Eyewitness accounts of explosions, fire, spilled chemical behaviour or symptoms of those exposed to chemical effects may inform chemical identification. Thereafter details of cargo manifests, safety data sheets and labels are essential to prioritise action for managing HNS containment/treatment and removal. As an incident evolves, the HNS threat to humans and the environment may dictate different response priorities.</p> <p>Those HNS that can cause explosions, fires or noxious gas clouds represent a threat to a wider sea area as well as to the emergency or salvage teams and therefore require most immediate prioritisation for action. Factors such as sea state, wind direction and proximity to different human or environmental sensitivities will also have an important influence on HNS prioritisation.</p> <p><b>Appendix 2B</b> includes a copy of a CEFAS Poster (2009) titled Identification of the highest priority HNS and the prediction of their fate, behaviour and effects.</p> <p>Portland Harbour Authority will:</p> <ul style="list-style-type: none"> <li>• Work in close co-operation with relevant berth operators, the Emergency Services, Local Authorities and other Agencies to ensure a common understanding and approach to HNS issues and incidents.</li> <li>• Provide appropriate training for operational and support staff likely to be involved in a response to an HNS incident, in collaboration with Terminal Operators, where appropriate.</li> <li>• Use modelling and habitat mapping to assist decision making and incident monitoring.</li> <li>• In response to any HNS incident, the port will give over-riding priority to the health, safety and welfare of port staff and other personnel in the event of an HNS incident.</li> </ul> <p>Portland Harbour Authority will also take the appropriate actions to:</p> <ul style="list-style-type: none"> <li>• Alert external organisations as required by the circumstances;</li> <li>• Maintain effective communication with port users;</li> <li>• Maintain overall navigational safety;</li> <li>• Maintain operational safety at the scene;</li> <li>• Minimising environmental impact and resulting damage;</li> <li>• Minimise the risks of escalation of the incident.</li> </ul> <p>See also sections 1.7.2 and 1.7.9.</p> |  |
| <p><b>Safety:</b></p> <ul style="list-style-type: none"> <li>▪ <b>STOP ALL OPERATIONS IN THE AFFECTED AREA OF THE HARBOUR</b></li> <li>▪ <b>Prohibit smoking and Naked Flames</b></li> <li>▪ <b>Refer to spilled substance safety data sheet</b></li> <li>▪ <b>Ensure all personnel wear full PPE</b></li> <li>▪ <b>Persons using vessels / working on the waters edge should use lifejackets.</b></li> </ul>   |  |

| <b>TACTICAL RESPONSE PLAN 5 continued</b> |                        |
|---|------------------------|
| <b>Location:</b> Inner & Outer Harbour    | <b>Type:</b> Non - Oil |



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

| Primary Strategy: Containment  | Secondary Strategy: Recovery / Dispersant |
|--|---|
| <p><b>Tactical Response:</b></p> <ul style="list-style-type: none"><li>▪ <b>STOP ALL PORT OPERATIONS IN THE AFFECTED AREA OF THE HARBOUR!</b></li><li>▪ <b>Place Tier 2 Contractor on stand by</b></li><li>▪ If possible, contain the spillage close to its source.</li><li>▪ Once spill contained, commence recovery using appropriate equipment, pumped to temporary storage tanks located on the quayside.</li><li>▪ Use small boats and an absorbent boom sweep system to corral oil and move to the recovery device.</li><li>▪ Where sensitive areas lie in the vicinity of the spillage (see Data section of this 'Plan'), undertake protective / deflection booming of these areas.</li><li>▪ For small patches, use absorbent pads to remove from the waters surface.</li><li>▪ <b>Agreement to apply dispersant within Port Limits must always be obtained from the MMO before any use of dispersant is undertaken anywhere in the Harbour or other waters controlled by Portland Port.</b></li></ul> |   |
| <p><b>Considerations / Requirements:</b></p> <ul style="list-style-type: none"><li>▪ As the Harbour is subject to tidal influences, it will be necessary to attach all containment booms to 'running moorings' to allow them to rise and fall with the tide.</li><li>▪ If the area where the spillage has occurred dries out at low water, then it will be necessary to utilise shore sealing type booms.</li><li>▪ It is essential that all pollution recovered is disposed of in the correct manner. If it is necessary to use temporary storage devices, then the EA should be consulted regarding any waste licensing requirements.</li><li>▪ <b>No dispersant should be used except where the MMO has approved their specific use.</b></li></ul>  |   |



## iv. **Media Statements**

The following should be used as a template for the first media statement and should be adapted to provide updated information to the media.



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

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The following should be used as a template for the first media statement and should be adapted to provide updated information to the media.

|  |
|--|
| Timed at <b>[24-hr-clock]</b> on <b>[day, date, month, year]</b>   |
| At <b>[24-hr-clock]</b> on <b>[day, date, month, year]</b><br>we regret to announce that a pollution incident has occurred at <b>[location to include Isle of Portland, Dorset, UK]</b> .  |
| The pollution type <b>[insert oil type or marine pollution type]</b><br>The estimated quantity spilled is <b>[insert number]</b> litres / tonnes, OR<br>The pollution <b>[state type]</b> and quantity spilled is not yet known. |
| Portland Harbour Authority has begun pollution response measures and is investigating the cause.   |
| NEXT PRESS STATEMENT AT ..... HRS [plus location if face-to-face briefing]   |
| Media representatives can register and login for more information at <b>[dark site URL]</b><br>Telephone: 01305 824044 (Communications team)<br>Twitter: <b>[to be added]</b>  |



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

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## v. **Health and Safety Plan**

The following should be used as a template for the site specific Health and Safety Plan



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

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Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

| Site Specific Health and Safety Plan<br>Assessment Form |   |  |   |   |                                       |
|---|---|--|---|---|---------------------------------------|
| <b>1. APPLIES TO SITE :</b>                             |   |  |   |   |                                       |
| <b>2. DATE :</b>  |   | <b>3. TIME :</b>                                   |   | <b>4. INCIDENT :</b>                      |                                       |
| <b>5. PRODUCT(S) :</b>                                  |   |  |   | (Attach MSDS)                             |                                       |
| <b>6. Site Characterisation</b>                         |   |  |   |   |                                       |
| <b>6a. Area</b>   | <input type="checkbox"/> Open water           | <input type="checkbox"/> Inshore water             | <input type="checkbox"/> River                  | <input type="checkbox"/> Saltmarsh        | <input type="checkbox"/> Mudflats     |
|   | <input type="checkbox"/> Shoreline            | <input type="checkbox"/> Sand                      | <input type="checkbox"/> Shingle                | <input type="checkbox"/> Docks            |                                       |
| <b>6b. Use</b>  | <input type="checkbox"/> Commercial           | <input type="checkbox"/> Industrial                | <input type="checkbox"/> Public                 | <input type="checkbox"/> Government       | <input type="checkbox"/> Recreational |
|   | <input type="checkbox"/> Residential          | <input type="checkbox"/> Other                     |   |   |                                       |
| <b>7. Site Hazards</b>                                  |   |  |   |   |                                       |
|   | <input type="checkbox"/> Boat safety          | <input type="checkbox"/> Fire, explosion           | <input type="checkbox"/> Slips, trips and falls |   |                                       |
|   | <input type="checkbox"/> Chemical hazards     | <input type="checkbox"/> Heat stress               | <input type="checkbox"/> Steam and hot water    |   |                                       |
|   | <input type="checkbox"/> Cold stress          | <input type="checkbox"/> Helicopter operations     | <input type="checkbox"/> Tides                  |   |                                       |
|   | <input type="checkbox"/> Drum handling        | <input type="checkbox"/> Lifting                   | <input type="checkbox"/> Trenches, excavations  |   |                                       |
|   | <input type="checkbox"/> Equipment operations | <input type="checkbox"/> Motor vehicles            | <input type="checkbox"/> Visibility             |   |                                       |
|   | <input type="checkbox"/> Electrical hazards   | <input type="checkbox"/> Noise                     | <input type="checkbox"/> Weather                |   |                                       |
|   | <input type="checkbox"/> Fatigue              | <input type="checkbox"/> Overhead/buried utilities | <input type="checkbox"/> Work near water        |   |                                       |
|   | <input type="checkbox"/> Others               | <input type="checkbox"/> Pumps and hoses           |   |   |                                       |
| <b>8. Air Monitoring (Oil company incident)</b>         |   |  |   |   |                                       |
|   | <input type="checkbox"/> O <sub>2</sub>       | <input type="checkbox"/> LEL                       | <input type="checkbox"/> Benzene                | <input type="checkbox"/> H <sub>2</sub> S | <input type="checkbox"/> Other        |
| <b>9. Personal Protective Equipment</b>                 |   |  |   |   |                                       |
| <input type="checkbox"/> Foot Protection                |   | <input type="checkbox"/> Coveralls                 |   |   |                                       |
| <input type="checkbox"/> Head Protection                |   | <input type="checkbox"/> Impervious suits          |   |   |                                       |
| <input type="checkbox"/> Eye Protection                 |   | <input type="checkbox"/> Personal Floatation       |   |   |                                       |
| <input type="checkbox"/> Ear Protection                 |   | <input type="checkbox"/> Respirators               |   |   |                                       |
| <input type="checkbox"/> Hand Protection                |   | <input type="checkbox"/> Other                     |   |   |                                       |
| <b>10. Site Facilities</b>                              |   |  |   |   |                                       |
| <input type="checkbox"/> Sanitation                     | <input type="checkbox"/> First Aid            | <input type="checkbox"/> Decontamination           |   |   |                                       |
| <b>11. Contact details :</b>                            |   |  |   |   |                                       |
| <input type="checkbox"/> Doctor                         |   | Phone  |   |   |                                       |
| <input type="checkbox"/> Hospital                       |   | Phone  |   |   |                                       |
| <input type="checkbox"/> Fire                           |   | Phone  |   |   |                                       |
| <input type="checkbox"/> Police                         |   | Phone  |   |   |                                       |
| <input type="checkbox"/> Other                          |   | Phone  |   |   |                                       |
| <b>12. Date Plan Completed</b>                          |   |  |   |   |                                       |
| <b>13. Plan Completed by</b>                            |   |  |   |   |                                       |



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

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**SCIENTIFIC, TECHNICAL AND OPERATIONAL ADVICE NOTE**  
**- STOp 4/2001**

**IMPORTANT**

**This STOp notice replaces STOp 2/98, please destroy your copy of STOp**  
**2/98**

**ADVICE TO LOCAL AUTHORITIES ON THE COLLECTION AND  
HANDLING OF OIL SAMPLES**

1. Background
2. Sampling From The Sea And Shoreline
3. Size Of Samples
4. Methods Of Collecting Samples
5. Bottling, Sealing, Packaging And Boxing Of Samples
6. Labelling And Addressing Of Samples
7. Transportation Of Samples
8. Handling Of Samples For Bonn Agreement States

**Appendices**

Appendix A : Oil Pollution Sample – Standard Label

Appendix B : Collection of Sample – Standard Form

*Note: This document should be read in conjunction with:*

- STOp 1/2001 - The Environment Group and Maritime pollution response in the UK.
- STOp 2/2001 - The Establishment, Management Structure, Roles and Responsibilities of a Shoreline Response Centre during a Maritime Pollution Incident in the United Kingdom.
- The National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP).

All extant MCA STOp notices may be found on the MCA web site: [www.mcga.gov.uk](http://www.mcga.gov.uk) and

all enquires regarding this and other MCA STOp notices should be directed to [meor\\_meor@mcga.gov.uk](mailto:meor_meor@mcga.gov.uk)

## 1. BACKGROUND

Where an oil pollution incident is thought to have arisen from an illegal operational discharge an effort should be made to collect a sample of the pollutant and, if possible, matching samples from the suspect ship or other source for analysis, comparison, and possible subsequent use in legal proceedings. Samples of the pollutant may need to be taken from the sea or coastline. When beach pollution has occurred, local authorities or HM Coastguard would usually take the necessary samples. For advice on sampling at sea, contact the Counter Pollution Branch of the Maritime and Coastguard Agency (MCA) on 02380 329483. This notice sets out the procedures to be followed when collecting and handling oil samples.

The MCA's Enforcement Unit will collect evidence concerning pollution incidents from shipping at sea, upon which a decision will be made as to prosecute or not. In England, Wales and Northern Ireland the MCA will conduct prosecutions. In Scotland the case will be presented to the Procurator Fiscal for action.

If samples are likely to be used in connection with legal proceedings then the following procedures should be implemented:

### **In England and Wales**

Although a single sealed sample of each type of pollutant is required by law, MCA would prefer three samples to be collected.

### **In Scotland**

There is no longer a legal requirement for three sealed samples of each type of pollutant in Scotland but as in England MCA recommend three samples: one for analysis, a second to be handed to the owner or master of the suspect vessel for retention and any appropriate action, and the third for production in court, where the prosecution will be handled by the local Procurator Fiscal.

### **In Northern Ireland**

Although the law in Northern Ireland concerning this matter is the same as that in England and Wales, the Director of Public Prosecutions, who is responsible for handling prosecutions in Northern Ireland has asked that for the sake of safety, three sealed samples of each type of pollutant should be provided on the same basis as in Scotland.

Responsibility for the collection of oil samples in Northern Ireland rests with Environment and Heritage Service, Department of the Environment (Northern Ireland).

Samples will usually be requested by a scientist/mariner in the MCA's Counter Pollution Branch or one of the Principal Counter Pollution and Salvage Officers as part of the response to a reported incident. Once a sample has been taken, agreement must be obtained from the Counter Pollution Branch before it is analysed

**Please remember that analysis of samples will only be carried out and paid for by the MCA if authorised by the Counter Pollution Branch.**

Please note that organisations such as Ports and Harbours or the Environmental Regulator may be taking independent samples as part of their own individual responsibilities for oil spill response and pollution regulation. The analysis of the samples and the cost of analysis of such samples will be the responsibility of the organisation taking the sample and not the MCA.

## 2. SAMPLING FROM THE SEA & SHORELINE

When a large oil slick exists at sea or on a coastline, the number of samples that MCA may require is:

offshore spill - minimum of 1 sample / slick / day where possible,

onshore spill - representative samples from the shoreline, following discussion with Counter Pollution Branch .

Following an incident, attempts may be made to infer that not all the oil pollution came from one vessel, and that some of it may have come from other sources. Where therefore an oiled beach is being sampled, a careful and detailed examination of the beach should be made to determine the uniformity of the oil deposit and the extent to which it is polluted by more than one type of oil. In particular, if there are any tarry, semi-solid lumps or wet tarry patches, their presence should be recorded and some idea of their quantity and extent obtained. In addition, samples of such pollution should be retained and an attempt should be made to estimate costs expended on the clean up of different oils.

In cases where samples have been taken at intervals along the beach, these should be clearly identified (see section 6 on labelling). It is desirable that samples of oil are taken in the area where the oil is first washed ashore. This is helpful since the fresher the oil the easier it is to identify by laboratory techniques.

### 3. SIZE OF SAMPLES

Modern analytical methods mean that very little original pollutant is required to carry out most analyses. However, a larger sample is likely to be more representative. Detailed analyses are often hampered by either contamination or the loss of the oil's lighter fractions. A larger undisturbed sample may consist of a weathered oil crust covering a less weathered (holding a greater percentage of lighter fractions) and therefore more valuable sample. The recommended minimum quantities required for a detailed programme of analyses are:

|  |                          |
|--|--------------------------|
| Unweathered oils that are liquid and substantially free of water                 | 10ml                     |
| Oil exposed to seas surface and forming water-in-oil emulsion "chocolate mousse" | 10ml                     |
| Overside water discharge where contravention of 100ppm or 15ppm is suspected     | 1 litre of the discharge |
| Tarry lumps as found on beaches  | 10 grammes               |

A sample should not be withheld because the recommended quantity cannot be obtained, since much smaller samples can give useful results. In cases of pollution within UK territorial waters, when it is only necessary to prove that some oil has been discharged, a relatively small sample may be acceptable. Larger samples may be useful to carry out a range of tests to determine the most appropriate response/clean-up strategy. MCA can advise when and why such an approach is desirable

### 4. METHODS OF COLLECTING SAMPLES

When liquid samples are skimmed off the surface of the sea, care should be taken to ensure that the sample contains sufficient oil. Various techniques may be adopted to skim thin layers of oil from the waters' surface and consolidate using a bucket with a hole.

Care should be taken to minimise contamination of liquid samples by solid matter. Oil deposited on rocks or other impervious materials should be scraped off and placed directly into the sample container. Lumps of tarry or waxy pollutant should be placed directly into sample containers; no attempt should be made to heat

or melt these samples to enable them to flow into a container. The sample container should be sealed as soon as possible to minimise evaporation of the higher fractions.

Oil adhering to seaweed, small pieces of wood, sand, plastic, material, cloth, vegetation or other debris should be dealt with by placing the complete specimen comprising oil and support material into the sample container.

## 5. BOTTLING, SEALING, PACKAGING AND BOXING OF SAMPLES

All samples should be securely packed and sealed, using screwtopped containers and UN approved fibreboard boxes to ensure safe carriage of the sample. These have been supplied to HM Coastguard Stations and MCA Marine Offices for use by MCA Staff. In consultation with CPB, MCA sampling bottles can be made available to local authorities.

As proof against unauthorised opening, the sample container should be sealed with wire and a lead or sealing wax seal. Alternatively, adhesive labels with a signature stuck on the bottle top in such a way that they have to be broken to open the bottle are acceptable.

The bottle should then be placed inside a plastic bag, which should be sealed with a further adhesive label in the same way as for the sample bottle to ensure that it is not tampered with.

If it is necessary to take an oil sample where one of the standard containers above is not available the receptacle should be of glass with a screw-cover and a seal which would not be affected by the oil. Small (100ml) and medium (500ml) glass bottles are readily obtainable from chemists or hardware shops.

The use of closed metal receptacles or plastic jars is strongly discouraged as contact with metal or plastic can, in some cases, interfere with the analysis. Avoid the use of any metal tool made of nickel or vanadium based alloys, as these metals occur naturally in crude oils and refined products and their levels may assist in the identification of the oil source.

When boxing the sealed samples for transport, the Peters and May (Dangerous Goods) Ltd, packing instructions should be followed, to ensure the integrity of the package for transport under Dangerous Goods regulations. Vermiculite should be used to surround the sample(s) in the box for added protection and to absorb any possible seepage. Make sure that the dangerous goods documentation is completed.

Whenever possible, samples should be stored in refrigerators or cold rooms at less than 5 degrees C in the dark. These precautions are particularly important for samples containing water or sediment, but less so for bulk oil samples.

When ordering sample bottles it is important to consider the following:

- Wide necked bottles make sampling easier.
- Sample security can be achieved with locking cap seal.
- Ensure that no components of the bottle can interfere with analysis, e.g. waxed cap inserts.

## 6. LABELLING AND ADDRESSING OF SAMPLES

Care should be taken to ensure that every sample bottle is not only suitably sealed but also clearly labelled before being submitted to the MCA for analysis. It is important that a sample is positively identified, particularly where more than one is taken during an incident. It is of vital importance to maintain continuity in the chain of evidence. MCA recommend that each sample is labelled *and* is accompanied by more



## 8. HANDLING OF SAMPLES FOR BONN AGREEMENT STATES

In cases where samples are taken at the request of a contracting member of the Agreement for Co-operation in Dealing with Pollution of the North Sea by Oil, the BONN Agreement, the Counter Pollution Branch would be the focal point for processing the samples for either analysis or onward transmission to the requesting member state. The results of such tests would not be made public until the contracting party involved was informed.

### Appendix A : Oil Pollution Sample – Standard Label

#### OIL POLLUTION SAMPLE – STANDARD LABEL

|        |           |                         |   |
|--------|-----------|-------------------------|---|
| ID No. | Date/Time | Location)<br>(Grid Ref) | Name and Address of<br>person taking sample |
|--------|-----------|-------------------------|---|

.....  
**For continuity of evidence: Please complete clearly  
 Sample passed to:**

|      |      |         |           |
|------|------|---------|-----------|
| Date | Name | Address | Signature |
|------|------|---------|-----------|

.....  
 .....  
 .....  
 .....

#### OIL POLLUTION SAMPLE – STANDARD LABEL

|        |           |                         |   |
|--------|-----------|-------------------------|---|
| ID No. | Date/Time | Location)<br>(Grid Ref) | Name and Address of<br>person taking sample |
|--------|-----------|-------------------------|---|

.....  
**For continuity of evidence: Please complete clearly  
 Sample passed to:**

|      |      |         |           |
|------|------|---------|-----------|
| Date | Name | Address | Signature |
|------|------|---------|-----------|

.....  
 .....  
 .....  
 .....

#### OIL POLLUTION SAMPLE - STANDARD LABEL

|        |           |                         |   |
|--------|-----------|-------------------------|---|
| ID No. | Date/Time | Location)<br>(Grid Ref) | Name and Address of<br>person taking sample |
|--------|-----------|-------------------------|---|

.....  
**For continuity of evidence: Please complete clearly  
 Sample passed to:**

|      |      |         |           |
|------|------|---------|-----------|
| Date | Name | Address | Signature |
|------|------|---------|-----------|

.....  
 .....  
 .....  
 .....

#### OIL POLLUTION SAMPLE - STANDARD LABEL

|        |           |                         |   |
|--------|-----------|-------------------------|---|
| ID No. | Date/Time | Location)<br>(Grid Ref) | Name and Address of<br>person taking sample |
|--------|-----------|-------------------------|---|

.....  
**For continuity of evidence: Please complete clearly  
 Sample passed to:**

|      |      |         |           |
|------|------|---------|-----------|
| Date | Name | Address | Signature |
|------|------|---------|-----------|

.....  
 .....  
 .....  
 .....



## Appendix B : Oil Pollution Sample – Standard Form

| Collection of oil samples - This form to be completed by person taking sample<br>If in doubt please refer to MCA STOp Notice on sampling. Remember to complete sample jar label and sign              |  |  |
|---|--|--|
| A   | ID Number - YY/MM/DD<br>- with initials of person taking sample                        |  |
| B   | Sample description   |  |
| C   | Location of sample – OS Grid Ref<br>or Lat/Long if possible                            |  |
| D   | Date and time of sample collection   |  |
| E   | Purpose for which sample was taken   |  |
| F   | If known, suspected source   |  |
| G   | Were dispersants used?   |  |
| H   | Method of sampling (device?)   |  |
| I   | Name, address, e-mail address &<br>Tel No of person taking sample and<br>any witnesses |  |
| If possible the following information would also be helpful   |  |  |
| J   | Wind speed and direction   |  |
| K   | Air and Sea Temperature  |  |
| L   | Sample description, viscosity,<br>colour, any contaminants?                            |  |
| M   | Description of the oil spill,<br>distribution and consistency                          |  |
| Original form to be kept with sample - please send copy of the form to the Counter Pollution Branch of the MCA - Bay 1/11, Spring Place, 105 Commercial Road, Southampton, SO15 1EG Tel:023 8032 9485 |  |  |





Maritime &  
Coastguard  
Agency

# **WASTE MANAGEMENT GUIDANCE FOLLOWING A MARITIME POLLUTION INCIDENT IN THE UK**

**Scientific, Technical and Operational Advice Note - STOp 3/16**

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## **Scientific, Technical and Operational Advice Note - STOp 3/16**

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*Note: This document should be read in conjunction with:*

- [STOp 2/16 Maritime Pollution Response in the UK: The Environment Group](#)
- [STOp 1/16 Response and recovery to a maritime pollution incident impacting the UK Shoreline.](#)
- **MCA Research Project: RP 549: DEVELOPMENT OF A PROTOCOL FOR THE TREATMENT AND DISPOSAL OF OILY WASTE IN THE UK.**
  - Part 1 - Local Authority Guidance:  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/86069/Planning\\_the\\_processing\\_of\\_waste\\_-\\_local\\_authority\\_guidance.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/86069/Planning_the_processing_of_waste_-_local_authority_guidance.pdf)
  - Part 2 - Pre-Incident Planning:  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/86070/Planning\\_the\\_processing\\_of\\_waste\\_-\\_pre-incident.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/86070/Planning_the_processing_of_waste_-_pre-incident.pdf)
  - Part 3 - Post Incident Planning:  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/86071/Planning\\_the\\_processing\\_of\\_waste\\_-\\_post\\_incident.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/86071/Planning_the_processing_of_waste_-_post_incident.pdf)
  - Part 4 - Information and Data:  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/86072/Planning\\_the\\_processing\\_of\\_waste\\_-\\_information\\_and\\_data.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/86072/Planning_the_processing_of_waste_-_information_and_data.pdf)

Additionally:

**The National Contingency Plan (NCP) - A strategic overview for responses to marine pollution from shipping and offshore installations**  
<https://www.gov.uk/government/publications/national-contingency-planncp>

All extant Maritime and Coastguard Agency (MCA) STOp notices may be found at:  
<https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>

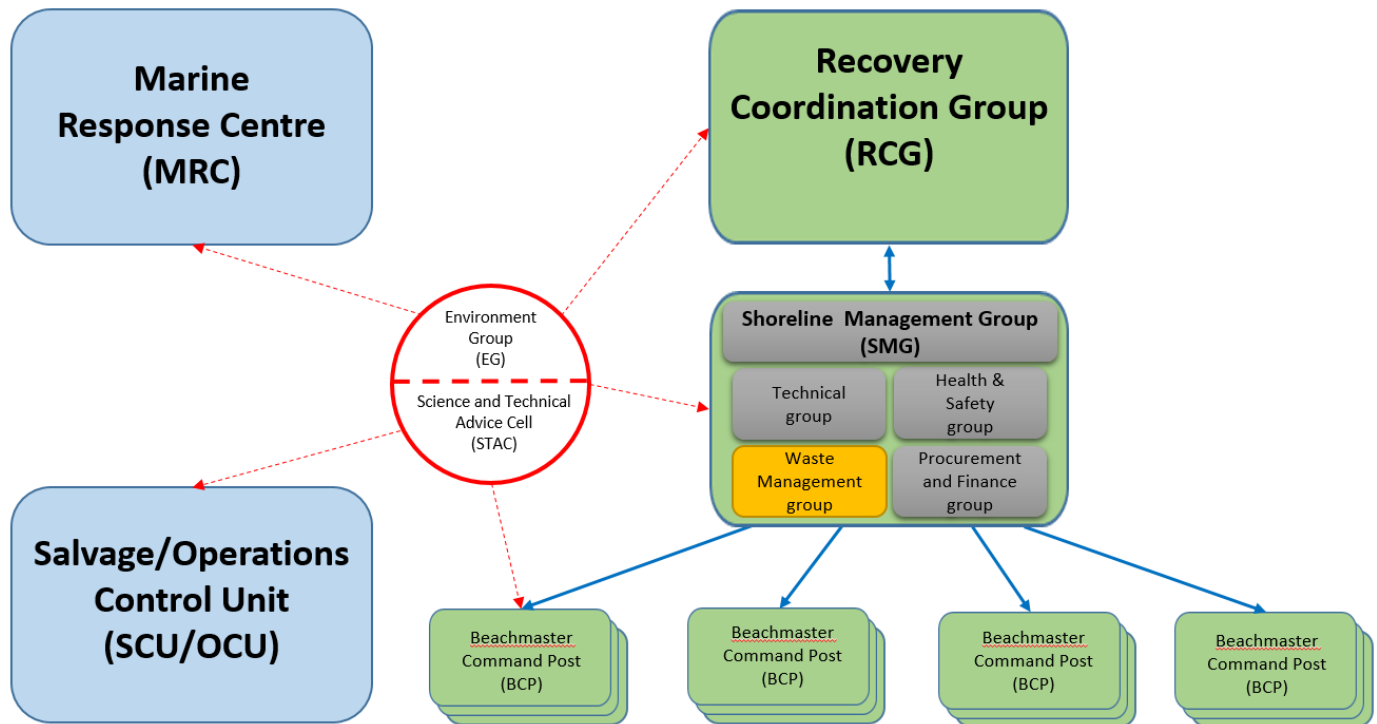
Further information is also available in the MCA's Oil pollution, contingency planning and response training materials at <https://www.gov.uk/government/publications/oil-pollution-contingency-planning-and-response-training-materials>

## 1. Introduction

This guidance was initially produced jointly by the Environment Agency (EA), the Emergency Planning Society (EPS) and the Maritime and Coastguard Agency (MCA). This revised edition is to take into account the new NCP published in September 2014.

This guidance has been prepared in relation to oily waste, but the principles could also be applied to the management of hazardous and noxious substances (HNS) and large quantities of non-polluting waste (NPW) (such as timber and plastics) resulting from maritime incidents. The clean-up activity following major maritime pollution incidents may produce large amounts of oily waste, HNS or NPW.

This guidance represents best practice and provides advice on issues and actions that may be considered in response or recovery work.



**Fig. 1 The Shoreline Management Group structure – where the Waste Management group fits in**

The waste management group is usually chaired by a local authority representative and sits within the Tactical Co-ordinating Group (TCG) or Recovery Coordination Group (RCG) structure. Its role is to manage and direct waste operations in close consultation with the regulator. It is not generally responsible for health and safety issues which are usually managed by a dedicated group within TCG/RCG. Additional information on command and control is available in STOp Note 1/16. If multiple Tactical or Recovery Coordinating Groups are established, the waste management groups will need to coordinate their work.

The waste management group has the following key tasks as identified in the National Contingency Plan:

- recommending a waste management strategy to be agreed by the Shoreline Management Group
- advising on waste minimisation and segregation, and adherence to the waste hierarchy
- preparing a plan for temporary and intermediate storage of collected waste from the shoreline
- providing technical advice on the location and format of temporary and intermediate storage and treatment areas and management options for the waste
- ensuring that all waste regulations are followed by the Shoreline Management Group and fully understood by Beachmasters

- ensuring waste is transported by registered carriers and in compliance with the Hazardous Waste Regulations where relevant.<sup>1</sup>
- organising the final waste management options and identification of sites for storage and final destination of waste.

**Suggested membership:**

This group will usually be chaired by the Local Authority Waste Management lead. In addition to any other organisations that are identified in the Recovery plan to be involved in this area of work, membership would usually include:

- the responsible environmental regulator
- waste management contractors' representative
- ship owners/operators' representative
- any consultants engaged by the local authority

**2. Waste regulatory framework**

The handling of waste is controlled and enforced in England by the Environment Agency (EA), in Wales by Natural Resources Wales (NRW), in Scotland by the Scottish Environment Protection Agency (SEPA), and in Northern Ireland by the Northern Ireland Environment Agency (NIEA). During any major incident, across-agency cooperation should ensure that accelerated procedures are put in place so that waste is handled, removed, re-used, recovered or disposed of in a timely and efficient manner.

A Court of Justice of the European Union ruling established that spilled oil, even though it is 'discarded involuntarily' is to be regarded as a waste and that the owner of the oil is the 'original producer' of the waste.

The Waste Framework Directive 2008/98/EC provides a framework for the management of waste across the European Community and defines certain terms, such as 'waste', 'recovery' and 'disposal'. It requires Member States to:

- give priority to waste prevention and encourage reuse and recovery of waste
- ensure that waste is recovered or disposed of without endangering human health and without using processes which could harm the environment
- prohibit the uncontrolled disposal of waste
- ensure that waste management activities have permits (unless specifically exempt)
- establish an integrated and adequate network of disposal installations
- prepare waste management plans
- ensure that the cost of disposal is borne by the waste holder in accordance with the polluter pays principle
- ensure that waste carriers are registered.

The regulatory framework covers the activities relating to the management and processing of oil spill waste and is therefore essential that those involved in the decision-making process are aware of the relevant legislation and consult with and liaise with the regulator.

This is reflected in UK legislation by environmental regulations. These regulations also impose a Duty of Care under which the producer of the waste should ensure that it is legally disposed of. Whilst the removal of waste following a shipping incident is normally covered by insurance, offshore operators should consider developing a Waste Management Plan as part of their response strategy.

Further guidance on the planning for and operational management of waste can be found here:

- MCA Research Project 549: Planning the Processing of Waste arising from a Marine Oil Spill. Part 1 - Local Authority Guidance: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/86069/Planning\\_the\\_processing\\_of\\_waste\\_-\\_local\\_authority\\_guidance.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/86069/Planning_the_processing_of_waste_-_local_authority_guidance.pdf)
- Part 3 - Post Incident Planning: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/86071/Planning\\_the\\_processing\\_of\\_waste\\_-\\_post\\_incident.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/86071/Planning_the_processing_of_waste_-_post_incident.pdf)

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<sup>1</sup> This would require that all hazardous waste are consigned from temporary sites.

- Cedre operational guide for dealing with waste generated during maritime incident clean up operations:  
<http://www.cedre.fr/en/publication/operational-guide/waste-management/waste-management.php>  
 (also available here: <http://www.arcopol.eu/docs/resources/guidewaste-fevrier.pdf>)

### 3. Waste management strategy

The agreed waste management strategy should complement the clean-up strategy and vice versa. Suitable waste management contractors should be identified in the initial discussions alongside their capabilities and constraints. It is best practice that this should be done in advance of an incident. Where it is feasible, waste minimisation, recycling, recovery and treatment to reduce the hazardous nature of the waste will be the principles that inform the development of the strategy. It is paramount that the management strategy is integrated with the response overall and is not developed in isolation. The strategy could include bulking up waste prior to removal and decontamination or removal directly to existing waste management facilities.

The use of permitted sites should be considered as the first option, and regard should be given to the waste hierarchy. Defra have published guidance on the waste hierarchy. The waste hierarchy sets out five broad categories for dealing with waste in the order of their environmental impact and preference as follows:

- prevention
- preparing for re-use
- recycling
- other recovery
- disposal

There is separate guidance for applying the waste hierarchy to hazardous and non-hazardous waste: <https://www.gov.uk/government/publications/guidance-on-applying-the-waste-hierarchy-to-hazardous-waste>

Please note that this guidance is not applicable in Scotland.

### 4. Waste minimisation and segregation

For each shoreline clean-up sector the Shoreline Management Group will develop a clean-up strategy. These strategies will require input from the Environment Group and Waste Management group. No instruction should be issued to the Beachmaster until the contributions for both groups are received and documented.

The waste management group should be represented when the Beachmaster and Shoreline Clean-up Assessment Teams (SCAT) are briefed to emphasise the importance of adhering to agreed clean-up plans. Proposals to remove any beach debris should be discussed with the Environment Group before any work commences.

Advice needs to be given to the Shoreline Management Group to ensure that waste production is minimised. For each shoreline sector consideration should be given to the potential for in-situ treatment at the shoreline, beachhead or nearby, to minimise the production or storage of waste. Potential treatments and facilities should be identified in the onshore contingency plans, and could typically include decanting, screening or washing.

For compliance with the EU Landfill Directive (1999/31/EC) and environmental regulations the group will need to ensure that the waste has been pre-treated. The pre-treatment carried out will be a physical, biological or thermal process. Segregation at source is classed as physical treatment. The process must change the characteristics of the waste to reduce its mass, or reduce its hazardous nature or facilitate its handling, or enhance its recovery. For oily wastes to be landfilled into hazardous waste landfills, this treatment must reduce the total organic content to less than 6%.

Best endeavours should be employed to allow segregation to facilitate subsequent selection of the best practicable environmental option for each waste type. Storage while an assessment is made of waste is particularly important where complex containerised cargoes are involved.





**Figure 2 - The banded areas as set up during the NAPOLI operations at Portland Port in 2007 is an example of good practice.**

### **5. Preparing a plan for temporary and intermediate storage of collected waste**

Temporary and intermediate waste storage facilities could be identified before a spill occurs. Following a spill, facilities could be procured or constructed before clean-up operations get underway.

An incident severe enough to require the activation of the NCP may require large-scale, remedial actions. These actions may produce large amounts of contaminated waste. The existing, permitted infrastructure of the waste management industry may not have the resources to accept waste generated during the incident; or to recover, treat or dispose of the waste at permitted facilities.

Temporary and intermediate sites may be required to store the waste temporarily, pending a decision on the best way to process each type of waste (including identifying how to recover or dispose of the waste at permitted facilities); recover or treat some of the contaminated waste. A scorecard to aid in identifying suitable locations for waste storage sites is provided in Appendix A.

'Temporary site' refers to the site of waste production and in the immediate vicinity of the clean-up operation. A Non Waste Framework Directive (NWFD) exemption (in Scotland it would be an exemption from the Waste Management License) allows for the temporary storage of waste at the place of production for up to a year provided it is secure. 'Intermediate site' refers to a site where collected waste is stored before recovery or disposal elsewhere. These sites may serve several temporary sites and be set up a few hundred metres or even several kilometres from the clean-up operation. Intermediate storage sites and any sites where treatment (beyond sorting) takes place may require an environmental permit if not exempt and unless a regulatory decision is taken. This note applies only to temporary and intermediate sites. It does not apply to the final recovery or disposal of contaminated waste.

The diverse nature of incidents and coastal zones and infrastructure means that how long temporary and intermediate sites may be required for or their proximity to the shore cannot be prescribed. However, local authority contingency plans developed with other stakeholders can identify constraints, potential sites and transport routes. The plan should stipulate that collected oily waste is dealt with quickly and the site returned to its original state as soon as possible thereafter. Emergency plans should identify areas close to the shoreline needed to support clean up, potential in situ treatments, and initial bulking up of waste streams for transport to more secure and strategically placed areas. It is likely for a large scale incident that waste management will cross administrative boundaries and collaboration at the emergency planning stage is essential. The regulators' approval should be sought in planning potential sites. An estimate of the anticipated quantities and types of wastes and their rate of generation



to be produced in relation to the capacity of the waste industry to deal with the waste generated should be calculated.

Equipment provision to Beachmasters should include facilities to store all anticipated waste types matched to anticipated clean up rates. Wherever possible, waste should be collected directly into the container type specified by the waste contractor to minimise handling. If the logistics of collection and onward clearance fail, the waste management strategy fails. Waste quantity and type estimates must be kept under constant review in consultation with Beachmasters and staff from the shoreline response and procurement teams. It is recommended the collection of waste arising data is a specific task allocated to a designated waste group member.

## **6. Provision of technical advice on the location and format of temporary storage and treatment areas and management options for the waste**

Response to a Tier 3 incident will likely require large scale storage facilities. It would be unusual for a waste management option to be available for direct beach head transfer of waste; however it should not be discounted.

A comprehensive assessment of the waste will be necessary to seek early identification of waste industry options available including:

- use of existing storage facilities (such as existing tank farms)
- oil/water separation
- liquid/solid separation
- composting/ biological treatment facilities
- incineration
- landfill

It will also be necessary to identify other treatment options available such as washing/ thermal remediation / other mobile plant including a technical brief on logistics, setting up time, loading rates, resource requirements and manpower. Options should be considered in liaison with the procurement team to identify potential costs.

A brief on estimates of wastes to be generated and the infrastructure required to support the waste management strategy will need to be prepared. Significant costs may be involved; it is essential that early notification is given to the TCG/RCG. Do not underestimate waste arising and liaise with best available expertise for validation of assumptions.

Waste storage and treatment must be managed by technically competent people. The waste management group will advise on the level of competence required depending on the risk associated with the management operation. Some operations may require professionally qualified managers.

Implementing the advice would typically involve:

- assessing if any pre-prepared strategy is applicable and adequate
- reviewing existing established waste management infrastructure and potential sites identified in contingency plans
- bringing together engineering team to implement design and construction of temporary and intermediate stores
- setting up treatment areas
- in liaison with the Health and Safety group and regulator, identifying and appointing proficient managers
- confirming treatment and management options and available capacity
- putting a system in place to monitor clean up and storage and inform review
- putting a system in place to monitor interim storage construction
- putting a waste recording system in place
- providing update reports for feedback to Beachmasters based on daily monitoring reports
- collating feedback from Beachmasters on quantities and storage requirements
- producing waste management report for the following morning TCG/RCG meeting

- revising quantities in storage, quantities treated on site, at treatment centres through waste chain and finally recovered and disposed of
- instigating and maintaining a rigorous record keeping system covering all of the above, and costing of all activities
- updating waste situation report (sitrep) boards
- reviewing strategies and actions

It is for the Shoreline Management Group to decide in liaison with the waste management group where these activities are best carried out.

## **7. Waste regulations**

The regulation of waste management is complex however the regulators should provide a steer when required.

The UK Environmental Regulators recognise that when dealing with an incident where there is a likelihood of a serious environmental impact the situation should first be controlled. This may require the regulator to specify a regulatory decision with conditional requirements. This action does not preclude any subsequent enforcement response. Whether any acts that would normally require permits, carried out in an emergency would result in enforcement action would be considered in the light of their enforcement and sanctions guidance.

There is a defence for actions taken in an emergency under Regulation 40 of the Environmental Permitting (England and Wales) Regulations 2010. There is a similar defence in Scotland, for hazardous/special waste, in the Special Waste Regulations 1996 (as amended). The Environmental Regulator would not normally take enforcement action in case of such an emergency. An emergency only applies if it is proven that the acts were carried out in order to avoid danger to public health and:

- all reasonably practicable steps are taken to minimise pollution, and
- the Environmental Regulator is notified of the acts as soon as reasonably practicable.

The measures required to protect public health and the extent to which they apply to recovery plans and returning communities to normality will be decided in conjunction with the relevant health bodies, local authorities and other members of the TCG/RCG and Environment Group.

The appropriate duration of, and therefore the Regulators response to a temporary or intermediate site, will be reviewed on a case by case basis and with consideration of public interest factors.

As the response progresses, regulatory decisions can change. This could be where the scale of the activities at the temporary or intermediate site goes beyond what was agreed; the activity has caused, or is likely to cause, pollution or harm to health or; otherwise consideration of the public interest factors no longer justifies it.

If any of the conditions above apply then the Regulators liaison officer would tell the sites operator or TCG/RCG (or equivalent) that the previous regulatory decision no longer applies and specify a deadline by which the temporary or intermediate site must be permitted, registered exempt, removed or mitigated as appropriate.

## **8. Compliance with the Hazardous Waste Regulations 2005 (England and Wales)**

Additional regulations apply where waste arising from a clean-up is hazardous.

The EA/NRW will require the maintenance of records of hazardous waste. The records allow the audit of the movements of all hazardous wastes from the clean-up area. They will expect any movements of waste to comply with the Control of Pollution (Amendment) Act 1989, the Duty of Care under the Environmental Protection Act 1990 and the Waste (England and Wales) Regulations 2011. These records may be required to be submitted post-incident for regulatory compliance. A prohibition on mixing and duty to separate wastes apply; hazardous waste must not be mixed with non-hazardous waste or different categories of hazardous waste, unless authorised by a permit.

There is a defence for actions taken in an emergency or where there is a risk of grave danger under the Hazardous Waste Regulations 2005. An emergency or risk of grave danger is defined under the

Regulations as: 'a present or threatened situation arising from a substance or object which is, or which there are reasonable grounds to believe is, hazardous waste, and the situation constitutes a threat to the population or the environment in any place'. The EA/NRW will not normally take enforcement action in these circumstances.

Under section 62 of the 2005 Regulations holders of hazardous waste must take steps to avert an emergency or danger. The measures required to avert the emergency or grave danger and the extent to which they apply to recovery plans and returning communities to normality will, where possible, be decided in conjunction with the relevant health bodies and local authorities identified in the relevant emergency plan.

The regulations require notification to the regulator of steps taken as soon as reasonably practicable. This notification would normally be received by the EA/NRW Liaison Officer.

Again, regulatory decisions will be regularly reviewed, particularly if the steps proposed are no longer required to mitigate or avert danger or otherwise consideration of the public interest factors no longer justifies it. In such a case the relevant liaison officer will tell the site's operator or TCG/RCG (or equivalent) that the previous regulatory decision no longer applies and specify a deadline by which the breaches of the regulations must be remedied.

Clean up operations have the potential to cause environmental harm. The EA/NRW will normally take enforcement action where they consider pollution or harm has arisen either due to reckless, negligent or careless actions or where all reasonable, practical steps were not taken.

## **9. Waste management options and identification of sites for waste**

In the event of a large scale incident it is very likely that there will be a need for a facility for large scale storage and treatment. The MCA has established that no such strategic capacity exists in the UK for hazardous waste disposal.

The waste management group will probably have sufficient time to research and develop detailed proposals for the long term management and treatment of stored waste. This may involve installations with existing permits or novel technologies or a combination of both.

Since the earlier actions will have been taken to protect public health and the environment, the final treatment and management of the waste is likely to require full planning permission and environmental permitting.

When a waste operation has ceased an inspection must be carried out to ensure that all material has been removed, the site is safe and an assessment made of whether contamination from the waste operation has occurred and further remediation required.

## *APPENDIX A - WASTE STORAGE SITE IDENTIFICATION SCORECARD*

### **Purpose of the scorecard**

The purpose of this scorecard is to assist in identifying the most suitable location for temporary and intermediate waste storage sites. It provides a framework to compare different sites based on their relative merits and should ideally be used during the incident planning stage.

The scorecard allows identification of the operational shortcomings of each location and the steps to take to minimise risks. The main aim of this approach is to support quick decision-making to reduce the likelihood of environmental risks. Although an exemption may cover temporary sites, they still need to meet relevant objectives and not cause a risk to the environment. This scorecard helps to achieve this.

### **How to use the scorecard**

The scorecard is made up of ten different criteria which should be assessed by a local council officer with support from the environmental regulator.

For each criterion, check which description most closely matches the site. Each box carries a different point weighting that can then be totalled up to give a site score. The landowner should be consulted on which score to award for 'Business Interruption'

**Note:** This scorecard is designed with hazardous waste in mind. The scoring for some criteria, such as pollution prevention infrastructure, may need to be adjusted for other waste types that present a different level of risk. The volume of waste, capacity of site, and expected time of operation are also all considerations.

## Waste storage site identification scorecard

**Site name:**

**Site grid reference:**

**Date:**

**Assessor/s:**

| Criteria   | Site description         |                          |                          |                          |                          |                          | Points          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
|  | A                        | B                        | C                        | D                        | E                        | F                        |                 |
| Pollution prevention infrastructure                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          | ...../10        |
| Site ownership   | <input type="checkbox"/> | <input type="checkbox"/> |                          |                          |                          |                          | ...../10        |
| Welfare  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |                          | ...../05        |
| Transport links / access to site                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          | ...../10        |
| Site security  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          | ...../10        |
| Proximity of human receptors                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ...../10        |
| Proximity of environmental receptors                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |                          |                          | ...../10        |
| Proximity of sensitive receptors                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |                          |                          | ...../10        |
| Risk of flooding   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |                          | ...../10        |
| Business/tourism interruption<br>(to be assessed with landowner) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |                          | ...../10        |
| <b>Final score</b>   |                          |                          |                          |                          |                          |                          | <b>...../95</b> |

Site observations (For example, conditions for which this site could be appropriate, ground conditions, any potential site capacity issues and further information on above criteria)

| <b>Guidance for assessing criteria on the waste storage site identification scorecard</b>  |   |  |              |
|--|---|--|--------------|
| <b>Criterion</b>   |   | <b>Relevant Description. The site...</b>   | <b>Score</b> |
| Pollution prevention infrastructure  | A | is consistent with a permitted waste storage facility  | 10           |
|  | B | could easily be made consistent with a permitted facility  | 6            |
|  | C | has hard-standing but limited or no containment infrastructure (but this could be installed)   | 4            |
|  | D | has no hard-standing area with no containment infrastructure (but this could be installed)   | 2            |
|  | E | has no infrastructure and this could not easily be installed   | 0            |
| Site ownership   | A | is in public ownership (such as local council or other public body)  | 10           |
|  | B | is owned by a member of the public or private company  | 5            |
| Welfare  | A | already possesses welfare and toilet facilities for staff  | 5            |
|  | B | could easily be upgraded to accommodate some facilities  | 4            |
|  | C | could be upgraded to accommodate some facilities but not all   | 2            |
|  | D | does not have the capacity to accommodate welfare facilities   | 0            |
| Transport links / access to site   | A | is next to a main road and within 10 mins drive of the incident site / clean-up ops  | 10           |
|  | B | is not on a main road but is within 10 mins drive  | 6            |
|  | C | is next to a main road and within 30 mins drive  | 4            |
|  | D | is off the main routes and within 30 mins drive  | 2            |
|  | E | is further than 30 mins drive from the incident site   | 0            |
| Site security  | A | is not obvious in the surrounding area and is already secured from trespass  | 10           |
|  | B | is visible but secured from trespass   | 6            |
|  | C | could easily be secured through minor alterations  | 4            |
|  | D | could be secured, but not easily   | 2            |
|  | E | is impossible to properly secure the site  | 0            |
| Proximity of human receptors<br><i>*Includes hospitals and schools as well as residential properties</i>                             | A | is > 200m from the nearest human habitation* and site operations out of view   | 10           |
|  | B | is > 200m from nearest human habitation* but in view   | 8            |
|  | C | is 100 – 200m from nearest human habitation*   | 6            |
|  | D | is < 100m from nearest human habitation*   | 4            |
|  | E | is < 50m from nearest human habitation*  | 2            |
|  | F | is next door to a site of human habitation*  | 0            |
| Proximity of environmental receptors<br><i>** Site is not acceptable without comprehensive pollution prevention measures present</i> | A | is > 50m from inland fresh water course and >250 from a borehole, well or spring used for drinking water supply  | 10           |
|  | B | is > 10m but <50m from inland fresh water course and/or > 50m but <250m from borehole, well or spring used for drinking water supply, or in SPZ 2 or SPZ 3, or is on a Principal Aquifer | 3            |
|  | C | is < 10m from inland fresh water course and/or < 50m from a borehole, well or spring used for drinking water supply or in SPZ1   | 0**          |
| Proximity of sensitive receptors   | A | is > 200m from a sensitive receptor***   | 10           |
|  | B | is > 50m (but <200m) from a sensitive receptor***  | 3            |
|  | C | is < 10m from a sensitive receptor***<br><i>***Such as European protected sites, SSSI, NNR, LNR, local important wildlife sites</i>  | 0            |
| Risk of flooding – based on <a href="#">flood risk maps</a>  | A | is very low risk of flooding from rivers, sea or surface water   | 10           |
|  | B | is low risk of flooding from rivers, sea or surface water  | 6            |
|  | C | is medium risk of flooding from rivers, sea or surface water   | 3            |
|  | D | is high risk flooding from rivers, sea or surface water  | 0            |
| Business /tourism interruption   | A | causes limited impact on the business's core or essential services   | 10           |
|  | B | causes some disruption but could be worked around for a few months   | 6            |
|  | C | causes significant disruption but could be worked around for a few weeks   | 3            |
|  | D | causes disruption that would cause cessation of the core or essential services   | 0            |

## APPENDIX B - CHECK LIST FOR THE CHAIRPERSON OF THE WASTE MANAGEMENT GROUP

The Chairperson of the Waste Management Group will usually be a Local Authority Officer. The Waste Management Group is responsible for advising the Technical Group on waste management issues and for monitoring the quantities of waste being generated. One of the key members of the Waste Management Group will be the Environmental Regulator who will be able to advise on waste management in terms of environmental impact and statutory guidance. The Recovery Coordinating Group will decide on the appropriate destinations or disposal routes. The following Check List is a reminder of the issues which will need to be considered.

|     |  |                          |
|-----|--|--------------------------|
| 1.  | Arrange to attend the first Shoreline Management Group meeting.  | <input type="checkbox"/> |
| 2.  | Familiarise yourself with the control and co-ordination of operations in a Shoreline Management Group.   | <input type="checkbox"/> |
| 3.  | Familiarise yourself with the available waste management options.  | <input type="checkbox"/> |
| 4.  | Familiarise yourself with the contents of the Beach Data and Clean-up Guidelines. A copy should be available in the Shoreline Management Group box.  | <input type="checkbox"/> |
| 5.  | Liaise with the Administrative Manager for administrative support for your team.   | <input type="checkbox"/> |
| 6.  | Obtain details of the beaches affected, or likely to be affected, by the spill.  | <input type="checkbox"/> |
| 7.  | Obtain details of the polluting material from the Health and Safety Adviser.   | <input type="checkbox"/> |
| 8.  | Arrange a meeting of the Waste Management Group to discuss temporary holding areas and appropriate waste management options for submission to the Technical Group. Record as much detail as possible.  | <input type="checkbox"/> |
| 9.  | Liaise with the Environmental Regulator, Administrative Manager, the Procurement and Finance Group regarding the setting up of appropriate documentation, systems and procedures for monitoring the quantities of waste being generated at various locations and their final destinations. | <input type="checkbox"/> |
| 10. | In formulating advice on waste management issues record all the options considered and the reasons for selecting the final recommendations.  | <input type="checkbox"/> |
| 11. | Nominate a deputy to cover for your own absence from the SMG.  | <input type="checkbox"/> |
| 12. | Arrange to delegate your own normal duties to another officer.   | <input type="checkbox"/> |

## **APPENDIX C - LAYOUT OF FIRST REPORT BRIEF FOR WASTE MANAGEMENT STRATEGY - SUGGESTED FORMAT**

### **Policy statement**

#### **Waste Management Strategy:**

To facilitate the recovery and removal of bulk oil and contaminated material from the environment with reference to the principles of sustainable waste management.

This will be achieved by:-

- identifying waste management routes and managing the production, storage and transport of waste to the final options
- ensuring that advice is available to the Shoreline Management Group to ensure that clean up operations are planned to minimise waste production
- putting measures in place to segregate waste types at the shoreline to facilitate the assessment of the best practicable environmental option for each waste stream
- collecting waste in a way that reduces the requirement for further handling, such as moving straight into transport containers
- estimating and anticipating quantities and types of wastes to be produced
- using waste management contractors early on to identify the capacity of the waste industry to deal with the waste generated
- planning and developing intermediate storage and treatment areas when existing capacity does not exist and identifying other possible storage facilities (such as tank storage facilities)

#### **Suggested strategy headings:-**

- Number and location of potential clean-up sites
- Potential waste streams
- Existing waste management infrastructure, capacity and constraints e.g. container type
- Packaging / containers / logistics
- Production rates short and medium term (1-3 days)
- Beach head storage
- Waste management options decision-making statement including costs
- Temporary and Intermediate storage requirements
- Site restoration and clean-up
- Audit of process overall
- Waste owner liaison
- Regulator comments
- Recommendations



## APPENDIX D – WASTE MANAGEMENT GROUP DAILY REPORT

Daily report is to provide running account of progress for:

- what type and quantity of waste is being generated from which area
- quantities being moved between; temporary, intermediate and final sites
- proposed and actual treatment processes
- regulation of process
- costings

To be produced by the Waste Management group in consultation with:

- The Environmental Regulator
- Shoreline Management Group
- Beach Masters
- Local Authority Waste Officers/Finance Officers

This information will feed into main incident waste report and will provide data for audit reporting.

Suggested headings:-

- Number of clean-up sites/ in situ treatments
- Waste streams
- Quantities in waste stream storage
- Quantities in waste stream treated/ disposed
- Revised cost figures
- Regulatory decision statement/s
- Projected production short to medium term
- Ongoing cost estimate
- Strategy revisions
- Data and Information - to include:
  - tonnage of waste by description and EWC code
  - waste collation
  - pre and post treatment processes
  - onward movement of waste:
    - producer registrations
    - registered carriers
    - transfer notes
    - consignment note numbers

## APPENDIX E – COMMONLY USED ACRONYMS

|           |   |
|-----------|---|
| ACOPS     | Advisory Committee on Protection of the Sea                             |
| AONB      | Area of Outstanding Natural Beauty                                      |
| ASSI      | Area of Special Scientific Interest (Northern Ireland)                  |
| BEIS      | Department for Business, Energy & Industrial Strategy (previously DECC) |
| BOD       | Biological Oxygen Demand  |
| BTO       | British Trust for Ornithology   |
| CaMRA     | Coastal and Marine Resource Atlas                                       |
| CAST      | Coastguard Agreement on Salvage and Towage                              |
| CCA       | Civil Contingencies Act   |
| CEFAS     | Centre for Environment, Fisheries and Aquaculture Science               |
| CGOC      | Coastguard Operations Centre  |
| COBR      | Cabinet Office Briefing Room  |
| COSHH     | Control of substances hazardous to health                               |
| CPSO      | Counter Pollution and Salvage Officer                                   |
| CPS       | Counter Pollution & Salvage   |
| CRCE      | Centre for Radiation, Chemical and Environmental Hazards (PHE)          |
| DARD      | Department of Agriculture & Rural Affairs (Northern Ireland)            |
| DECC      | Department of Energy and Climate Change                                 |
| DEFRA     | Department of Environment, Fisheries and Rural Affairs                  |
| DfT       | Department for Transport  |
| DOE       | Department of the Environment (for Northern Ireland)                    |
| EA        | Environment Agency  |
| EEZ       | Exclusive Economic Zone   |
| EG        | Environment Group   |
| EIA       | Environmental Impact Assessment   |
| ELO       | Environmental Liaison Officer   |
| EMSA      | European Maritime Safety Agency   |
| ESGOSS    | Ecological Steering Group on the Oil Spill in Shetland                  |
| ETV       | Emergency Towing Vessel   |
| FC        | Fund convention   |
| FEPA      | Food and Environment Protection Act 1990                                |
| FSA       | Food Standards Agency   |
| FSS       | Food Standards Scotland   |
| GESAMP    | Group of Experts on the Scientific Aspects of Marine Pollution          |
| GIS       | Geographical Information System   |
| GRT       | Gross Registered Tonnage  |
| GT        | Gross Tonnage   |
| HCPS      | Head of Counter Pollution and Salvage                                   |
| HMCG      | Her Majesty's Coastguard  |
| HPS       | Health Protection Scotland  |
| HSE       | Health and Safety Executive   |
| IFCA      | Inshore Fisheries Conservation Authority                                |
| IFG       | Inshore Fisheries Groups (Scotland)                                     |
| IMDG Code | International Maritime Dangerous Goods Code                             |
| IMO       | International Maritime Organisation                                     |
| IOPC Fund | International Oil Pollution Compensation Fund                           |
| IP        | Institute of Petroleum  |
| ITOPF     | International Tanker Owners Pollution Federation                        |
| JNCC      | Joint Nature Conservation Committee                                     |
| LNR       | Local Nature Reserve  |
| LRF       | Local Resilience Forum  |
| LWT       | Local Wildlife Trust  |
| MAGIC     | Multi-Agency Geographic Information for the Countryside                 |
| MAIB      | Marine Accident Investigation Branch                                    |

|         |   |
|---------|---|
| MARPOL  | International Convention for the prevention of Pollution from Ships                   |
| MCA     | Maritime and Coastguard Agency  |
| MEPC    | Marine Environment Protection Committee   |
| MMO     | Marine Management Organisation  |
| MNR     | Marine Nature Reserve   |
| MOU     | Memorandum of Understanding   |
| MRC     | Marine Response Centre  |
| MS      | Marine Scotland   |
| MSDS    | Material Safety Data Sheet  |
| MSS     | Marine Scotland Science   |
| NCEC    | National Chemical Emergency Centre  |
| NCP     | National Contingency Plan   |
| NE      | Natural England   |
| NEBA    | Net Environmental Benefit Analysis  |
| NGO     | Non-governmental Organisation   |
| NIEA    | Northern Ireland Environment Agency   |
| NNR     | National Nature Reserve   |
| NRW     | Natural Resources Wales   |
| NT      | National Trust  |
| OCU     | Operations Control Unit   |
| OPA90   | US Oil Pollution Act of 1990  |
| OPRC    | Oil Pollution Preparedness Response and Co-operation Convention 1990                  |
| OSIS    | Oil Spill Information System  |
| OSPRAG  | Oil Spill Prevention and Response Advisory Group                                      |
| P&I     | Protection and Indemnity 'Clubs'  |
| PHE     | Public Health England   |
| PHW     | Public Health Wales   |
| POLREP  | Pollution Report  |
| PREMIAM | Pollution Response in Emergencies: Marine Impact Assessment and Monitoring            |
| RCC     | Recovery Coordinating Centre  |
| RCG     | Recovery Coordinating Group   |
| RecCG   | Multi-RCG Recovery Co-ordinating Group  |
| RED     | Department for Communities and Local Government's Resilience and Emergencies Division |
| ResCG   | Response Coordinating Group   |
| RIGS    | Regionally Important Geological Site  |
| RRF     | Regional Resilience Forum   |
| RSPB    | Royal Society for the Protection of Birds   |
| RSPCA   | Royal Society for the Prevention of Cruelty to Animals                                |
| SAC     | Special Area of Conservation (EU Habitats Directive)                                  |
| SAM     | Scheduled Ancient Monument  |
| SAR     | Search and Rescue   |
| SBM     | Single Buoy Mooring   |
| SCAT    | Shoreline Clean-up Assessment Team  |
| SCG     | Strategic Coordinating Group  |
| SCU     | Salvage Control Unit  |
| SE      | Scottish Executive  |
| SEEEC   | Sea Empress Environmental Evaluation Committee  |
| SEERAD  | Scottish Executive Environment Rural Affairs Department                               |
| SEG     | Standing Environment Group  |
| SEPA    | Scottish Environmental Protection Agency  |
| SERG    | Scottish Evidence Response Group  |
| SFI     | Sea Fisheries Inspectorate  |
| SITREP  | Situation Report  |
| SLAR    | Sideways Looking Airborne Radar   |
| SMRU    | Sea Mammal Research Unit  |
| SMG     | Shoreline Management Group  |

|        |   |
|--------|---|
| SNH    | Scottish Natural Heritage   |
| SOLAS  | International Convention for the Safety of Life at Sea                    |
| SOSREP | Secretary of State's Representative for Maritime Salvage and Intervention |
| SPA    | Special Protection Area (EU Birds Directive)                              |
| SRC    | Shoreline Response Centre   |
| SSPCA  | Scottish Society for the Prevention of Cruelty to Animals                 |
| SSSI   | Site of Special Scientific Interest                                       |
| STAC   | Scientific and Technical Advice Cell                                      |
| STOp   | Scientific, Technical and Operational Guidance Notes                      |
| TCG    | Tactical Coordinating Group   |
| TEZ    | Temporary Exclusion Zone  |
| UKOOA  | United Kingdom Offshore Operators Association                             |
| UKPIA  | United Kingdom Petroleum Industry Association                             |
| UNCLOS | United Nations Convention on the Law of the Sea                           |
| USPCA  | Ulster Society for the Prevention of Cruelty to Animals                   |
| VTS    | Vessel Traffic System   |
| WG     | Welsh Government  |
| WWF    | World Wide Fund for Nature  |

## APPENDIX F - USEFUL POLLUTION RESPONSE WEBSITES

| Type   | Name of Service  | Website   |
|--|--|---|
| Government & Government-Related Websites                         | MCA  | <a href="https://www.gov.uk/government/organisations/maritime-and-coastguard-agency">https://www.gov.uk/government/organisations/maritime-and-coastguard-agency</a>   |
|  | Counter Pollution branch                               | <a href="https://www.gov.uk/assessing-risk-and-responding-to-uk-coastal-and-marine-pollution">https://www.gov.uk/assessing-risk-and-responding-to-uk-coastal-and-marine-pollution</a>   |
|  | MCA STOp Notes   | <a href="https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes">https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes</a> |
|  | National Contingency Plan                              | <a href="https://www.gov.uk/government/publications/national-contingency-planncp">https://www.gov.uk/government/publications/national-contingency-planncp</a>   |
|  | Marine Scotland  | <a href="http://www.scotland.gov.uk/About/People/Directorates/marinescotland">http://www.scotland.gov.uk/About/People/Directorates/marinescotland</a>   |
|  | Marine Management Organisation                         | <a href="https://www.gov.uk/government/organisations/marine-management-organisation">https://www.gov.uk/government/organisations/marine-management-organisation</a>   |
|  | The Department for Environment, Food and Rural Affairs | <a href="https://www.gov.uk/government/organisations/department-for-environment-food-rural-affairs">https://www.gov.uk/government/organisations/department-for-environment-food-rural-affairs</a>                             |
|  | Environment Agency                                     | <a href="https://www.gov.uk/government/organisations/environment-agency">https://www.gov.uk/government/organisations/environment-agency</a>   |
|  | Natural Resources Wales                                | <a href="https://naturalresources.wales/">https://naturalresources.wales/</a>   |
|  | Northern Ireland Environment Agency                    | <a href="http://www.doeni.gov.uk/niea/">http://www.doeni.gov.uk/niea/</a>   |
|  | Scottish Environment Protection Agency                 | <a href="http://www.sepa.org.uk/">http://www.sepa.org.uk/</a>   |
|  | Natural England  | <a href="https://www.gov.uk/government/organisations/natural-england">https://www.gov.uk/government/organisations/natural-england</a>   |
|  | Scottish Natural Heritage                              | <a href="http://www.snh.gov.uk/">http://www.snh.gov.uk/</a>   |
|  | Joint Nature Conservation Committee                    | <a href="http://jncc.defra.gov.uk/">http://jncc.defra.gov.uk/</a>   |
|  | Government & Government-Related Websites               | International Maritime Organisation   |
| Department for Transport   |  | <a href="https://www.gov.uk/government/organisations/department-for-transport">https://www.gov.uk/government/organisations/department-for-transport</a>   |
| Department for Business, Energy & Industrial Strategy (pka DECC) |  | <a href="https://www.gov.uk/government/organisations/department-for-business-energy-and-industrial-strategy">https://www.gov.uk/government/organisations/department-for-business-energy-and-industrial-strategy</a>           |
| Met Office   |  | <a href="http://www.metoffice.gov.uk/">http://www.metoffice.gov.uk/</a>   |
| Bonn Agreement   |  | <a href="http://www.bonnagreement.org/">http://www.bonnagreement.org/</a>   |
| Public Health England  |  | <a href="https://www.gov.uk/government/organisations/public-health-england">https://www.gov.uk/government/organisations/public-health-england</a>   |
| Public Health Wales  |  | <a href="http://www.publichealthwales.wales.nhs.uk/">http://www.publichealthwales.wales.nhs.uk/</a>   |
| Government & Government-Related Websites                         | Health Protection Scotland                             | <a href="http://www.hps.scot.nhs.uk/">http://www.hps.scot.nhs.uk/</a>   |
|  | European Maritime Safety Agency                        | <a href="http://www.emsa.europa.eu/">http://www.emsa.europa.eu/</a>   |
| Satellite imagery  | EMSA Cleanseanet                                       | <a href="http://www.emsa.europa.eu/operations/cleanseanet.html">http://www.emsa.europa.eu/operations/cleanseanet.html</a>   |
| Real-time AIS data   | Marine Traffic   | <a href="http://www.marinetraffic.com">http://www.marinetraffic.com</a>   |
|  | Vessel Finder  | <a href="https://www.vesselfinder.com">https://www.vesselfinder.com</a>   |
|  | ShipAIS  | <a href="http://www.shipais.co.uk">www.shipais.co.uk</a>  |

|                                     |  |  |
|-------------------------------------|--|--|
| Oil Companies Related Organisations | Energy Institute   | <a href="https://www.energyinst.org/home">https://www.energyinst.org/home</a>  |
| Ports & Harbour Authorities         | Associated British Ports (ABP)   | <a href="http://www.abports.co.uk/">http://www.abports.co.uk/</a>  |
|                                     | British Ports Association (BPA)  | <a href="http://www.britishports.org.uk/">http://www.britishports.org.uk/</a>  |
|                                     | Port of Rotterdam  | <a href="http://www.portofrotterdam.com/en/Pages/default.aspx">http://www.portofrotterdam.com/en/Pages/default.aspx</a>  |
|                                     | UK Ports Directory   | <a href="http://uk-ports.org/uk-ports-map">http://uk-ports.org/uk-ports-map</a>  |
| Industry Bodies                     | International Tanker Owners Pollution Federation Ltd                     | <a href="http://www.itopf.com/">http://www.itopf.com/</a>  |
|                                     | Oil & Gas UK<br>(OSPRAG)   | <a href="http://www.oilandgasuk.co.uk/">http://www.oilandgasuk.co.uk/</a><br><a href="http://www.oilandgasuk.co.uk/knowledge-centre/osprag.cfm">http://www.oilandgasuk.co.uk/knowledge-centre/osprag.cfm</a> |
|                                     | UK Spill Association   | <a href="http://www.ukspill.org/">http://www.ukspill.org/</a>  |
|                                     | International Petroleum Industry Environmental Conservation Association  | <a href="http://www.ipeca.org/">http://www.ipeca.org/</a>  |
|                                     | Oil Spill Response   | <a href="http://oilspillresponseproject.org/completed-products">http://oilspillresponseproject.org/completed-products</a><br><a href="http://www.oilspillresponse.com/">http://www.oilspillresponse.com/</a> |
|                                     | United States National Oceanic and Atmospheric Administration (NOAA)     | <a href="http://www.noaa.gov/">http://www.noaa.gov/</a>  |
| Modelling                           | British Maritime Technology (BMT)  | <a href="http://www.bmt.org/">http://www.bmt.org/</a>  |
|                                     | Ricardo-AEA  | <a href="http://www.ricardo-aea.com/cms/">http://www.ricardo-aea.com/cms/</a>  |
|                                     | RPS ASA  | <a href="http://www.asascience.com">http://www.asascience.com</a>  |
|                                     | Royal Society for the Protection of Birds (RSPB)                         | <a href="http://www.rspb.org.uk/forprofessionals/policy/marine/pollution.aspx">http://www.rspb.org.uk/forprofessionals/policy/marine/pollution.aspx</a>  |
| Environmental Organisations         | World Wildlife Fund (WWF)  | <a href="http://www.wwf.org.uk/">http://www.wwf.org.uk/</a>  |
|                                     | Royal Society for the Prevention of Cruelty to Animals (RSPCA)           | <a href="http://www.rspca.org.uk/home">http://www.rspca.org.uk/home</a>  |
|                                     | Scottish Society for the Prevention of Cruelty to Animals (SSPCA)        | <a href="https://www.scottishspca.org/">https://www.scottishspca.org/</a>  |
|                                     | Ulster County Society for the Prevention of Cruelty to Animals (UCSPCA)  | <a href="http://www.ucspca.org/">http://www.ucspca.org/</a>  |
|                                     | Wildfowl & Wetlands Trust  | <a href="http://www.wwt.org.uk/">http://www.wwt.org.uk/</a>  |
|                                     | Centre for Environment, Fisheries & Aquaculture Science                  | <a href="http://www.cefas.defra.gov.uk/">http://www.cefas.defra.gov.uk/</a>  |
| Maritime Research                   | University of Plymouth Institute of Marine Studies                       | <a href="http://www1.plymouth.ac.uk/marine/Pages/default.aspx">http://www1.plymouth.ac.uk/marine/Pages/default.aspx</a>  |
|                                     | Natural Environment Research Council: National Oceanography Centre (NOC) | <a href="http://noc.ac.uk/">http://noc.ac.uk/</a>  |
|                                     | Ricardo-AEA  | <a href="http://www.ricardo-aea.com/cms/">http://www.ricardo-aea.com/cms/</a>  |

# Identification of the highest priority HNS and the prediction of their fate, behaviour and effects

## Introduction

Shipping is the most important mode of transport in terms of volume transported, with UK ports handling 582 million tonnes of freight traffic in 2007 (Department For Transport, 2007). Hazardous and Noxious Substances (HNS) are substances other than oil which, if introduced into the marine environment, have the potential to affect human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.

The UK has a highly developed Oil Spill Contingency Plan - but to enable the UK Maritime and Coastguard Agency to provide a strong and consistent lead in the response to HNS incidents at sea, there was a need to develop the approach to HNS to a similar level. Both prioritisation of HNS and strengths of different models in handling HNS behaviour were considered but only prioritisation is discussed here.

## Background to HNS issues

Whereas most oils float on the sea surface and are immiscible with water, HNS chemicals exhibit a wide range of both behaviour and human health risk and toxicity to marine organisms. In order to be well prepared for possible future incidents involving the release of HNS chemicals, such behaviours need to be predictable in advance. (Figure 1). It is important to note that a chemical's initial behaviour will affect the primary groups of animals or humans exposed to and affected by it but indirect effects, e.g. accumulation of contaminants in fish, may affect other groups.

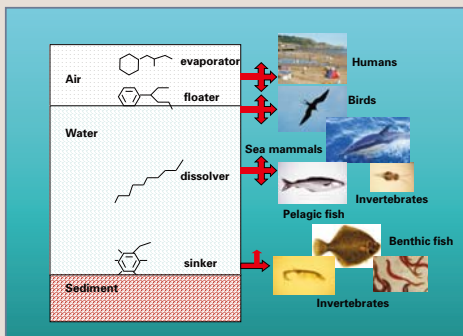


Figure 1: The threat to humans and to different marine resources from HNS with properties that influence their fate in the marine environment

## Prioritising HNS to aid emergency response

In emergency response there are three levels at which it is valuable to consider prioritisation of HNS, and these are:

- (i) in terms of frequency with which HNS with particular properties may be encountered in an emergency incident.
- (ii) with respect to the order in which HNS are dealt with during an incident
- (iii) with respect to directing the appropriate approach to take during post-incident monitoring and impact assessment – under development (see [www.cefas.co.uk/premium](http://www.cefas.co.uk/premium))

In the first case the identification of the most frequently transported HNS may indicate those most likely to be split during an incident. This information can help pre-planning for response and allows government agencies involved in chemical emergencies to consider whether the regulation of HNS transport needs to be modified to reduce the risk from particular types of incident. In addition the models used to predict the fate and effects of HNS during a spill can be evaluated in terms of their ability to handle the range of factors present in the most likely incidents. Figure 2 shows the number of HNS in different behaviour categories from the GESAMP list which provides a useful indication of substances that are transported in bulk. Based on data for the actual quantities of HNS transported between EU ports and through the English Channel 2002-2004 those that evaporate and also dissolve in or float on seawater may each represent up to 20% of the total bulk of transported chemicals and therefore are likely to be encountered in an emergency incident (HASREP, 2005).

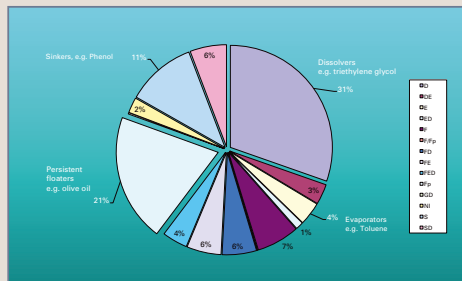


Figure 2: Percentage of GESAMP EHS chemicals by number in each of 14 behaviour groups based on those defined by the Bonn Agreement counter pollution manual D-dissolver; DE-dissolver, evaporator; E-evaporator; ED-evaporator, dissolver; F-floater; FF-floater and floating persistent; FD-floater dissolver; FE-floater evaporator; FE-floater evaporator dissolver; FP-floater persistent; GD-gas dissolver; NI-no indication; S-sinker; SD-sinker dissolver

## Management of HNS during an incident

Chemical identification is a key step in emergency management for hazardous chemical incidents. Eyewitness accounts of explosions, fire, spilled chemical behaviour or symptoms of those exposed to chemical effects may inform chemical identification. Thereafter details of cargo manifests, safety data sheets and labels are essential to prioritise action for managing HNS containment/treatment and removal. As an incident evolves, the HNS threat to humans and the environment may dictate different response priorities (Figure 3).

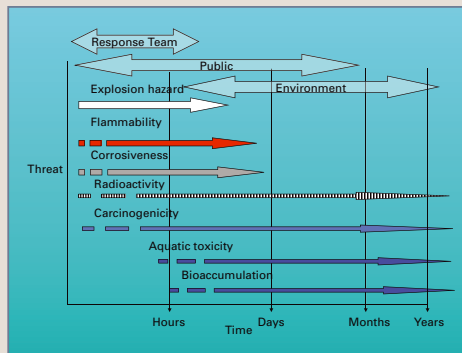


Figure 3: Time course of different chemical threats during an HNS emergency incident and those receptors under threat

## References

- CEDRE Chemical Incident Response Guides  
<http://www.cedre.fr/80/fr/publication/guides/chimique.html>  
Department for Transport Maritime Statistics,  
<http://www.dft.gov.uk/pgr/statistics/databaserepublications/maritime/>  
GESAMP (2002) The Revised GESAMP Hazard Evaluation Procedure for Chemical Substances carried by Ships. GESAMP Reports and Studies No. 84, Publication Number 463/02, 137pp.  
HASREP Response to harmful Substances spilt at sea. Project co funded by the European commission under the community framework for co-operation in the field of accidental or deliberate marine pollution, 2005. Prepared by The Alliance of Maritime Regional Influences in Europe (Amrie), Centre de documentation, de recherche et d'expérimentations sur les pollutions accidentelles des eaux, (Cedre) and TNO Built Environment and Geosciences, The Netherlands.  
MIDSIS-TROCS is a decision support system based on TROCS 2001 database, which was developed by the IMO/UNEP - (REMPEC) in collaboration with Malta University Services (MUS) for the use of REMPEC's Operational Focal Points. It is available free of charge from REMPEC at the following link <http://www.rempec.org/databases.asp>.  
PREMIAM - Pollution Response in Emergencies - Marine Impact Assessment and Monitoring, [www.cefas.co.uk/premium](http://www.cefas.co.uk/premium), for further information contact [premium@cefas.co.uk](mailto:premium@cefas.co.uk) or [mark.kirby@cefas.co.uk](mailto:mark.kirby@cefas.co.uk)

## Prioritisation during an incident

Those HNS that can cause explosions, fires or noxious gas clouds represent a threat to a wider sea area as well as to the emergency or salvage teams and therefore require most immediate prioritisation for action. Figure 4 illustrates how removal or remediation of HNS might be prioritised during an incident. Factors such as sea state, wind direction and proximity to different human or environmental sensitivities will also have an important influence on HNS prioritisation.

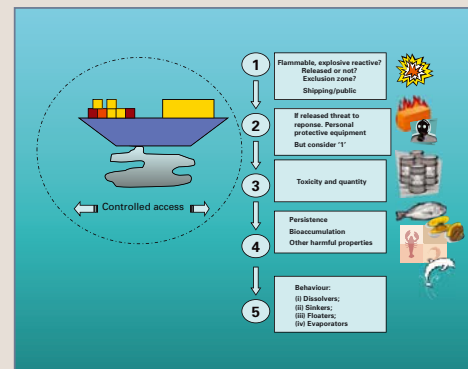


Figure 4: Prioritisation of HNS for removal or remediation during a maritime incident

## Sources of information

A range of data sources on HNS properties including free standing databases and others with internet access are available. Health and Safety data sites are also valuable sources of emergency response information (e.g. The Institute for Occupational Safety and Health guides to hazardous substances) and include information on personal protective equipment resistance to particular chemicals and data on chemical reactivity. Several European projects have also made valuable assessments of risk from HNS transport and some also consider issues around specific types of HNS spill that provide useful insight into the different behaviour categories of HNS (e.g. Cedre chemical incident response guides). Decision Support Trees are also provided in some instances to aid in the decision making process (e.g. The Mediterranean Integrated Decision Support Information System, MIDSIS-TROCS).

## Concluding points

Shipping incidents that involve the transport of HNS present uncertainties because of different behaviour categories of these substances and the potential for interaction with air, water or other HNS. As this is the case it is important that response options are simplified as far as possible. By considering the main behaviour categories of HNS as identified in the Bonn Agreement counter pollution manual, a first level of prioritisation for management of chemical cargoes can be achieved.

The GESAMP 'hazard profile' approach appears to be one of the most appropriate sources of HNS data, providing a simplified summary of the chemical in question that can be used by field operatives and primary advisors in the first instance. It also has the added advantage of being focussed on the marine environment and on regularly shipped chemical cargoes.

## Acknowledgements

The work described in this poster and overall management of the research programme was funded by the Maritime and Coastguard Agency.

## **Appendix 2E Media**

### **Call PR Representative**

Key spokesperson (KS) to call PHAL's PR representative (see Contact List within Data section of the 'Plan') while activating appropriate management strategy with staff.

### **Issue first response media statement**

KS to prepare first response media statement to be released to all audiences as soon as possible. Statement to be modelled on drafts provided later in this section. In doing so consider more integration with the Dorset LRF Warning and Informing cell/protocols. For details of Dorset Council Duty Environmental Planning Officer and Communications see contacts.

- Statement to follow 3 Rs formula – Recognise, Regret, Resolve.
- Act fast now to buy time later – speed is essential, make the statement ASAP.
- In case of serious accident or disaster, a verbal statement to be made in person by KS to media at the Port. Verbal statements can be omitted in crises not involving accidents, spills or serious injury/loss of life. In all cases a written statement must be released electronically through the Watershed Newsroom and the PHAL website.
- KS to inform all media that statement is to be made by KS at XX place at XX time.
- Keep statement brief but sincere. Recognise that there will not be much to say at this stage. It is OK to tell the media that you don't have all the answers yet but that you will update them the minute that you have more information.
- Verbal statement in person must not be read off a sheet of paper but made direct to audience without notes, using everyday plain English and speaking from the heart.
- Statement will be brief. KS can pre-empt questions by using formula set out in Scenarios.
- Verbal statement to be video'd if possible and video to be released on PHAL dark site or alternative. Video may be done by Watershed on iPhone if larger camera not available.
- Link to statement and video on dark site/ alternative posted on Twitter.
- Inform media of time and place of next statement or update on progress. In case of major incidents this may be as soon as half an hour after first briefing and certainly within eight hours.
- Log details of statement in crisis record book – time and place issued, by whom, title and content.

### **Launch online information tools**

Online information should be posted as soon as possible.

Twitter feed:

- Remember this is public and can be seen by anyone.
- Use for rapid updates as information comes in – media will be watching it.
- Useful for rapid rebuttals when media get facts wrong.
- Set up appropriate hash tag for crisis so you can monitor what others are saying.

PHAL website homepage:

- Already running Twitter feed, so will contain latest news flashes.
- Post tailored version of first media statement with link to dark site pages.
- Remember to keep updated as crisis unfolds.

Dark site:

- KS to authorise that dark site goes live.
- Dark site/ alternative may not be needed in crises not involving accidents, oil spills or serious injury/loss of life – decision for KS with advice from Watershed.



- All relevant new information to be uploaded to dark site/ alternative.
- Site already contains background material.
- Keep site updated.

### **Inform stakeholders**

The media and the internet are effective channels for delivering information fast to the widest audience, which is why you need to make a press statement first, followed by launching your online strategy. However, you must not forget to inform all your stakeholders direct, even though they may already be aware of the situation.

The stakeholder list in the Data Section of this 'Plan' lists all those who should be alerted.

- Use initial press statement and tailor as needed to specific groups.
- Release as soon as possible, preferably by email or text.
- Include link to the dark site and Twitter account so that people know where to seek updates.

#### **2.9.4. Resources and locations**

The communications team will be based in the Board Room of PHAL main offices, with the management team above on the top floor.

- Computer terminal with access to dark site and home page sited the Board Room, also radio and TV.
- Appoint media monitor to track online and broadcast coverage (radio and TV) and report findings to communications team.

Phones and mobile communication devices:

KS to keep crisis mobile smartphone with him, charged and switched on at all times. Must be preconfigured to receive Twitter feed and emails.

- Phone is kept [WHERE?].
- Phone number is:
- Knowledge of phone number is restricted to communications and management team members only.

Media centre:

The Britannia Ferry Terminal first floor room to be used as the media area for press conferences and briefings. This also addresses security issues associated with allowing media access to the dock estate, while accommodating accredited media representatives on site.

Media representatives to present Press accreditation on gate before admittance – either NUJ card or a photographic Press identity card recognised by the Police. No admittance to media representatives without specific ID proving them to be a member of a recognised media organisation, or an accredited freelance.

#### **2.9.5. Media Statement**

Issue media statement alongside PHAL fast facts, corporate statement of ethics and crisis management principles (includes both Oil Spill & Marine Pollution Contingency Plan and Emergency Plan). See

Appendix 2Aiv for a copy of a template for a first media statement. This can also be adapted for future media statement.

### **2.9.6 Fast Facts**

- Access - Portland Port provides fast access to the Western Channel and is naturally sheltered from adverse conditions. The harbour, protected from prevailing southwesterly winds by the Isle of Portland, is surrounded by manmade breakwaters. There is a width of 210 metres and depth of over 12.6 metres (C.D.) at the entrance of the harbour allowing a wide section of vessels to use the Port.
- Tides & water depth - The surrounding water has an extremely small tidal range (maximum spring tidal ranges are 2.3 metres and a sedate 1.1 knots for the maximum spring tidal stream). The Harbour has over 4,000 acres of water with depths of up to 15m (C.D.).
- Berths - Portland Port has over 2,000 metres of alongside berths and 11.6 metres (C.D.) depth of water at the deepest alongside berth. Berthing is available for vessels up to 300 metres (subject to Harbour Master's approval). 11 designated anchorages are within the 2,000-acre inner harbour. Six designated anchorages are within the 2,500-acre Outer Harbour.
- English Channel – the Port is just a short distance from the main English Channel shipping lanes, making it ideally placed to service the needs of the hundreds of ships which pass through the Channel every day.
- Services - Run by Portland Harbour Authority Ltd, the Port is a thriving commercial facility offering a wide range of facilities for commercial customers - from long term lay-ups to brief maintenance calls, day calls by luxury cruise liners to cargo shipments of all shapes and sizes.
- Tenants - The Port maintains a close relationship with the past through its ongoing contract to support the RFA, as well as being home to the activities of Global Marine and Portland Bunkers International.

### **2.9.7 Statement of Corporate Ethics**

Portland Harbour Authority's aim is to manage and regulate Portland Harbour effectively and efficiently in accordance with our obligations under the Portland Harbour Revision Order of 1997, and to continue to develop the physical and natural assets of the Harbour for the benefit of all stakeholders and users.

We are the custodians of a unique piece of maritime heritage and environment and while operating as a commercial port, we recognise our duty of care to protect and preserve.

Portland Harbour Authority is a significant local employer in its own right. We also bring further income and prosperity to South Dorset through the activities of our tenants.

### **2.9.8 Statement of Crisis Management Principles**

#### **Oil Spill & Marine Pollution Contingency Plan**

As a party to the UN Convention of the Law of the Sea, the UK has an obligation to protect and preserve the marine environment. Harbour authorities are legally required to have oil pollution contingency plans. The Portland Oil Spill Contingency Plan was approved in 2014 and is scheduled for review in 2019. The plan also covers other types of marine pollution as recommended in MCA guidance.

Emergency plan

The Portland Harbour Emergency Plan sets out the measures to be taken when dealing with incidents or emergencies arising within the port area. While specifically written to satisfy the requirements of the Dangerous Substances in Harbour Areas Regulations 1987, the plan is designed to provide a framework for dealing with all emergencies that may occur within Portland Harbour and its dock estate. The plan is designed to be implemented in whole or part depending on the scale and type of the emergency.

## **2.9.9 Media Q&A relating to an incident associated with the bunkering operation**

### **Who provides the bunkering services at Portland?**

All bunkering services at Portland are provided by the world's leading marine petroleum supplier, Aegean Marine Petroleum Network. The specialist company has over 15 refuelling centres worldwide that provide a joint-annual volume of 11 million tonnes to the shipping industry.

### **How long has Aegean been based at the Port?**

Aegean has been based at Portland since 2006 when they took over British Petroleum's facilities at the Port.

### **What is the average fuel volume Aegean stores at Portland Port?**

Aegean's storage facilities have an air capacity of 40,000 mt of fuel.

### **How many ships refuel within the Port on an average yearly basis?**

Aegean refuel about 500 ships a year in pre-designated areas at the Port.

### **How do ships visiting Portland refuel? Does bunkering take place anywhere in the Harbour?**

Aegean's bunkering operations are conducted by modern double-hull supplying vessels that transfer fuel to their client's vessel. The company's refuelling operations take place in tightly controlled, designated areas at the Port.

### **How often are the storage conditions checked for safety?**

Aegean Marine Petroleum Network routinely check all bunkering systems - every 24-hrs comprehensive system checks are conducted. As the statutory Harbour Authority, the Port audits Aegean's operation systems on a yearly basis.

### **What safety regulations and anti-pollution credentials do Aegean possess?**

Aegean is ISO 9001 certified for the Provision of Procurement Services for Marine Fuel Oils and Lubricants, ISO 14001 certified for Environmental Management System and has a TR-8 certification issued by Lloyds for Quality Management for Bunker Supply.

The company adheres closely to all regulations set by the Maritime and Coastguard Agency and the General Direction set by Portland Harbour Authority, which tightly controls Aegean's day-to-day bunkering operations in the Harbour.

In 2010 Aegean was awarded the European Marine Safety Agency (EMSA) anti-pollution clean-up contract for the English Channel and Bay of Biscay. Under the terms of the contract Aegean is the lead-response organisation for oil spill clean-up operations on the South West coast and southerly reaches.

### **What structure is in place for the safe refuelling of ships?**

Any vessel intending to engage in Aegean's bunkering operations must apply to the harbour master for approval before entering Harbour limits. Vessels are unable to enter Harbour limits until their application has been approved by the Harbour Master. On granting approval the Harbour Master directs each vessel to an appropriate anchorage in a pre-designated bunkering area or an alongside berth depending on operational needs and the prevailing weather conditions. All vessels using Aegean's bunkering service have to comply with the PHAL's General Direction on bunkering activities.

**What type of oil has been spilled?**

Answers to this will be developed on a case-by-case basis

**Where does the fuel originate? How does it arrive at the Port?**

The fuel arrives at Port on an import tanker from within the EU. The process adheres to the detailed regulations set by the Maritime and Coastguard Agency and is in accordance with Portland Harbour Authority's General Directive.

**How did this happen?**

It's too soon to say. But rest assured that there will be a thorough investigation into the incident to find out how this could have happened and what steps could be taken to prevent it ever happening again.

**Who is ultimately at fault?**

The most important task at the moment is to deal with the incident swiftly and effectively, and that is what we are concentrating all our efforts on. There will be a thorough investigation into the incident and that will publish its conclusions in due course.

## Appendix 2F Site Hazards

### BIRD HANDLING

Handling of birds must be carried out by properly trained personnel to ensure the protection of both bird and handler. Wild birds have no understanding of human intentions. Even a greatly weakened bird can inflict serious injury to handlers, especially to human eyes. Open wounds on hands and arms from such injuries can present opportunities for oily contaminants and disease to enter the handler's blood system.

Bird Handling should be carried out by the RSPCA, or by volunteers who have had some training. It is easy to put the birds under more stress by chasing and man-handling them. If oiled birds are sited a record should be made of the siting, time, location and reported to the RSPCA for further action.

### BOAT SAFETY

Boat operators must familiarise themselves and passengers with safety features and equipment on their boats.

1. Only qualified individuals must operate boats.
2. Personnel on boats must wear Lifejackets.
3. Use of cold water immersion suits is particularly critical under conditions of cold stress.
4. Boats should generally not be used after sunset for oil recovery.  
If this is required or boat use poses minimal risk, areas of operation should be carefully prescribed. Individual boat operators should maintain a communication schedule with a shore base. Each boat should be fully equipped with appropriate navigation lights.
5. Boat operators must keep their supervisors informed on their area of operation, especially when they change their work area (i.e. if plans call for a boat to move to another location during a shift, the operator should advise the supervisor of his actual time of departure).
6. Portable fuel tanks should be filled outside of the boat. All sources of ignition in the area of refuelling should be isolated.
7. Personnel working in or operating boats should wear appropriate non-slip footwear.
8. Fixed ladders or other substantial access/egress should be provided at boat transfer locations from low water line to platform.
9. Workers should be cautioned about using their arms or legs to fend off during berthing, or getting their hands, arms, or legs between vessels and docks or fixed structures.
10. Portland Port recognises the importance of employing MCA coded workboats, however it is appreciated that in the event of a major incident the exceptional circumstances may require the employment of any available vessels.

### CHEMICAL HAZARDS

Attach appropriate Material Safety Data Sheets for all hazardous substances likely to be used at a spill site.

### COLD STRESS

Cold stress can occur among responders as a result of prolonged exposure to low environmental air temperatures or from immersion in low temperature water. It can lead to a number of adverse effects including:

- frostbite;
- chilblains; and
- hypothermia.

The single most important aspect of life-threatening hypothermia is a fall in the deep core temperature of the body.

Workers shall be provided with warm clothing, rest opportunities, exposure protection, and warm and/ or sweet fluids. Boat crew personnel need to wear immersion suits in the water where temperatures are below 15<sup>on</sup> Celsius, or the combined water and air temperature is less than 8° Celsius. Wind chill needs to be taken into consideration as this can dramatically effect the exposure.

## Wind Chill Chart

| <b>WIND CHILL CHART</b> |       |                     |     |     |     |                  |                  |                  |                  |                  |                  |                  |
|-------------------------|-------|---------------------|-----|-----|-----|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Strength                | Speed | Temperature Celsius |     |     |     |                  |                  |                  |                  |                  |                  |                  |
| Calm                    | 0km   | 10                  | 4   | -1  | -7  | -12              | -18              | -23              | -29              | <sup>1</sup> -34 | <sup>1</sup> -40 | <sup>1</sup> -45 |
| Breeze                  | 16km  | 4                   | -2  | -9  | -15 | -23              | -31              | <sup>1</sup> -44 | <sup>1</sup> -51 | <sup>1</sup> -51 | <sup>1</sup> -57 | <sup>2</sup> -64 |
| Moderate                | 32km  | 0                   | -8  | -15 | -23 | <sup>1</sup> -32 | <sup>1</sup> -40 | <sup>1</sup> -48 | <sup>1</sup> -55 | <sup>2</sup> -64 | <sup>2</sup> -72 | <sup>2</sup> -80 |
| Near Gale               | 48km  | -2                  | -10 | -19 | -28 | <sup>1</sup> -36 | <sup>1</sup> -45 | <sup>1</sup> -53 | <sup>2</sup> -62 | <sup>2</sup> -71 | <sup>2</sup> -79 | <sup>2</sup> -88 |
| Gale                    | 64km  | -4                  | -12 | -21 | -31 | <sup>1</sup> -38 | <sup>1</sup> -48 | <sup>1</sup> -57 | <sup>2</sup> -66 | <sup>2</sup> -74 | <sup>2</sup> -83 | <sup>2</sup> -92 |

Little danger to properly dressed personnel  
<sup>1</sup>Danger of freezing exposed flesh  
<sup>2</sup>Greatest Danger

### DRUM HANDLING / MANUAL HANDLING

Drum handling at a spill site primarily involves drums of waste and contaminated clothing. Several types of drums and containers may be used. These range from 25 to 200 litres in size. All drums and containers must be properly labelled.

If in doubt as to the contents of a drum - seek advice.

Manual lifting and movement of drums should be kept to a minimum. A guide to manual handling is as follows:

- Wear gloves.
- Assess the weight of the load and get help if it is beyond your capacity. Where appropriate use mechanical aids provided.
- Size up the job - remove any obstructions, note any snags and make sure there is a clear space where the load is to be set down. Ensure that you can see over the load whilst carrying it.
- Look out for any splinters, projecting nails, sharp edges or wire.
- Stand close to the object with your feet 20 to 30cm apart, place one-foot in advance of the other, pointing in the direction you intend to move.
- Hold your chin inwards - avoid moving your head backwards or forwards.
- Bend your knees to a crouch position, keeping your back straight.

- Get a firm grip at opposite corners of the load with the palm of the hand and the roots of the fingers. Arms should be as close to the body as possible.
- Lift with your thigh muscles and extend body/straighten your legs.
- Apply the above principles, to any movement such as pushing, pulling, digging, shovelling etc.

Use the reverse procedure when setting down the load.

## **EQUIPMENT OPERATIONS**

### **Heavy Equipment**

- Operators of heavy equipment, such as front-end loaders, graders, and bulldozers must be trained and qualified in their safe operation.
- The operator and banksman must be familiar with agreed signalling techniques. Where appropriate, the banksman should use protective headgear.
- Buckets must not be used for personnel transport.

### **Forklifts**

- Only trained and authorised operators shall be allowed to operate forklifts.
- Only stable or safely arranged loads that do not exceed the capacity of the truck shall be handled.
- Operators are expected to carry out daily checks of the forklift to be operated. All inspection defects are to be corrected prior to its operation. If it cannot be rectified immediately, the truck should be taken out of service.

## **ELECTRICAL HAZARDS**

- Electrical hazards shall be identified and marked with suitable placards, barricades, or warning tape as necessary.

## **FATIGUE**

Working long hours without rest may be required, especially during the early phase of response. This coupled with the stress of the situation and wearing required PPE, can contribute to fatigue.

Symptoms include:

- loss of concentration;
- errors in judgement;
- irritability;
- sleepiness; and
- soreness and stiffness in joints and muscles.



Rest and sleep are the primary treatments for fatigue. Stress can be addressed by relaxation techniques, such as deep breathing, stretching and taking breaks.

## **FIRE AND EXPLOSION**

Flammable and combustible materials may be encountered at the spill site. These may be fuels for vehicles and equipment or the spilled material itself. However other chemicals may be used during the response. Refer to the container label and MSDS for more information on these materials.

Precautions should be taken when working with either flammables or combustibles:

- No smoking
- Store in approved, labelled containers
- Provide fire extinguishers in areas where these materials are used.

## **HEAT STRESS**

Heat stress can result whilst responders perform heavy labour work in protective and/or impermeable clothing. This clothing does not breathe or allow for the normal dissipation of body heat.

Heat build up can lead to a number of adverse health effects including, heat rash, heat cramps, dehydration, heat exhaustion or heat stroke.

The incidence of heat stress is dependent on a number of factors such as temperature, humidity, a person's fitness, age, weight and clothing worn. Therefore supervisors should continually monitor their employees when workloads are heavy and temperatures and/or humidity are high.

Fluids shall be available at all times and personnel will be encouraged to drink these during rest periods. Shaded rest areas will be made available where feasible.

## Heat Index

| <b>HEAT INDEX</b>       |     |     |     |     |      |       |       |       |       |       |
|-------------------------|-----|-----|-----|-----|------|-------|-------|-------|-------|-------|
| AIR TEMPERATURE CELSIUS |     |     |     |     |      |       |       |       |       |       |
| Relative Humidity       | 21° | 24° | 26° | 30° | 32°  | 35°   | 38°   | 40°   | 44°   | 46°   |
| 20%                     | 19° | 22° | 25° | 28° | 31°  | 34°   | 37°   | *41°  | *45°  | *49°  |
| 40%                     | 20° | 24° | 26° | 30° | 34°  | 39°   | *44°  | *51°  | **58° | **66° |
| 60%                     | 21° | 25° | 28° | 32° | 38°  | *46°  | **56° | **65° |       |       |
| 80%                     | 22° | 26° | 30° | 36° | *45° | **58° |       |       |       |       |

\* Heat cramps or exhaustion likely. Heat-stroke possible.

\*\* Heat-stroke highly likely.

### AIR MONITORING

#### MONITORING PLAN

1. Air monitoring at the spill site and surrounding areas will be carried out to ensure site worker and community safety particularly in the event of a Tier 2 / 3 incident.
2. Air monitoring will be done during site characterisation, and on each work shift during clean up activities until results indicate no further monitoring is required.
3. All monitoring done at the clean up site will be documented and the data maintained by qualified personnel on site.

#### INITIAL SITE MONITORING

1. Monitoring will be done during initial site entry.

This monitoring is to include checking for:

- Oxygen (O<sub>2</sub>) deficiency using a direct reading oxygen meter;
  - flammable atmospheres (% Lower Explosive Limit [LEL]) using a combustible gas indicator;
  - benzene, hydrogen sulphide and other gases as needed using direct reading instruments, indicator tubes or other accepted methods.
2. Competent personnel will carry out tests.
  3. Instrument calibrations will be carried out prior to use.
  4. All monitoring will be documented ( refer Attachment 1 for example)

#### ON GOING MONITORING

1. Monitoring for oxygen deficiency and flammable atmospheres will be made if confined spaces are encountered, or as required.
2. Monitoring for benzene, hydrogen sulphide or other identified gases will be done at work shift start as needed.

Results of site monitoring will be made available to interested parties.

### **MOTOR VEHICLES**

Drivers shall maintain a safe speed at all times, and shall not be allowed to operate vehicles in a reckless manner.

### **NOISE**

Appropriate hearing protection shall be used in designated high noise areas where personnel noise exposure exceeds 85 dBA, time weighted average over an 8 hour workshift/ period. Additionally, no person shall be exposed to greater than 115 dBA at any time without the use of appropriate hearing protection.

### **OVERHEAD AND BURIED UTILITIES**

If work has to be carried out near overhead lines, consultation with the organisation that operates the supply system should be undertaken. A safe working distance from these overhead lines should be determined and the area cordoned off.

The estimated location of buried utilities such as sewer, telephone, fuel, electric or water should be predetermined before work begins. Utility companies or owners must be contacted, advised of the proposed work and informed of the urgency of the situation.

### **PUMPS AND HOSES**

Pumps and hoses may be used at the spill site to apply water, steam or chemical for clean up and/or decontamination. They may also be used for transfer of liquid waste. Caution should be used when working in these areas where hoses are being used as they represent a tripping hazard.

Additionally when using pumps and hoses determine their last contents to avoid unnecessary contamination.

### **SLIPS, TRIPS AND FALLS**

Slips, trips and falls on oily surfaces are the major cause of injuries at an oil spill site. Many of these injuries occur in the first few minutes of work before workers are totally familiar with the conditions and before precautionary measures have been taken.

When entering a spill site, walk slowly and carefully in oil coated areas. Be especially careful when walking on oil covered rocks. Oil resistant safety footwear with non-slip soles should be worn.

It is best to clear an access/egress route than walk through oiled areas.

### **HELICOPTER OPERATIONS**

Helicopter Operations may be in use at the spill site for:

- overflight surveillance;
- site characterisation;
- personnel/equipment transport; and
- rescue/medical transport.

Safe working practices for passengers and other personnel include:

- Passengers must receive a safety briefing from the pilot prior to takeoff. The briefing shall include, safety features and equipment location on the aircraft, helicopter underwater escape procedures when appropriate and emergency information.
- Passengers and ground crew should approach/depart from the **FRONT** of the helicopter only when signalled by the pilot and shall never walk under or around the tail rotor or exhaust.
- Loose fitting clothing, hats or other gear which might be caught in the rotor down wash, must be secured or removed within 100 feet of operating helicopters.
- Passengers shall wear seat belts at all times and personal flotation devices when flying over water.
- Passengers and ground crew shall wear hearing protection (which may include communication headsets) at all times around operating helicopters.
- During emergency landing on water, do not exit until instructed to do so by the pilot after rotor blades stop turning or pilot signals all clear, do not inflate personal flotation devices until outside of the helicopter.

## **LIFTING**

Cranes must be operated in accordance with the manufacturer's instructions and established construction practices. Only trained and authorised operators shall be allowed to operate cranes.

Outriggers must be fully extended to assure maximum stability of the equipment.

Cranes must only be operated where the ground provides adequate support.

Rigging components must be inspected daily. Only certified wire rope slings or web strops shall be used.

Each sling or strop must be clearly marked or tagged with its rated capacity and must not be used in excess of this rating.

Personnel should not be allowed under the jib or load except for the minimum time necessary to hook or unhook the load.



Portland Harbour Authority  
Oil Spill & Marine Pollution Contingency Plan

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## **Section 3 Appendices**

- 3A** LRF Coastal Pollution Clearance Plan – Coastal Data Sheets
- 3Ai** Emergency Contacts Directory
- 3Aii** Training and Resources/ Equipment
- 3B** Nature Conservation Designations Overview Tables and Site Plans
- 3C** Figures 3a, 3b and 3c - Harbour Activities and Nature Conservation
- 3D** Heritage Asset Tables
- 3E** Heritage Asset Figures

## Coastal Data Sheets – Sector 5 West Bexington to Ferrybridge

| <b>COASTLINE DESCRIPTION</b>                    |  |
|---|--|
| <b>Variability Along Sector</b>                 | A continuous bank of pebbles stretching from Chesil to Abbotsbury, continuing as a pebble beach to West Bexington.   |
| <b>Backshore Zone</b>                           | There is no Backshore zone except between Abbotsbury and West Bexington where there is gentle sloping farm and scrubland behind the shingle bank.  |
| <b>Intertidal Zone</b>                          | Shifting shingle.  |
| <b>Wave Energy</b>                              | Very high.   |
| <b>Man-made features</b>                        | Sea defence works forming promenade at Chesil. Otherwise none.   |
| <b>Marine Biology: Littoral Zone Assessment</b> | A shifting shingle bank that supports a number of rare and notable species of marine flora. The sector has numerous sites that qualify for environmental designations.   |
| <b>CONSERVATION</b>                             |  |
|   | Designations include SSSI; RAMSAR site; SPA; part of the site is a DTNC reserve (West Bexington); proposed site of national marine biological importance. Candidate for European Special Area of Conservation (SAC). The Fleet, on the landwards side of the bank, is an important breeding area for fish and is one of the few nurseries of bass in Britain.<br>Nationally important numbers of widgeon winter on the lagoon along with several other species of wildfowl. The beach provides a site for breeding little tern, arctic tern, common tern and ringed plover. The vegetated shingle beach supports nationally important populations of sea kale, yellow-horned poppy and shrubby sea blite.<br>The site is a part of a World Heritage Site, of international importance for its coastal geomorphology. |
|   | Vegetated shingle beach enclosing a large tidal lagoon that consists of mudflats and saltmarsh.  |
| <b>Designations</b>                             | <a href="#">Chesil &amp; The Fleet SAC (East of West Bay)</a> ; <a href="#">Lyme Bay and Torbay cSAC</a> ; <a href="#">Chesil &amp; The Fleet SSSI</a> ; <a href="#">Chesil Beach and The Fleet RAMSAR</a> ; <a href="#">Chesil Beach and The Fleet SPA</a> ; <a href="#">Chesil Beach and Stennis Ledges MCZ</a>  |
| <b>RESOURCES AT RISK</b>                        |  |
| <b>Tourism and Recreation</b>                   | Very popular for recreational shore fishing, ornithological interests at Ferrybridge and Abbotsbury. Sport diving takes place offshore.  |
| <b>Fisheries and Mariculture</b>                | Limited pot fishing and trawling.  |



## Coastal Data Sheets – Sector 5 West Bexington to Ferrybridge

| <b>CLEAN-UP STRATEGY</b>  |   |
|---|---|
| <b>Useful Contacts:</b>   | <b>West Bexington Car Park</b> owned by WDDC; 01305 251010<br><b>Abbotsbury Car Park</b> owned by: Ilchester Estates – 01305 760579<br><b>Weymouth and Portland Borough Council</b> – 01305 838000  |
| <b>Special Considerations</b>                                   | <b>Water Table</b> - ease of clean up on sandy beaches may depend on height of water table.   |
| <b>Agreed Treatment (Natural England and Local Authorities)</b> | <ul style="list-style-type: none"> <li>• No dispersants opposite the Fleet for fear of seepage.</li> <li>• No high pressure hosing without prior consultation with Natural England.</li> <li>• No disturbance to the shingle beach between March and October.</li> <li>• No activity Abbotsbury - Chiswell March - August Inclusive because of nesting Tern colonies.</li> <li>• Oil should be left to degrade naturally.</li> <li>• Care should be taken to avoid excessive damage of the shingle vegetation.</li> </ul> |
| <b>Equipment Guidelines</b>                                     | <b>Equipment stored locally</b> <ul style="list-style-type: none"> <li>• None</li> <li>• Shoreline Cleanup Assessment Techniques:<br/><a href="https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat">https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat</a></li> </ul>  |
| <b>Containment and Recovery</b>                                 | There are no effective methods available that would protect this extensive shingle shoreline other than at sea clean up.  |
| <b>Beachmasters Command Posts</b>                               | West Bexington Car Park<br>Chesil beach Fleet Lagoon Car Park (owned by WPBC)   |
| <b>RVP's</b>  | West Bexington Car Park<br>Chesil beach Fleet Lagoon Car Park (owned by WPBC)   |
| <b>Temporary Storage</b>  | <b>Chesil to Abbotsbury</b> - lined skips would be required for onsite storage of recovered oil or oily debris - 4 wheel drive or all-terrain vehicles required to transport skips along the Chesil Bank.<br><b>Abbotsbury to West Bexington</b> – Abbotsbury and West Bexington Car Park or it may be possible to dig temporary storage pits on agricultural land behind the beach.  |



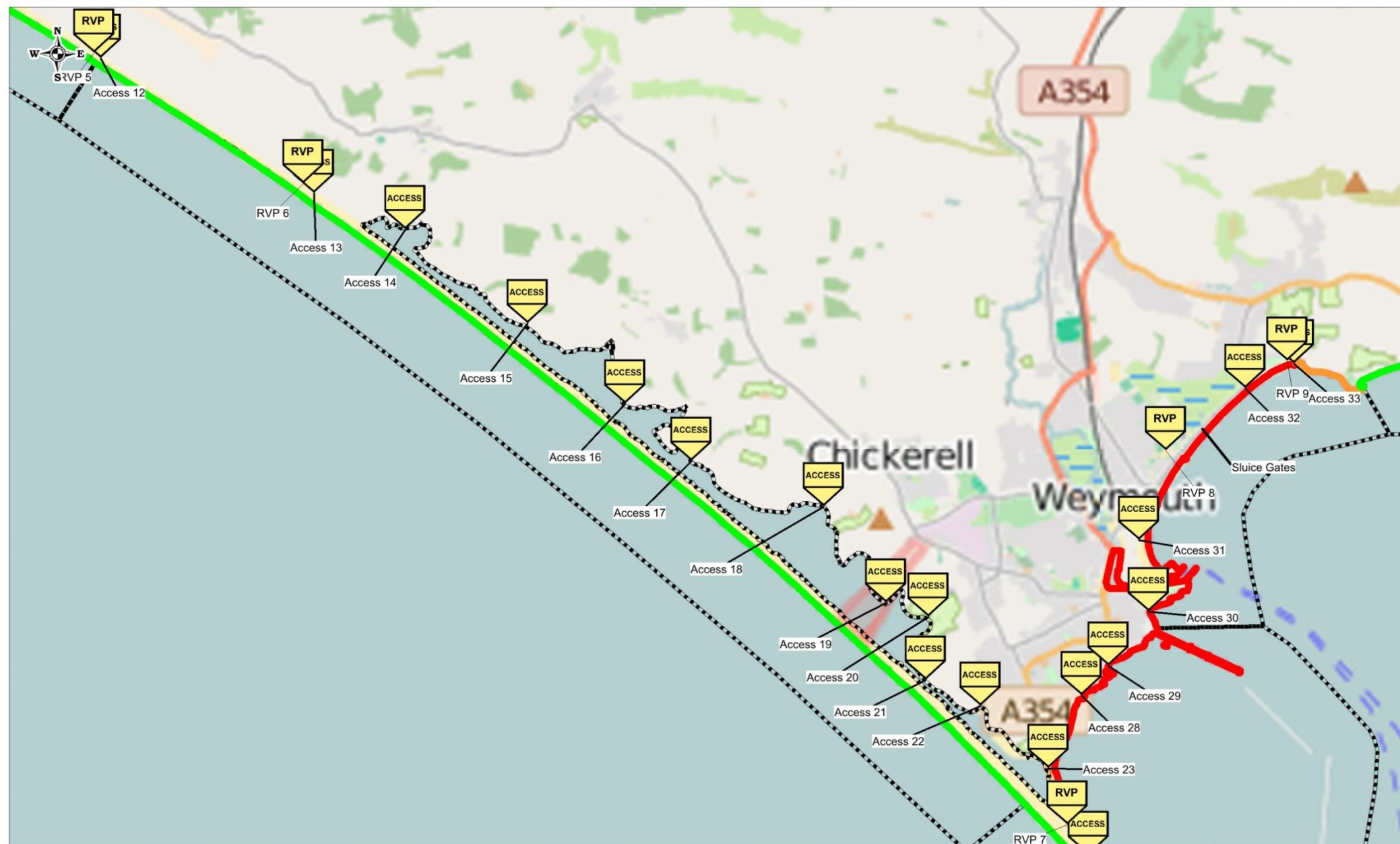
## Coastal Data Sheets – Sector 5 West Bexington to Ferrybridge

| SENSITIVITY SCORE WORKSHEET   |              |           |           |  |              |           |           |
|---|--------------|-----------|-----------|--|--------------|-----------|-----------|
| <b>ECONOMIC</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>AESTHETIC</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Income or Use Reduction   | 0-4          | 0         | 0         | Scenic Quality   | 0-4          | 4         | 4         |
| Natural Resource Damage   | 0-4          | 0         | 0         | Visual Impact  | 0-4          | 4         | 4         |
| Replacement / Restoration Costs   | 0-4          | 1         | 1         | Local Appreciation   | 0-4          | 4         | 4         |
| <b>Sub Total</b>  | 0-12         | <b>1</b>  | <b>1</b>  | <b>Sub Total</b>   | 0-12         | <b>12</b> | <b>12</b> |
|   |              |           |           |  |              |           |           |
| <b>SOCIAL</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>ENVIRONMENTAL</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Purpose of Use  | 0-4          | 1         | 1         | Water quality Degradation  | 0-4          | 2         | 2         |
| Effect of Oil   | 0-4          | 1         | 1         | Biological Productivity  | 0-4          | 1         | 1         |
| Degree of Direct Contact  | 0-4          | 1         | 1         | Ecological Significance  | 0-4          | 4         | 4         |
| Amount of Use   | 0-4          | 1         | 1         | Unique Habitat Uses  | 0-4          | 4         | 4         |
| Treatment before Use  | 0-4          | 2         | 2         | Ecological Vulnerability   | 0-4          | 4         | 4         |
| <b>Sub Total</b>  | 0-20         | <b>6</b>  | <b>6</b>  | <b>Sub Total</b>   | 0-20         | <b>15</b> | <b>15</b> |
| <b>Total Sensitivity Rating</b>   | 0-64         | <b>34</b> | <b>34</b> |  |              |           |           |
| <b>AREA SENSITIVITY RANKING</b> - The outside considerations listed below can be added to the total of sensitivity rating to modify the score |              |           |           |  |              |           |           |
| <b>OUTSIDE CONSIDERATIONS</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  | These priorities were determined and agreed at a meeting in May 2015 by representatives of the following organisations: DCC, WDDC, EA and Natural England. |              |           |           |
| Political Pressure  | 0-4          | 3         | 3         |  |              |           |           |
| Public Pressure   | 0-4          | 3         | 3         |  |              |           |           |
| Time Restrictions   | 0-4          | 2         | 1         |  |              |           |           |
| Sub Total   | 12           | <b>8</b>  | <b>7</b>  |  |              |           |           |
| <b>TOTAL SENSITIVITY</b>  | <b>0-64</b>  | <b>34</b> | <b>34</b> |  |              |           |           |
| <b>TOTAL MODIFIED SENSITIVITY</b>   | <b>0-76</b>  | <b>42</b> | <b>41</b> |  |              |           |           |





**Coastal Data Sheets – Sector 5 West Bexington to Ferrybridge**



**Sector 5 West Bexington (SY531 864) to Ferrybridge (SY667 760)**

- **Length of Coastline** - 18.0 km
- **Aspect** - South-westerly
- **Exposure** - very exposed
- **Coastline Description** - continuous shingle bank
- **Conservation** - ecological and geological SSSI; RAMSAR site; SPA; part of the site is a DWT reserve (West Bexington); proposed site of national marine biological importance. Candidate for European Special Area of Conservation (SAC).
- **Resources at Risk** - ecologically sensitive area that is popular for sport fishing and ornithology.
- **Clean-up Strategy** - prioritize for an ecologically sensitive, and amenity area.
- **Access to Shoreline** - at Abbotsbury, West Bexington and Ferrybridge

**RVP's –**

- West Bexington Car Park
- Abbotsbury Beach Car Park
- Chesil beach Fleet Lagoon Car Park (owned by WPBC)
- **Temporary Waste Sites** – West Bexington Car Park and Chesil beach Fleet Lagoon Car Park (owned by WPBC)
- **Beachmasters Command Posts** – Chesil beach Fleet Lagoon Car Park (owned by WPBC)

**Coastal Pollution Plan 2015**  
Sector 5 West Bexington to Ferry Bridge

THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS

**Rendezvous Points** (RVP icon)  
**Access Points** (ACCESS icon)  
**Temporary Waste Sites** (HAZMAT icon)

**Sector Boundary**  
Priority 1 - Priority clean (red line)  
Priority 2 - No immediate action (yellow line)  
Priority 3 - Leave alone (green line)

Ref: CPP\_05  
Date: 07/04/2016  
Scale N/A  
Drawn By: ACE  
Cent X:  
Cent Y:

GEOGRAPHICAL INFORMATION SYSTEMS  
Dorset County Council  
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Map Crown Copyright - Map Scale 1cm = 0.6815 km

**Access to Shoreline and Rendezvous Points (RVPs)**

|             |  |
|-------------|--|
| 12.         | <b>West Bexington</b> (SY 532 865) - large car park, 80 yards from shore with ample hardstanding on landwards side of Chesil Bank is accessed by narrow road from the B3157 at Swyre (SY 528 881).   |
| 13.         | <b>Abbotsbury Beach</b> (SY 560 846) - car park (150 yards from shore). Hardstanding at end of tarmac road from the B3157 at SY 568 853. From above a track suitable for mid-weight vehicles runs west to West Bexington. This forms the boundary between the Chesil Bank and farmland |
| 23.         | <b>Ferrybridge</b> (SY667 762) Access for all vehicles from bridge approach (north) and boatyard (south) Hardstanding at these locations and at Ferrybridge Car Park   |
| <b>RVP5</b> | Car park at West Bexington   |
| <b>RVP7</b> | Car park at Ferry Bridge adjacent to the Chesil Beach Centre   |

**NB: The Access points and rendezvous points shown on this map include those for the open coast and the Fleet Lagoon. However, the tables only detail information relating to the open coast from West Bexington to Ferrybridge (see Sector 6 for Fleet Lagoon)**



## Coastal Data Sheets – Sector 6 The Fleet Lagoon

| <b>COASTLINE DESCRIPTION</b>                    |   |
|---|---|
| <b>Variability Along Sector</b>                 | Chesil Bank - bank of smooth pebbles, larger pebbles to the east, gradually decreasing in size towards the west. Landwards Shore - Coves and shallow cliffs. Habitats include reedbeds, saltmarshes, grassland and scrub.   |
| <b>Description of the Fleet and Chesil Bank</b> | <p>Chesil Bank, the Fleet Lagoon and its landshore components are of international importance for their coastal geomorphology and fossil-rich geological exposures. The Fleet is sheltered from the sea by the Chesil Bank and wave energy is very restricted.</p> <p>The Beach - essentially a linear storm beach linking the Isle of Portland to the mainland, is exceptional firstly for its size; (150 - 200 m wide and approximately 28 km in length); secondly for the systematic coarsening of the pebbles eastwards; thirdly for the variation and composition of the pebbles; and fourthly for the extensive historical records of beach changes. On the stable landwards side of the beach, there are large and nationally important populations of maritime plant species and the beach is the breeding site for the Little Tern.</p> <p>The Fleet - 13 km in length, 75 - 900 m wide and with a surface area 4.9 km. at high tide is exceptional for several reasons. The water is very shallow, averaging 1.5 m or less in depth, although it is up to 5m deep in the narrows. A passage opens into Portland Harbour at the eastern end of the lagoon giving rise to a tidal flow which decreases in height from approximately 2m at Smallmouth to almost nil midway along the lagoon and to a salinity gradient which varies from marine at the eastern end to close to freshwater at the other, variable according to time of year. The bed of the lagoon is mostly composed of sand and silt although in the vicinity of the narrows it is very unusual consisting of transitional pebble, hard coroline rock and soft sand.</p> <p>Geology - There are many features of national and international importance (see SSSI Citation for geological detail).</p> |
| <b>Man-made features</b>                        | <p>Small Mouth (SY 668 761) - concrete block revetment surface at Ferrybridge</p> <p>Bridging Camp (SY 650 774) - concrete apron to shoreline at military bridging hard.</p>  |
| <b>Marine Biology: Littoral Zone Assessment</b> | <p>Chesil Bank has shifting shingle consisting mainly of pebbles. There are large areas of sand flats at eastern end, which are extremely important as feeding ground for terns, waders and geese.</p> <p>The landwards shore is very shallow and varies between marsh, mud and shingle.</p>  |
| <b>CONSERVATION</b>                             |   |
|   | <p><b>Designations</b><br/> <a href="#">Chesil &amp; The Fleet SAC (East of West Bay)</a>; <a href="#">Chesil &amp; The Fleet SSSI</a>; <a href="#">Chesil Beach and The Fleet RAMSAR</a>; <a href="#">Chesil Beach and The Fleet SPA</a>;</p> <p><b>Importance</b><br/>           The Fleet is the largest and best example of a barrier-built saline lagoon in the UK. The salinity gradient, peculiar hydrographic regime and varied substrates, together with associated reedbed and intertidal habitats and the relative lack of pollution in comparison to most other lagoons, have resulted in the Fleet being extraordinarily rich in wildlife. Outstanding communities of aquatic plants and animals are present, supporting large numbers of wintering waterbirds, including Dark-bellied Brent Goose. In spring and</p>  |



|                                  |  |
|----------------------------------|--|
|                                  | summer, Chesil Bank is an important breeding site for Little Terns which feed in the shallow waters of the lagoon.. The lagoon supports extensive populations of two species of eelgrass <i>Zostera</i> and three species of tasselweed <i>Ruppia</i> , including the rare spiral tasselweed <i>R. cirrhosa</i> . The inner shore of the beach supports extensive drift-line vegetation dominated by sea beet <i>Beta vulgaris</i> ssp. <i>maritima</i> and orache <i>Atriplex</i> spp. It supports the most extensive occurrences of the rare sea-kale <i>Crambe maritima</i> and sea pea <i>Lathyrus japonicus</i> in the UK |
| <b>RESOURCES AT RISK</b>         |  |
| <b>Tourism and Recreation</b>    | The East Fleet land shore is overlooked and visited by many hundreds of visitors from the holiday parks bordering the Fleet.   |
| <b>Fisheries and Mariculture</b> | Commercial interests in netting eels and mullet and there are important oyster beds.   |

|   |   |
|---|---|
| <b>CLEAN-UP STRATEGY</b>  |   |
| <b>Useful Contacts</b>  | <b>Ilchester Estates &amp; Chesil and Fleet Nature Reserve Warden</b> – 01305 206192<br><b>Dorset Wildlife Trust</b> - 01305 264620<br><b>Portland Port Limited Harbourmaster</b> – 07778391557<br><b>Weymouth and Portland Borough Council</b> – 01305 838000  |
| <b>Special Considerations</b>                                   | <b>Water Table</b> - ease of clean up on sandy beaches may depend on height of water table.   |
| <b>Agreed Treatment (Natural England and Local Authorities)</b> | <ul style="list-style-type: none"> <li>The Marine Management Organisation must be consulted on any use of dispersants <a href="https://www.gov.uk/topic/environmental-management/oil-spills">https://www.gov.uk/topic/environmental-management/oil-spills</a></li> <li>No mechanical clean-up on Chesil Beach without prior consultation with Natural England.</li> <li>Booms should be used to prevent oil from entering the lagoon.</li> <li>No disturbance to the shingle beach between March and October.</li> <li>Oil should be left to degrade naturally.</li> <li>Particular care should be taken to avoid excessive damage on the shoreline at Access point 2.</li> <li>No activity on Chesil Bank March to August inclusive, in the vicinity of nesting tern colonies without prior consultation with the warden.</li> </ul> |
| <b>Equipment Guidelines</b>                                     | <ul style="list-style-type: none"> <li>Shoreline Cleanup Assessment Techniques: <a href="https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat">https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat</a></li> <li>Portland Port Ltd has a supply of pollution equipment that could be deployed.</li> </ul>   |
| <b>Containment and Recovery</b>                                 | <b>Small Mouth</b> (entrance to East Fleet) (SY 668 761)<br>In the event of an oil spill in Portland Harbour threatening to enter The Fleet Lagoon Portland Port Ltd would use their booms.   |
| <b>Beachmaster Command Post</b>                                 | Chesil Beach and Fleet Lagoon Car Park (leased by the Crown Estate to W&PBC) – Portacabin.  |
| <b>RVP's</b>  | Chesil Beach and Fleet Lagoon Car Park  |
| <b>Temporary Waste Storage</b>                                  | Chesil Beach and Fleet Lagoon Car Park (part tarmac and gravel)<br>Lined skips would be required for on-site storage of recovered oil or oily debris.   |



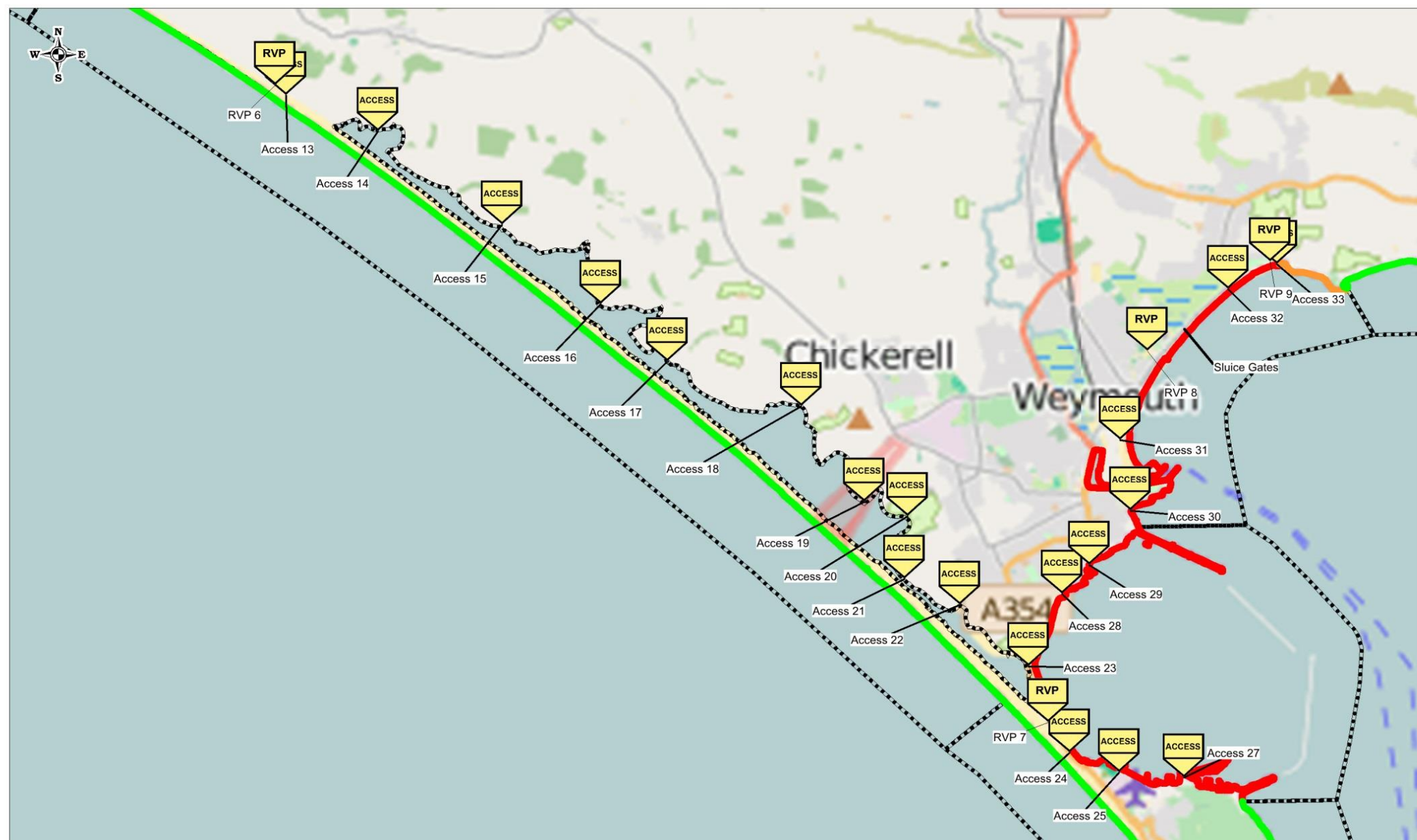


## Coastal Data Sheets – Sector 6 The Fleet Lagoon

| SENSITIVITY SCORE WORKSHEET  |       |           |           |  |       |           |           |
|--|-------|-----------|-----------|--|-------|-----------|-----------|
| <b>ECONOMIC</b>  | range | S         | W         | <b>AESTHETIC</b>   | range | S         | W         |
| Income or Use Reduction  | 0-4   | 4         | 4         | Scenic Quality   | 0-4   | 4         | 4         |
| Natural Resource Damage  | 0-4   | 4         | 4         | Visual Impact  | 0-4   | 4         | 4         |
| Replacement / Restoration Costs  | 0-4   | 2         | 2         | Local Appreciation   | 0-4   | 4         | 4         |
| <b>Sub Total</b>   | 0-12  | <b>10</b> | <b>10</b> | <b>Sub Total</b>   | 0-12  | <b>12</b> | <b>12</b> |
| <b>SOCIAL</b>  | range | S         | W         | <b>ENVIRONMENTAL</b>   | range | S         | W         |
| Purpose of Use   | 0-4   | 2         | 1         | Water quality Degradation  | 0-4   | 4         | 4         |
| Effect of Oil  | 0-4   | 1         | 1         | Biological Productivity  | 0-4   | 4         | 4         |
| Degree of Direct Contact   | 0-4   | 1         | 1         | Ecological Significance  | 0-4   | 4         | 4         |
| Amount of Use  | 0-4   | 2         | 1         | Unique Habitat Uses  | 0-4   | 4         | 4         |
| Treatment before Use   | 0-4   | 2         | 1         | Ecological Vulnerability   | 0-4   | 4         | 4         |
| <b>Sub Total</b>   | 0-20  | <b>8</b>  | <b>2</b>  | <b>Sub Total</b>   | 0-20  | <b>20</b> | <b>20</b> |
| <b>Total Sensitivity Rating</b>  | 0-64  | <b>50</b> | <b>48</b> |  |       |           |           |
| <b>AREA SENSITIVITY RANKING</b> - The outside considerations listed below can be added to the total sensitivity rating to modify the score |       |           |           |  |       |           |           |
| <b>OUTSIDE CONSIDERATIONS</b>  | range | S         | W         | These priorities were determined and agreed at a meeting in May 2015 by representatives of the following organisations: DCC, WDDC, Weymouth and Portland BC, EA and Natural England. |       |           |           |
| Political Pressure   | 0-4   | 4         | 4         |  |       |           |           |
| Public Pressure  | 0-4   | 4         | 4         |  |       |           |           |
| Time Restrictions  | 0-4   | 2         | 1         |  |       |           |           |
| Sub Total  | 12    | <b>10</b> | <b>9</b>  |  |       |           |           |
| <b>TOTAL SENSITIVITY</b>   | 0-64  | <b>50</b> | <b>48</b> |  |       |           |           |
| <b>TOTAL MODIFIED SENSITIVITY</b>  | 0-76  | <b>60</b> | <b>57</b> |  |       |           |           |



**Coastal Data Sheets – Sector 6 The Fleet Lagoon**



**Sector 6 – The Fleet Lagoon SY 668 761 to SY 568 840)**

- **Length of Coastline** - 13.0 km - (beach shore of Fleet)
- **Aspect** - enclosed tidal lagoon with opening to Portland Harbour at Small Mouth.
- **Exposure** - sheltered by Chesil Bank
- **Coastline Description** - Western shore - moving shingle bank; Eastern shore - sandy, rocky, beaches and cliffs; Landward - sand and pebble coves with shingle beaches; shallow cliffs; reedbeds.
- **Conservation** - ecological and geological SSSI; RAMSAR Site; Special Protected Area; L.N.R.
- **Resources at Risk** - ecologically sensitive, commercial fishery and amenity area.
- **Clean-up Strategy** - prioritise for ecologically sensitive, commercial fishery and high amenity area.

- Access to Shoreline -**
- Abbotsbury Car Park and Chesil Beach and Fleet Lagoon Car Park

- RVP's –**
- Abbotsbury Car Park and Chesil Beach and Fleet Lagoon Car Park

- **Beachmasters Command Post** - Abbotsbury Car Park and Chesil Beach and Fleet Lagoon Car Park (W&PBC)

|   |                              |   |   |  |
|---|------------------------------|---|---|--|
| <p><b>Coastal Pollution Plan 2015</b><br/>Sector 6 The Fleet Lagoon</p> <p>THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS</p> | <p>Rendezvous Points</p>     | <p>Sector Boundary</p>                  | <p>Ref: CPP_06<br/>Date: 07/04/2016<br/>Scale N/A<br/>Drawn By: ACE<br/>Cent X:<br/>Cent Y:</p> | <p>GEOGRAPHICAL INFORMATION SYSTEMS</p> <p><b>Dorset County Council</b></p> <p><small>© Crown copyright and database rights 2016. Ordnance Survey 100010790. You are permitted to use this data solely to create you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. Aerial Photography © UK Perspectives 2002 © Geospatial 2005, 2009 &amp; 2014</small></p> |
|   | <p>Access Points</p>         | <p>Priority 1 - Priority clean</p>      |   |  |
|   | <p>Temporary Waste Sites</p> | <p>Priority 2 - No immediate action</p> |   |  |
|   |                              | <p>Priority 3 - Leave alone</p>         |   |  |

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**Access to Shoreline and Rendezvous Points (RVPs)**

|             |   |
|-------------|---|
| 14.         | <b>Abbotsbury Swannery</b> (SY 575 839) - gated access (key with Ilchester Estate) from unclassified Rodden to Abbotsbury Road at SY 577 846 all vehicle. Hardstanding available.   |
| 15.         | <b>Rodden</b> (SY 593 825) - gated access (key with Ilchester Estate) from Rodden to Abbotsbury Road (New Barn Road) at SY 593 835 via Higher Barn along track.   |
| 16.         | <b>Langton Herring</b> (SY 606 814) at Langton Hive Point - all vehicle track from the village to coastline and Coastguard cottages along bridleway - small area of hardstanding.   |
| 17.         | <b>Moonfleet Hotel</b> (SY 616 806) - access from B3157 at Chickerell to hotel. Firm ground. Limited access only for 4x4 vehicles via adjacent field.   |
| 18.         | <b>East Fleet</b> (SY 635 799) - open access from B3157 at Charlestown. Small area of hardstanding. N.B. Limited access only  |
| 19.         | <b>MoD Rifle Range</b> (SY 644 786) - gated access (key at RETC) from B3157 to water's edge. MoD control entry.   |
| 20.         | <b>Littlesea Caravan Camp</b> (SY 650 783) - open access from Lynch Lane through caravan camp to water's edge.  |
| 21.         | <b>MoD Bridging Camp</b> (SY 650 774) - access from Camp Road via guarded gate to RETC and thence to land at water's edge. Ample hardstanding and slipway.  |
| 22.         | <b>Wyke Regis - Pirate's Lane</b> (SY 660 774) off Portland Road at White Castle - Open access to cove and beach via narrow and uneven track for 4 x 4 vehicles. No hardstanding. <b>NB:</b> Particular care should be taken to avoid excessive damage on the shoreline at this Access point. |
| 23.         | <b>Ferrybridge - Fleet Entrance</b> (SY 668 761) - open access from bridge approaches (north) & boatyard (south) for all vehicles. Hardstanding at these locations and at Ferrybridge car park.   |
| <b>RVP6</b> | Abbotsbury Beach Car Park   |
| <b>RVP7</b> | Ferrybridge Car Park adjacent to Chesil Beach Centre  |

NB The access points and rendezvous points are shown for the open coast and the fleet lagoon. However, the tables only detail information relating to the Fleet Lagoon. For the open coast see section 5

## Coastal Data Sheets – Sector 7 Ferrybridge to Portland Bill

| <b>COASTLINE DESCRIPTION</b>                    |  |
|---|--|
| <b>Variability Along Sector</b>                 | A uniform coastline that when viewed from above comprises of a series of gentle curves separated by small embayment's and backed by steep cliffs.  |
| <b>Backshore Zone</b>                           | Cliffs form the coastal edge along the entire length of the Isle of Portland, although they display some variation in height and morphology. To the south, the cliffs, cut in the Jurassic Purbeck beds, are low and vertical some 5 - 10 m in height. Cliff height increases towards the north, display slumping and attain over 50 m in height. At the foot of the cliffs and above high water mark are narrow strip beaches of boulders, cobbles and shingle, or massive slabs of rock and scree.           |
| <b>Intertidal Zone</b>                          | The intertidal zone of the boulder beaches is generally made up of large calibre boulders and slabs of rock with some cobbles and shingle. The boulder beaches are generally moderately steep and narrow. Rocky platforms, usually without a significant veneer of sediment, occur around the southerly point of Portland Bill.  |
| <b>Wave Energy</b>                              | Wave energy can be very high.  |
| <b>Man-made features</b>                        | None.  |
| <b>Marine Biology: Littoral Zone Assessment</b> | At the foot of the cliffs and above high water mark are narrow strip beaches of boulders, cobbles and shingle, or massive slabs of rock and scree. The boulder beaches are generally moderately steep and narrow.  |
| <b>CONSERVATION</b>                             |  |
|   | The cliffs and rocky shore support breeding puffin, guillemot, razorbill, kittiwake, fulmar and herring gull. The sea cliff of Portland supports a varied maritime flora including several rare species and is a nationally important coastal limestone site for lichens. The site is a part of a World Heritage site, of international importance for its fossil-rich geological exposures.   |
|   | <b>Designations</b><br><a href="#">Chesil &amp; The Fleet SAC</a> ; <a href="#">Chesil &amp; The Fleet SSSI</a> ; <a href="#">Chesil Beach and The Fleet RAMSAR</a> ; <a href="#">Chesil Beach and The Fleet SPA</a> ; <a href="#">Chesil Beach and Stennis Ledges MCZ</a> ; <a href="#">Isle of Portland SSSI</a> ; <a href="#">Nicodemus Heights SSSI</a> ; <a href="#">Isle of Portland to Studland Cliffs SAC</a> ; <a href="#">Portland Harbour Shore SSSI</a> ; <a href="#">Studland to Portland SAC</a> |
| <b>RESOURCES AT RISK</b>                        |  |
| <b>Tourism and Recreation</b>                   | Portland Bill is popular for day visitors. Sport and sea angling is also popular at The Bill.  |
| <b>Fisheries and Mariculture</b>                | Commercial trawling takes place off the coast.   |



**Coastal Data Sheets – Sector 7 Ferrybridge to Portland Bill**

| <b>CLEAN-UP STRATEGY</b>  |   |
|---|---|
| <b>Useful Contacts</b>  | <b>Portland Port Ltd Harbourmaster – 07778391557</b><br><b>Weymouth and Portland Borough Council – 01305 838000</b>   |
| <b>Special Considerations</b>                                   | Water Table ease of clean up on sandy beaches may depend on height of water table.  |
| <b>Agreed Treatment (Natural England and Local Authorities)</b> | The Marine Management Organisation must be consulted on any use of dispersants <a href="https://www.gov.uk/topic/environmental-management/oil-spills">https://www.gov.uk/topic/environmental-management/oil-spills</a><br>Leave oil to degrade naturally.<br>No dispersants to be used from Kings Pier to Chiswell (SSSI) except in immediate vicinity of lighthouse.<br>No activity along west cliff March-August inclusive because of seabird nesting colonies.<br>Manual collection of tarballs and other oily debris.<br>Man-made surfaces may be cleaned using hot water jets. |
| <b>Equipment Guidelines</b>                                     | Oil Pollution equipment held by Portland Port Ltd.<br>Shoreline Cleanup Assessment Techniques:<br><a href="https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat">https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat</a>   |
| <b>Containment and Recovery</b>                                 | There are no effective methods that would completely protect this cliffed and rocky shoreline other than at-sea clean up. All the shore is exposed with some degree of self-cleaning capability.  |
| <b>Beachmasters Command Posts</b>                               | Car Park at Ferry Bridge adjacent to the Chesil Beach Centre  |
| <b>RVP's</b>  | Car Park at Ferry Bridge adjacent to the Chesil Beach Centre  |
| <b>Temporary Waste Storage</b>                                  | Car Park at Ferry Bridge adjacent to the Chesil Beach Centre - Lined skips would be required for on-site storage of recovered oil or oily debris.   |





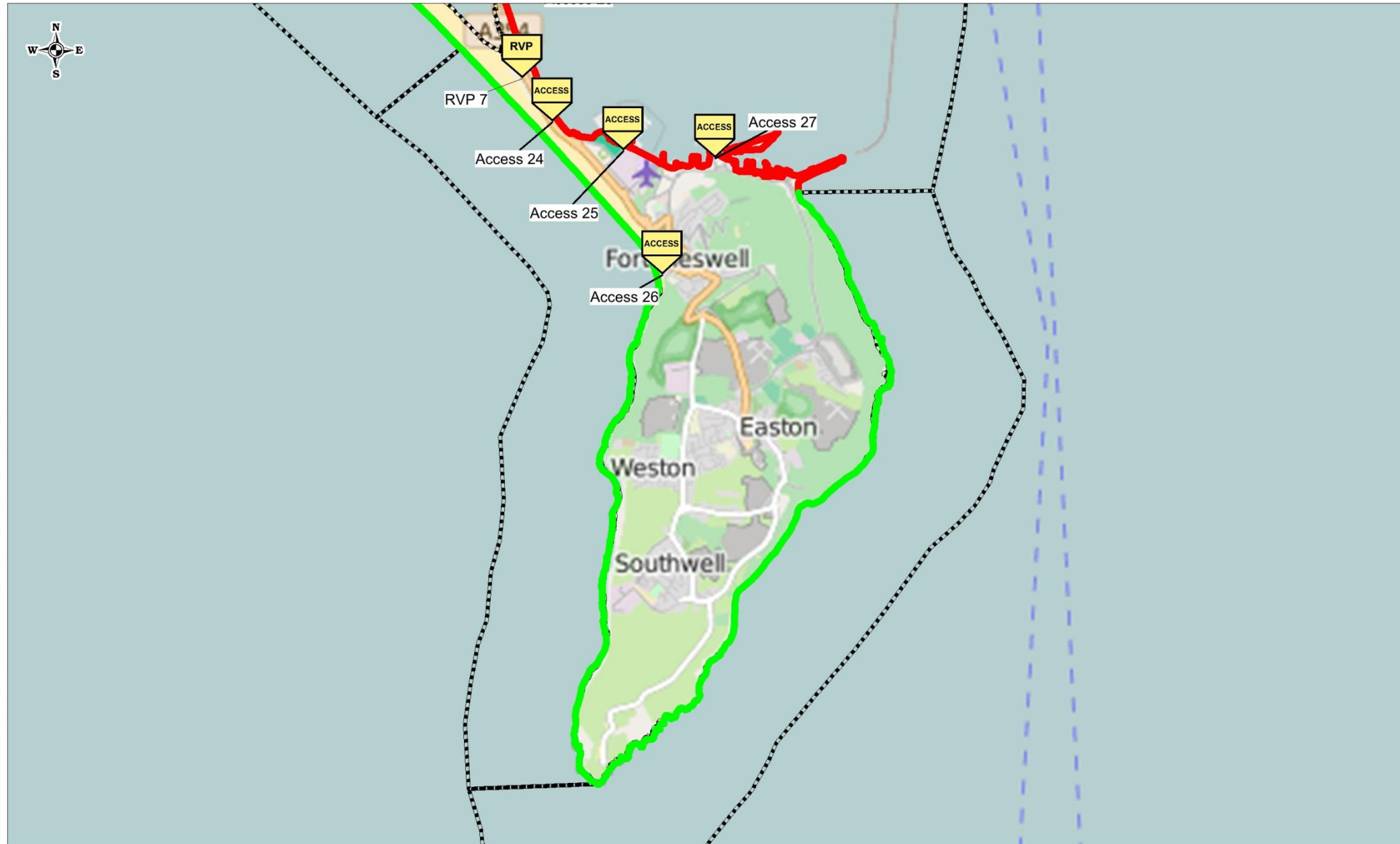
## Coastal Data Sheets – Sector 7 Ferrybridge to Portland Bill

| SENSITIVITY SCORE WORKSHEET  |              |           |           |   |              |           |           |
|--|--------------|-----------|-----------|---|--------------|-----------|-----------|
| <b>ECONOMIC</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>AESTHETIC</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Income or Use Reduction  | 0-4          | 1         | 1         | Scenic Quality  | 0-4          | 4         | 4         |
| Natural Resource Damage  | 0-4          | 1         | 1         | Visual Impact   | 0-4          | 4         | 4         |
| Replacement / Restoration Costs  | 0-4          | 0         | 0         | Local Appreciation  | 0-4          | 4         | 4         |
| <b>Sub Total</b>   | 0-12         | <b>2</b>  | <b>2</b>  | <b>Sub Total</b>  | 0-12         | <b>12</b> | <b>12</b> |
|  |              |           |           |   |              |           |           |
| <b>SOCIAL</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>ENVIRONMENTAL</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Purpose of Use   | 0-4          | 1         | 1         | Water quality Degradation   | 0-4          | 1         | 1         |
| Effect of Oil  | 0-4          | 2         | 1         | Biological Productivity   | 0-4          | 1         | 1         |
| Degree of Direct Contact   | 0-4          | 1         | 1         | Ecological Significance   | 0-4          | 3         | 3         |
| Amount of Use  | 0-4          | 2         | 1         | Unique Habitat Uses   | 0-4          | 1         | 1         |
| Treatment before Use   | 0-4          | 2         | 2         | Ecological Vulnerability  | 0-4          | 2         | 1         |
| <b>Sub Total</b>   | 0-20         | <b>8</b>  | <b>6</b>  | <b>Sub Total</b>  | 0-20         | <b>8</b>  | <b>7</b>  |
| <b>Total Sensitivity Rating</b>  | 0-64         | <b>3</b>  | <b>27</b> |   |              |           |           |
| <b>AREA SENSITIVITY RANKING</b> - The outside considerations listed below can be added to the total sensitivity rating to modify the score |              |           |           |   |              |           |           |
| <b>OUTSIDE CONSIDERATIONS</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | These priorities were determined and agreed at a meeting in May 2015 by representatives of the following organisations: DCC, Weymouth and Portland BC, WDDC, EA & NE. |              |           |           |
| Political Pressure   | 0-4          | 3         | 3         |   |              |           |           |
| Public Pressure  | 0-4          | 4         | 4         |   |              |           |           |
| Time Restrictions  | 0-4          | 2         | 1         |   |              |           |           |
| Sub Total  | 12           | <b>9</b>  | <b>8</b>  |   |              |           |           |
| <b>TOTAL SENSITIVITY</b>   | 0-64         | <b>30</b> | <b>27</b> |   |              |           |           |
| <b>TOTAL MODIFIED SENSITIVITY</b>  | 0-76         | <b>39</b> | <b>35</b> |   |              |           |           |





**Coastal Data Sheets – Sector 7 Ferrybridge to Portland Bill**



**Sector 7 – Ferrybridge (SY667 760) to Portland Bill (SY677 681)**

- **Length of Coastline** - 6.2 km
- **Straight Line Distance** - 5.6 km
- **Aspect** – Westerly
- **Exposure** - very exposed
- **Coastline Description** - a uniform, open cliffed coast with a rocky shore.
- **Conservation** - Isle of Portland geological SSSI.
- **Resources at Risk** - commercial fishing activity offshore; Portland Bill popular with sport fishing and day visitors.
- **Clean-up Strategy** - prioritise for commercial fisheries and amenity area.
- **Access to Shoreline** - at Chesil Cove only.
- **RVP** - Chesil beach Fleet Lagoon Car Park (owned by WPBC)
- **Temporary Waste Site** - Chesil beach Fleet Lagoon Car Park (owned by WPBC)
- **Beachmasters Command Post** - Chesil beach Fleet Lagoon Car Park (owned by WPBC)

**Coastal Pollution Plan 2015**

Sector 7 Ferrybridge to Portland Bill

THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS

Rendezvous Points



Access Points



Temporary Waste Sites



Sector Boundary



Priority 1 - Priority clean



Priority 2 - No immediate action



Priority 3 - Leave alone



Ref: CPP\_07

Date: 07/04/2016

Scale N/A

Drawn By: ACE

Cent X:

Cent Y:

GEOGRAPHICAL INFORMATION SYSTEMS



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**Access to Shoreline and Rendezvous Points (RVPs)**

|             |  |
|-------------|--|
| <b>26.</b>  | <b>Chesil Promenade / Chesil Cove (SY 684 733)</b> - access to promenade and Chesil Cove from Brandy Row for all vehicles. Ample hardstanding and ramp access to rocky/pebble beach. |
| <b>RVP7</b> | Car Park at Ferry Bridge adjacent to the Chesil Beach Centre   |



## Coastal Data Sheets - Sector 8 Portland Bill to Balaclava Bay

| <b>COASTLINE DESCRIPTION</b>                    |   |
|---|---|
| <b>Variability Along Sector</b>                 | Rocky cliffed Shores. Viewed from above the coastline comprises a series of gentle curves separated by small indentations and embayments.   |
| <b>Backshore Zone</b>                           | Cliffs form the coastal edge along the entire length of the Isle of Portland, although they display some variation in height and morphology. To the south, the cliffs, cut in the Jurassic Purbeck beds, are low vertical cliffs some 5 - 10m in heights. Cliff height increases to the north of the Isle where the cliffs, cut in the Jurassic Kimmeridge Clay and capped by the Portland limestone, display slumping, are steeply sloping and attain over 50m in height. At the foot of the cliffs, and above the high water mark are narrow strip beaches built of boulders, cobbles and shingle, or massive slabs of rock and scree that have fallen from the backing cliffs. These upper beaches are generally fairly steeply sloping. |
| <b>Intertidal Zone</b>                          | Boulder beaches occur along the coastal edge of much of the Isle of Portland. In many places these beaches are narrow strip beaches at the foot of the cliffs.<br>The intertidal zone of the boulder beaches is generally made up of large calibre boulders and slabs of rock with some cobbles and shingle. The boulder beaches are generally moderately steep and narrow, ranging in width from about 10 - 15m to about 40m in places. Rocky platforms, usually without a significant veneer of sediment, occur around the southerly point of the Isle of Portland.   |
| <b>Wave Energy</b>                              | Wave energy in Portland Harbour and the southern half of Weymouth Bay is low. However, wave energy in the more exposed sections of the coast is generally high. This is indicated by a number of landforms that are formed by high-energy waves. Examples of these forms are beach cusps and wave-cut rock platforms, particularly where these are swept clean of sediment.   |
| <b>Man-made features</b>                        | Apart from the Inner Breakwater of Portland Harbour (described Sector 9), there are no man-made features.   |
| <b>Marine Biology: Littoral Zone Assessment</b> | At the foot of the cliffs and above high water mark are narrow strip beaches of boulders, cobbles and shingle, or massive slabs of rock and scree. The boulder beaches are generally moderately steep and narrow. The exposed coast of the Isle of Portland possesses some rocky shore flora and fauna, but the communities are generally poor.   |
| <b>CONSERVATION</b>                             |   |
|   | The cliffs and rocky shore support breeding puffin, guillemot, razorbill, kittiwake, fulmar and herring gull. The sea cliffs of Portland support a varied maritime flora including several rare species and are a nationally important coastal limestone site for lichens.<br>The site is part of a World Heritage site, of international importance for its fossil-rich geological exposures.  |
|   | <b>Designated Sites</b><br><a href="#">Isle of Portland SSSI</a> ; <a href="#">Nicodemus Heights SSSI</a> ; <a href="#">Isle of Portland to Studland Cliffs SAC</a> ; <a href="#">Portland Harbour Shore SSSI</a> ; Studland to Portland SAC  |



## Coastal Data Sheets - Sector 8 Portland Bill to Balaclava Bay

| <b>RESOURCES AT RISK</b>  |  |
|---|--|
| <b>Tourism and Recreation</b>                                   | Tourism is an important contributor to the economy of this sector, with the centre for tourism being Weymouth. Small amenity beaches are located along the Isle of Portland.<br>Sport and sea angling occur extensively along the coastal edge at Church Ope Cove, Portland Bill and Portland Harbour. Boat fishing takes place from Portland Breakwaters and Portland Harbour.  |
| <b>Fisheries and Mariculture</b>                                | In the south, shellfish, especially scallops and prawns, are harvested and trawling also takes place.  |
| <b>CLEAN-UP STRATEGY</b>  |  |
| <b>Useful Contacts</b>  | <b>Portland Port Ltd Harbourmaster</b> – 07778391557<br><b>Weymouth and Portland Borough Council</b> – 01305 838000 & 01305 2510110  |
| <b>Special Considerations</b>                                   | Water Table - ease of clean up on sandy beaches may depend on height of water table.   |
| <b>Agreed Treatment (Natural England and Local Authorities)</b> | The Marine Management Organisation must be consulted on any use of dispersants <a href="https://www.gov.uk/topic/environmental-management/oil-spills">https://www.gov.uk/topic/environmental-management/oil-spills</a><br>Leave oil to degrade naturally.<br>No activity along west cliff March-August inclusive because of seabird nesting colonies<br>Manual collection of tarballs and other oily debris.<br>Man-made surfaces may be cleaned using hot water jets. |
| <b>Equipment Guidelines</b>                                     | Oil Pollution equipment held by Portland Port Ltd.<br>Shoreline Cleanup Assessment Techniques:<br><a href="https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat">https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat</a>  |
| <b>Containment and recovery</b>                                 | There are no effective methods that would completely protect this cliffed and rocky shoreline other than at sea clean-up. All the shores are exposed and have some degree of self-cleaning capability.   |
| <b>Beachmasters Command Posts</b>                               | Car Park at Ferry Bridge adjacent to the Chesil Beach Centre.<br>Portland Port Ltd Britannia Terminal Car Park   |
| <b>Temporary Waste Storage</b>                                  | Car Park at Ferry Bridge adjacent to the Chesil Beach Centre - Lined skips would be required for on-site storage of recovered oil or oily debris.  |



## Coastal Data Sheets - Sector 8 Portland Bill to Balaclava Bay

| SENSITIVITY SCORE WORKSHEET   |              |           |           |  |              |           |           |
|---|--------------|-----------|-----------|--|--------------|-----------|-----------|
| <b>ECONOMIC</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>AESTHETIC</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Income or Use Reduction   | 0-4          | 1         | 1         | Scenic Quality   | 0-4          | 4         | 4         |
| Natural Resource Damage   | 0-4          | 1         | 1         | Visual Impact  | 0-4          | 4         | 4         |
| Replacement / Restoration Costs   | 0-4          | 0         | 0         | Local Appreciation   | 0-4          | 4         | 4         |
| <b>Sub Total</b>  | 0-12         | <b>2</b>  | <b>2</b>  | <b>Sub Total</b>   | 0-12         | <b>12</b> | <b>12</b> |
| <b>SOCIAL</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>ENVIRONMENTAL</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Purpose of Use  | 0-4          | 1         | 1         | Water quality Degradation  | 0-4          | 1         | 1         |
| Effect of Oil   | 0-4          | 2         | 1         | Biological Productivity  | 0-4          | 1         | 1         |
| Degree of Direct Contact  | 0-4          | 1         | 1         | Ecological Significance  | 0-4          | 3         | 3         |
| Amount of Use   | 0-4          | 3         | 1         | Unique Habitat Uses  | 0-4          | 1         | 1         |
| Treatment before Use  | 0-4          | 2         | 2         | Ecological Vulnerability   | 0-4          | 2         | 1         |
| <b>Sub Total</b>  | 0-20         | <b>9</b>  | <b>6</b>  | <b>Sub Total</b>   | 0-20         | <b>8</b>  | <b>7</b>  |
| <b>Total Sensitivity Rating</b>   | 0-64         | <b>31</b> | <b>27</b> |  |              |           |           |
| <p><b>AREA SENSITIVITY RANKING</b> - The outside considerations listed below can be added to the total sensitivity rating to modify the score</p> |              |           |           |  |              |           |           |
| <b>OUTSIDE CONSIDERATIONS</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  | <p>These priorities were determined and agreed at a meeting in May 2015 by representatives of the following organisations: DCC, Weymouth and Portland BC, WDDC, EA &amp; NE.</p> |              |           |           |
| Political Pressure  | 0-4          | 3         | 3         |  |              |           |           |
| Public Pressure   | 0-4          | 4         | 4         |  |              |           |           |
| Time Restrictions   | 0-4          | 2         | 1         |  |              |           |           |
| Sub Total   | 12           | <b>9</b>  | <b>8</b>  |  |              |           |           |
| <b>TOTAL SENSITIVITY</b>  | 0-64         | <b>31</b> | <b>27</b> |  |              |           |           |
| <b>TOTAL MODIFIED SENSITIVITY</b>   | 0-76         | <b>40</b> | <b>35</b> |  |              |           |           |












**Coastal Data Sheets - Sector 8 Portland Bill to Balaclava Bay**



**Sector 8 Portland Bill (SY677 681) to Balaclava Bay (698 742)**

- **Length of Coastline** - 7.5 km.
- **Straight Line Distance** - 5.8 km.
- **Aspect** - Easterly and Southeasterly.
- **Exposure** - Harbour to mid-Isle - moderately exposed. Mid-Isle to Bill – exposed.
- **Coastline Description** - a uniform open-cliffed coast with a rocky shore.
- **Conservation** - Isle of Portland geological SSSI.
- **Resources at Risk** - commercial fishing and amenity area.
- **Clean-up Strategy** - prioritise for commercial fisheries and amenity area.
- **Access to Shoreline** - no vehicular access.
- **RVP** - Chesil beach Fleet Lagoon Car Park (owned by WPBC)
- **Beachmasters Command Posts** – Britannia Terminal Car Park and Car Park at Ferry Bridge adjacent to the Chesil Beach Centre.

|   |  |  |   |  |
|---|--|--|---|--|
| <p><b>Coastal Pollution Plan 2015</b><br/>Sector 8 Portland Bill to Balaclava Bay</p> <p>THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS</p> | <p>Rendezvous Points</p>      | <p>Sector Boundary</p>              | <p>Ref: CPP_08<br/>Date: 07/04/2016<br/>Scale N/A<br/>Drawn By: ACE<br/>Cent X:<br/>Cent Y:</p> | <p>GEOGRAPHICAL INFORMATION SYSTEMS</p>  <p>Dorset County Council</p> <p><small>© Crown copyright and database rights 2016 Ordnance Survey 100019790. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data in third parties in any form. Aerial Photography © UK Perspectives 2002. © Geomapping 2005, 2008 &amp; 2014.</small></p> |
|   | <p>Access Points</p>          | <p>Priority 1 - Priority clean</p>  |   |  |
|   | <p>Temporary Waste Sites</p>  | <p>Priority 3 - Leave alone</p>     |   |  |

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| Access to Shoreline and Rendezvous Points (RVPs) |  |
|--|--|
|  | No access to shoreline for vehicles.   |
| <b>RVP</b>                                       | The nearest RVP is RVP7 - The Car Park at Ferry Bridge adjacent to the Chesil Beach Centre |

## Coastal Data Sheets – Sector 9 Portland Harbour & Fleet Lagoon Entrance

| <b>COASTLINE DESCRIPTION</b>                    |   |
|---|---|
| <b>Variability Along Sector</b>                 | <p>The Harbour covers an area of approximately 4 square miles of relatively sheltered water. The Isle of Portland protects it to the south to the west by Chesil Bank, to the north by the rise of Wyke Regis and Weymouth and to the east by stone breakwaters.</p> <p>Depths of water range from approximately 17 metres in the SE corner to between 1 and 2 metres at the north and western edges where drying out at some states of low tide takes place.</p> <p>The seabed is mainly mud and clay, except in the north and west shallows where it is sand. The foreshores are for the most part sandy and rocky, being protected by four breakwaters forming the eastern perimeter of the Harbour.</p>   |
| <b>Backshore Zone</b>                           | <p>To north – rocky.<br/>NW to SW - sands, shingle and mud.<br/>SW to south - built-up area with quays and jetties, south to north (through east) large stone breakwaters.</p>  |
| <b>Intertidal Zone</b>                          | <p>There are limestone ledges and mud flats to the north and sand/shingle areas to the west and south.</p>  |
| <b>Wave Energy</b>                              | <p>Generally anti-clockwise circulation around Harbour of no great strength. Tidal range varies from 0.6 metres at Neaps to 1.9 metres at Springs. Portland Harbour is in general well protected from the elements. The surface can become quite rough during strong westerly winds however, and a low swell will be felt within the Harbour during sustained periods of strong easterlies.</p>   |
| <b>Man-made features</b>                        | <p>Deep water berth dockyard with associated docks, quays and anchorage areas. Fuel bunkering depot.</p> <p>Breakwaters, described as follows, to the east:-Inner Breakwater:<br/>Runs in a NE direction for some 500 metres from Portland Port to the South Ship Channel. This Channel is 100 metres wide, but is unused - being blocked by the sunken remains of the First World War HMS Hood.</p> <p>Outer Breakwater:<br/>Runs in a northerly direction for 1,870 metres to the East Ship Channel. This Channel is 215 metres wide, and is the main access/egress for controlled shipping from the Harbour, North East Breakwater:<br/>Runs in a NW direction for 1350 metres to the North Ship Channel, which is 210 metres wide, and is the main entrance to the Harbour for controlled shipping.</p> <p><b>Northern Arm:</b><br/>Runs in a NW direction for 1300 metres, and joins the Weymouth mainland at Bincleaves. All of the breakwaters are man-made, being constructed of large slabs of Portland stone. Together shelter, and thus aid the support of some 6 miles of shore line and littoral zone.</p> |
| <b>Marine Biology: Littoral Zone Assessment</b> | <p>Portland Harbour is very sheltered and comprises mainly sandy and mud shores with a shingle spit forming the west side of the Harbour. These habitats have interesting intertidal infaunal communities.</p>  |



## Coastal Data Sheets – Sector 9 Portland Harbour & Fleet Lagoon Entrance

| <b>CONSERVATION</b>           |   |
|-------------------------------|---|
|                               | <p>Portland Harbour has been recognised by the Marine Biological Association as an area of Marine Biological Importance. Also to be noted is the ecological reliance of the Fleet; on Portland Harbour thorough water exchange via Ferry Bridge, ( See also Sector 6)</p> <p>The site supports an interesting marine flora and fauna. The rocky shore supports breeding lesser black-backed gulls and great black-backed gulls. The Breakwater is a site for breeding terns, including in recent years the schedule 1 species the Roseate Tern. The Harbour supports wintering populations of mergansers and divers.</p> <p>There are small patches of saltmarsh within the Harbour, which include an uncommon species, the shrubby seablite. The site is important for its fossil-rich geological exposures.</p> |
|                               | <p><b>Designations</b><br/> <a href="#">Chesil &amp; The Fleet SAC</a>; <a href="#">Chesil &amp; The Fleet SSSI</a>; <a href="#">Chesil Beach and The Fleet RAMSAR</a>; <a href="#">Chesil Beach and The Fleet SPA</a>; <a href="#">Isle of Portland SSSI</a>; <a href="#">Isle of Portland to Studland Cliffs SAC</a>; <a href="#">Portland Harbour Shore SSSI</a></p>   |
| <b>RESOURCES AT RISK</b>      |   |
| <b>Tourism and Recreation</b> | Portland Harbour is extensively used for sailing, diving, windsurfing (including International Championships) and swimming. The Harbour contains private moorings and is much visited by ornithologists.  |
| <b>Industrial</b>             | The commercial port at Castletown. Seawater intakes for the commercial fishing industry; Abbotsbury Oysters at SY664763   |



## Coastal Data Sheets – Sector 9 Portland Harbour & Fleet Lagoon Entrance

| <b>CLEAN-UP STRATEGY</b>  |   |
|---|---|
| <b>Useful Contacts and agreements</b>                           | <p><b>Portland Port Ltd Harbourmaster</b> – 01305 824044 Out Of Hours - 07879637724</p> <p><b>Weymouth and Portland Borough Council</b> – 01305 838000 &amp; 01305 2510110</p> <p>There is a Memorandum of Understanding between Portland Port Ltd and Weymouth Harbour for mutual aid.</p> <p>In the event of a Tier 1 or 2 the Portland Harbour Oil Spill and Marine Pollution Contingency Plan will be used.</p>   |
| <b>Special Considerations</b>                                   | <p><b>Protection / Booming Positions</b></p> <p>Plans to boom off specific areas of Portland Port are contained within the Portland Port Ltd. Oil Spill Contingency Plan. Arrangements to boom the entrance to the Fleet as a secondary line of defence.</p>  |
| <b>Agreed Treatment (Natural England and Local Authorities)</b> | <p>The Marine Management Organisation must be consulted on any use of dispersants <a href="https://www.gov.uk/topic/environmental-management/oil-spills">https://www.gov.uk/topic/environmental-management/oil-spills</a></p> <p>Oil should be left to degrade naturally. Man-made surfaces may be cleaned using hot water jets. Manual collection of tarballs and other oily debris.</p> <p>Care should be taken to avoid excessive damage by vehicles to vegetation of the Hamm at Access Point 24.</p> |
| <b>Equipment Guidelines</b>                                     | <p>Oil Pollution equipment held by Portland Port Ltd.</p> <p>Shoreline Cleanup Assessment Techniques:<br/><a href="https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat">https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat</a></p>   |
| <b>Containment and Recovery</b>                                 | <p>Oil approaching the Harbour from Weymouth Bay may be diverted from entering the Harbour by the deployment of a "diversionary" boom from the Harbour entrances to seaward, dependent upon sea and weather conditions.</p> <p>Oil within the Harbour may be contained and recovered by Portland Ports Ltd. using booms and recovery equipment held by them in the first instant and subsequently the use of other local assets agreed in joint arrangements.</p>   |
| <b>Beachmasters Command Posts</b>                               | Portland Port Ltd Britannia Terminal Car Park   |
| <b>Temporary Storage</b>  | Portland Port Ltd will identify temporary waste storage sites as required.  |





## Coastal Data Sheets – Sector 9 Portland Harbour & Fleet Lagoon Entrance

| SENSITIVITY SCORE WORKSHEET   |       |           |           |  |       |           |           |
|---|-------|-----------|-----------|--|-------|-----------|-----------|
| ECONOMIC  | range | S         | W         | AESTHETIC  | range | S         | W         |
| Income or Use Reduction   | 0-4   | 4         | 3         | Scenic Quality   | 0-4   | 2         | 1         |
| Natural Resource Damage   | 0-4   | 2         | 2         | Visual Impact  | 0-4   | 3         | 3         |
| Replacement / Restoration Costs   | 0-4   | 2         | 2         | Local Appreciation   | 0-4   | 3         | 3         |
| <b>Sub Total</b>  | 0-12  | <b>8</b>  | <b>7</b>  | <b>Sub Total</b>   | 0-12  | <b>8</b>  | <b>7</b>  |
| SOCIAL  | range | S         | W         | ENVIRONMENTAL  | range | S         | W         |
| Purpose of Use  | 0-4   | 4         | 3         | Water quality Degradation  | 0-4   | 4         | 4         |
| Effect of Oil   | 0-4   | 4         | 3         | Biological Productivity  | 0-4   | 3         | 3         |
| Degree of Direct Contact  | 0-4   | 4         | 2         | Ecological Significance  | 0-4   | 4         | 4         |
| Amount of Use   | 0-4   | 4         | 2         | Unique Habitat Uses  | 0-4   | 3         | 3         |
| Treatment before Use  | 0-4   | 2         | 2         | Ecological Vulnerability   | 0-4   | 3         | 2         |
| <b>Sub Total</b>  | 0-20  | <b>18</b> | <b>12</b> | <b>Sub Total</b>   | 0-20  | <b>17</b> | <b>16</b> |
| <b>Total Sensitivity Rating</b>   | 0-64  | <b>51</b> | <b>42</b> |  |       |           |           |
| <b>AREA SENSITIVITY RANKING</b> - The <b>outside considerations</b> listed below can be added to the total sensitivity rating to modify the score |       |           |           |  |       |           |           |
| OUTSIDE CONSIDERATIONS  | range | S         | W         | These priorities were determined and agreed at a meeting in May 2015 by representatives of the following organisations: DCC, WDDC, Weymouth and Portland BC, EA & NE |       |           |           |
| Political Pressure  | 0-4   | 4         | 4         |  |       |           |           |
| Public Pressure   | 0-4   | 4         | 4         |  |       |           |           |
| Time Restrictions   | 0-4   | 2         | 1         |  |       |           |           |
| Sub Total   | 12    | <b>10</b> | <b>9</b>  |  |       |           |           |
| <b>TOTAL SENSITIVITY</b>  | 0-64  | <b>51</b> | <b>42</b> |  |       |           |           |
| <b>TOTAL MODIFIED SENSITIVITY</b>   | 0-76  | <b>61</b> | <b>51</b> |  |       |           |           |



**Coastal Data Sheets – Sector 9 Portland Harbour & Fleet Lagoon Entrance**



**Sector 9 Portland Harbour (SY683 781) and the Fleet Lagoon Entrance (SY667 760)**

- **Length of Coastline** - 8.5 km (not including Breakwaters)
- **Aspect** - fully enclosed, apart from three breaks in the breakwater to the East.
- **Exposure** - reasonably sheltered from the North and South, but can experience stormy conditions when wind is from the East and West.
- **Coastline Description** - North - rocky with sandy cove; West - shingle and sand; South - man-made piers and jetties.
- **Conservation** - Portland Harbour is a SSSI due to its geological significance, and has important marine biological features.
- **Resources at Risk** - high due to marine recreation and commercial fishing activity, and The Harbour's marine biology and wildlife concentrations.
- **Access to Shoreline** – good (see below for access points).
- **RVP's** – see below
- **Beachmasters Command Posts** – Britannia Terminal Car Park.

**Coastal Pollution Plan 2015**  
Sector 9 Portland Harbour and Fleet Lagoon Entrance

Rendezvous Points  
Access Points  
Temporary Waste Sites



Sector Boundary  
Priority 1 - Priority clean  
Priority 2 - No immediate action  
Priority 3 - Leave alone



Ref: CPP\_09  
Date: 07/04/2016  
Scale N/A  
Drawn By: ACE  
Cent X:  
Cent Y:

GEOGRAPHICAL INFORMATION SYSTEMS  
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**Access to Shoreline and Rendezvous Points (RVPs)**

|             |  |
|-------------|--|
| <b>23.</b>  | <b>Ferrybridge (SY 667 762).</b> Access for all vehicles from bridge approach (north) and boat yard (south). Hardstanding at above locations and at Ferrybridge Car Park..   |
| <b>24.</b>  | <b>Portland Beach Road (SY 670 754).</b> Access over dismantled railway to Ham Beach for 4 x 4 vehicles. Hardstanding on pebbles. <b>Note:</b> Care should be taken to avoid excessive damage by vehicles to vegetation of the Hamm. |
| <b>25.</b>  | <b>SAR (SY 683 739)</b> Access for all vehicles over tarmacadam surface - ample hardstanding -Security Controlled entry.   |
| <b>27.</b>  | <b>Portland Port (SY 688 744)</b> Access for all vehicles to piers and jetties - ample hardstanding - Portland Port Ltd. Security Controlled entry.  |
| <b>28.</b>  | <b>The Shore (SY 672 772).</b> Access for all vehicles from windsurfing school with hardstanding at the end of <b>Old Castle Road.</b>   |
| <b>29.</b>  | <b>Castle Cove (SY 676 776).</b> Access for light 4 x 4 vehicles via concrete, wooden ramps and gate from <b>Old Castle Road</b> (key with Castle Cove Sailing Club) to a sandy cove. Height restriction of 6 inches under walkway.  |
| <b>RVP7</b> | Ferrybridge and Chesil Beach Centre Car Park   |



## Coastal Data Sheets – Sector 10 Weymouth Bay and Harbour

| <b>COASTLINE DESCRIPTION</b>                    |   |
|---|---|
| <b>Variability Along Sector</b>                 | Variability is given to the coastal edge by the contrasts provided by the rocky cliffed shores at the north-eastern end, the shingle section in the centre and the high amenity sand beach north of Weymouth Harbour.   |
| <b>Backshore Zone</b>                           | <p>Beaches from the coastal edge along almost the entire length of this sector, which includes the entrance to Weymouth Harbour. Cliffs emerge to the north of Weymouth Bay where they rise to about 50m near Redcliff Point. At the foot of the cliffs and above high water mark are narrow strip beaches built of either boulders or cobbles and shingle. Much of the area comprises either anthropogenic features such as sea walls, roads or shingle and sand beaches.</p> <ul style="list-style-type: none"> <li>• <b>LODMOOR</b> - Salt marsh, reedbed and brackish grassland, shingle foreshore.</li> <li>• <b>RADIPOLE LAKE</b> - Former estuary of the River Wey, now tidal up to the sluice. The site consists of saltmarsh, reed-beds, scrub and wet grassland.</li> </ul>   |
| <b>Intertidal Zone</b>                          | <p>Boulder beaches are found to the west of Redcliff Point. These beaches are narrow strip beaches at the foot of the cliffs. They are generally made up of large calibre boulders and slabs of rock with some cobbles and shingle and are moderately steep.</p> <p>The beach faces are generally steep and have been moulded by the waves into beach cusps. These features occur to the north of Weymouth Bay in the Lodmoor area.</p> <p>In Weymouth Bay the shingle beaches may have a predominantly sandy or mixed sand and shingle intertidal zone which has a fairly gentle slope. The intertidal zone of the boulder beaches is generally made up of large calibre boulders and slabs of rock with some cobbles and shingle. The boulder beaches are generally moderately steep and narrow, ranging in width from about 10 - 15m to about 40m in places.</p> |
| <b>Wave Energy</b>                              | Wave energy in the southern half of Weymouth Bay is low. However, wave energy in the more exposed sections of the coast is generally high. This is indicated by a number of landforms that are formed by high-energy waves. Examples of these forms are beach cusps and wave-cut rock platforms, particularly where these are swept clean of sediment.  |
| <b>Man-made features</b>                        | The mouth of the River Wey at Weymouth is marked by several piers and extensive sea walls, forming Weymouth Harbour   |
| <b>Marine Biology: Littoral Zone Assessment</b> | The SSSIs of Lodmoor and Radipole Lake consist primarily of saltmarsh, reedbeds and grassland with Lodmoor also having a shingle foreshore. The western end of Weymouth Bay has a wide sandy beach.   |
| <b>Conservation</b>                             |   |
| <b>Lodmoor</b>                                  | Provides an overwintering site for wildfowl and waders, including snipe, lapwing, greenshank, ruff, spotted redshank and whimbrel. During the summer there are breeding populations of bearded tits that nest in the reedbeds. The site also supports populations of two scarce insect species.   |
| <b>Radipole Lake</b>                            | Is important for wintering wildfowl, including a regular flock of shoveler. During the summer, bearded tits, reed warblers the rare cetti's warbler nest in the reedbeds Radipole Lake is rich in invertebrates.  |



## Coastal Data Sheets – Sector 10 Weymouth Bay and Harbour

|                                  |   |
|----------------------------------|---|
|                                  | Designations: <a href="#">Portland Harbour Shore SSSI</a> , <a href="#">Radipole Lake SSSI</a> , <a href="#">Lodmoor SSSI</a> , <a href="#">South Dorset Coast SSSI</a> , <a href="#">Isle of Portland to Studland Cliffs SAC</a>   |
| <b>RESOURCES AT RISK</b>         |   |
| <b>Tourism and Recreation</b>    | Tourism is an important contributor to the economy of this sector, the centre for tourism being Weymouth with a very high amenity beach. Sport and sea angling occur extensively along the coastal edge at Weymouth Beach, Overcombe Beach and Bowleaze Cove.<br>There is extensive use of the harbour by visiting boats and marine recreation. |
| <b>Fisheries and Mariculture</b> | Lobsters, crabs, scallops and whelks are caught in the bay.   |
| <b>Industrial</b>                | Sea water abstraction at Weymouth Sealife Centre.<br>Abstraction from the harbour by CEFAS and Weyfish.   |





## Coastal Data Sheets – Sector 10 Weymouth Bay and Harbour

| <b>CLEAN-UP STRATEGY</b>  |   |
|---|---|
| <b>Useful Contacts and agreements</b>                           | <p><b>Weymouth Harbourmaster</b> - 01305 838423.<br/> <b>WPBC</b> - 01305 838000<br/> <b>Beach Office</b> – 01305 838513<br/> <b>Adler &amp; Allan</b> – Tier 2 Contractor<br/>           There is a Memorandum of Understanding between Portland Port Ltd and Weymouth Harbour for mutual aid.<br/>           In the event of a Tier 1 or 2 the Weymouth Harbour Oil Pollution Contingency Plan will be used.</p>  |
| <b>Special Considerations</b>                                   | <p><b>Weymouth Harbour Oil Pollution Contingency Plan Protection / Booming Positions</b> - Weymouth Harbour<br/> <b>Water Table</b> - ease of clean up on sandy beaches may depend on the height of water table.</p>  |
| <b>Agreed Treatment (Natural England and Local Authorities)</b> | <ul style="list-style-type: none"> <li>• Avoid excessive disturbance to seabirds during breeding season. use mechanical removal.</li> <li>• Lodmoor is not likely to be affected by oil due to the sea wall with two large surface water outlets. Lodmoor must be avoided when locating oily waste collection points. Any oil that does enter the saltmarsh should be left to degrade naturally and become covered by further deposits. Limited disturbance during the summer due to nesting bearded tits.</li> <li>• Ensuring that the sluice is closed should protect Radipole Lake. Oil that does enter the lake should be left to degrade naturally.</li> </ul> |
| <b>Equipment Guidelines and Resources.</b>                      | <p><b>Held Locally</b></p> <ul style="list-style-type: none"> <li>• Weymouth Harbour Boom Equipment</li> <li>• Oil Pollution equipment held by Portland Port</li> <li>• Weymouth Beach Office: 5-15 personnel available throughout the year.</li> </ul>   |
| <b>RVP's</b>  | <ul style="list-style-type: none"> <li>• Greenhill/Sea Life Centre Car Park</li> <li>• Bowleaze Cove</li> </ul>   |
| <b>Beachmasters Command Post</b>                                | Harbour Office and Portacabins along the promenade.   |
| <b>Temporary Storage</b>  | <p>Pavilion Car Parks – Tarmac Surface<br/>           Weymouth Promenade – Tarmac Surface<br/>           Intermediate Waste Site – Lodmoor Household Recycling Centre be closed to the public.<br/>           Lined skips would be required for on-site storage of recovered oil or oily debris.</p>  |

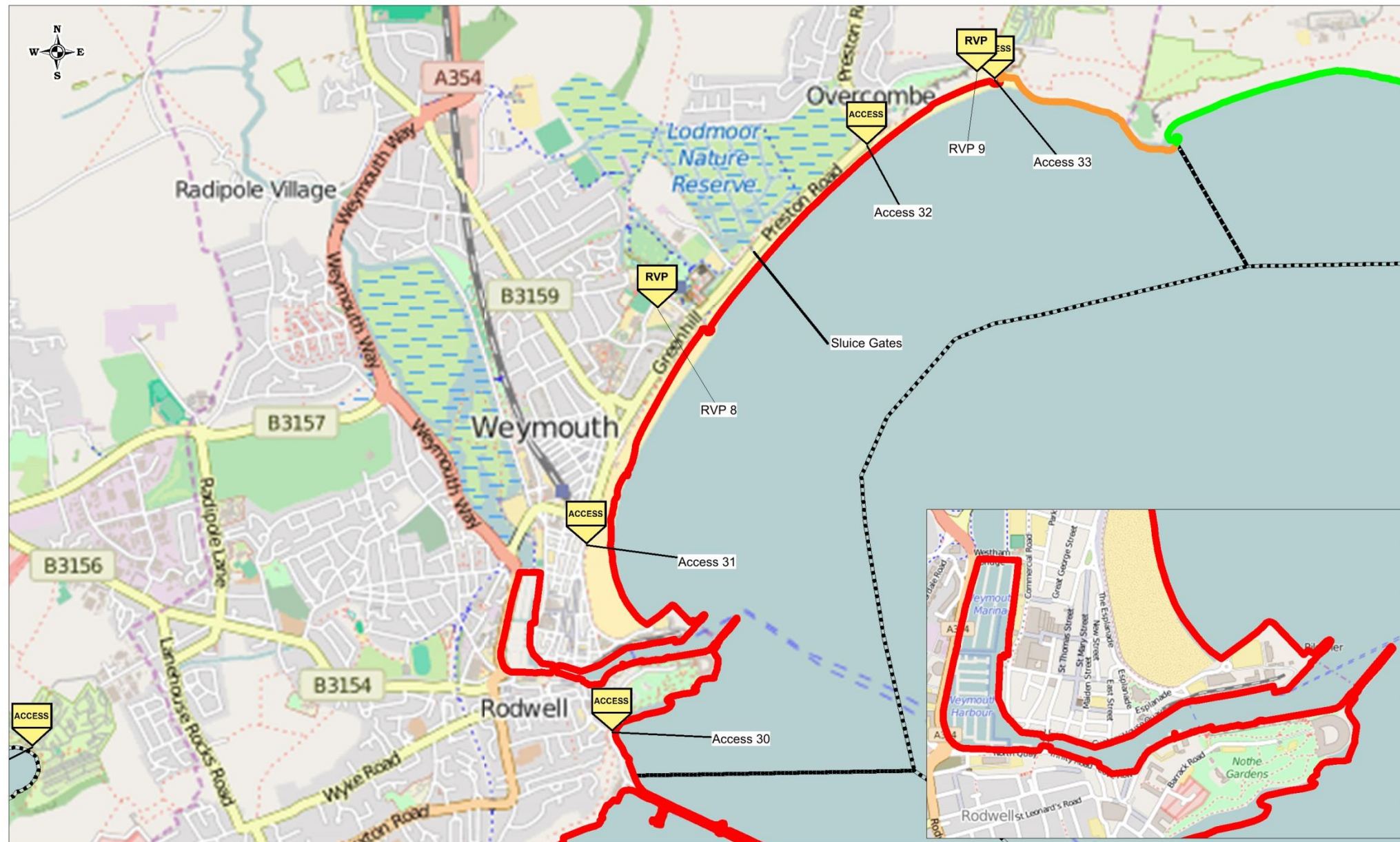


## Coastal Data Sheets – Sector 10 Weymouth Bay and Harbour

| Sensitivity Score Worksheet  |             |           |           |  |       |    |    |
|--|-------------|-----------|-----------|--|-------|----|----|
| <b>ECONOMIC</b>  | range       | S         | W         | <b>AESTHETIC</b>   | range | S  | W  |
| Income or Use Reduction  | 0-4         | 4         | 2         | Scenic Quality   | 0-4   | 3  | 3  |
| Natural Resource Damage  | 0-4         | 3         | 3         | Visual Impact  | 0-4   | 4  | 4  |
| Replacement / Restoration Costs  | 0-4         | 3         | 3         | Local Appreciation   | 0-4   | 4  | 4  |
| Sub Total  | 0-12        | 10        | 8         | Sub Total  | 0-12  | 11 | 11 |
| <b>SOCIAL</b>  | range       | S         | W         | <b>ENVIRONMENTAL</b>   | range | S  | W  |
| Purpose of Use   | 0-4         | 4         | 3         | Water quality Degradation  | 0-4   | 3  | 2  |
| Effect of Oil  | 0-4         | 4         | 4         | Biological Productivity  | 0-4   | 1  | 1  |
| Degree of Direct Contact   | 0-4         | 4         | 3         | Ecological Significance  | 0-4   | 3  | 3  |
| Amount of Use  | 0-4         | 4         | 3         | Unique Habitat Uses  | 0-4   | 2  | 2  |
| Treatment before Use   | 0-4         | 2         | 2         | Ecological Vulnerability   | 0-4   | 2  | 2  |
| Sub Total  | 0-20        | 18        | 15        | Sub Total  | 0-20  | 11 | 10 |
| <b>Total Sensitivity Rating</b>  | <b>0-64</b> | <b>50</b> | <b>44</b> |  |       |    |    |
| <p>AREA SENSITIVITY RANKING - The outside considerations listed below can be added to the total sensitivity rating to modify the score</p> |             |           |           |  |       |    |    |
| <b>OUTSIDE CONSIDERATIONS</b>  | range       | S         | W         | These priorities were determined and agreed at a meeting in May 2015 by representatives of the following organisations: DCC, WDDC, EA & NE |       |    |    |
| Political Pressure   | 0-4         | 4         | 4         |  |       |    |    |
| Public Pressure  | 0-4         | 4         | 4         |  |       |    |    |
| Time Restrictions  | 0-4         | 2         | 1         |  |       |    |    |
| Sub Total  | 12          | 10        | 9         |  |       |    |    |
| <b>TOTAL SENSITIVITY</b>   | <b>0-64</b> | <b>50</b> | <b>44</b> |  |       |    |    |
| <b>TOTAL MODIFIED SENSITIVITY</b>  | <b>0-76</b> | <b>60</b> | <b>53</b> |  |       |    |    |



**Coastal Data Sheets – Sector 10 Weymouth Bay and Harbour**



**Sector 10 – Weymouth Bay SY683 780 to SY710 816**

- **Length of Coastline** - 6.4km
- **Aspect** – Preston Beach Easterly 10% of the year. Prevailing weather from the south-west.
- **Exposure** - Northern Weymouth Bay - moderately exposed
- **Weymouth Bay** - sheltered
- **Coastline Description** - a developed coastline with rocky cliffed shores at the north-eastern end, shingle in the centre and a high amenity sandy beach north of Weymouth Harbour.
- **Conservation** - ecologically sensitive SSSIs at Lodmoor and Radipole Lake.
- **Resources at Risk** - Weymouth beach has a very high amenity value, with the whole area being popular for recreation and sport fishing.
- **Clean-up Strategy** - prioritise for high amenity and ecologically sensitive area, particularly around Weymouth Town.
- **Access to Shoreline** - good access available along sector. (Note: no heavy plant to be positioned around the Beach Office due to underground toilets.
- **RVP 8** – Greenhill/Sea Life Centre Car Park
- **RVP 9** – Bowleaze Cove
- **Beachmasters Command Post** - Harbour Office and Portacabins along the promenade.

**Temporary Waste Sites:**

- Pavilion Car Parks – Tarmac Surface
- Weymouth Promenade – Tarmac Surface
- **Intermediate Waste Site** – Lodmoor Household Recycling Centre be closed to the public

|  |                              |   |   |  |
|--|------------------------------|---|---|--|
| <p><b>Coastal Pollution Plan 2015</b><br/>Sector 10 Weymouth Bay</p> <p>THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS</p> | <p>Rendezvous Points</p>     | <p>Sector Boundary</p>                  | <p>Ref: CPP_10<br/>Date: 07/04/2016<br/>Scale N/A<br/>Drawn By: ACE<br/>Cent X:<br/>Cent Y:</p> | <p>GEOGRAPHICAL INFORMATION SYSTEMS</p> <p><b>Dorset County Council</b></p> <p><small>© Crown copyright and database rights 2016 Ordnance Survey 100019790. You are permitted to use the data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. Aerial Photography © UKIPerspectives 2002 to date using 2001, 2009 &amp; 2014.</small></p> |
|  | <p>Access Points</p>         | <p>Priority 1 - Priority clean</p>      |   |  |
|  | <p>Temporary Waste Sites</p> | <p>Priority 2 - No immediate action</p> |   |  |
|  |                              | <p>Priority 3 - Leave alone</p>         |   |  |

**Access to Shoreline and Rendezvous Points (RVPs)**

|             |  |
|-------------|--|
| <b>30.</b>  | <b>Newton's Cove</b> (SY 683 784). No direct access, but possible access to shoreline over rock armouring.   |
| <b>31.</b>  | <b>Melcombe Regis</b> (SY 687 807) to <b>Alexandra Gardens</b> (SY 683 789) served by tarmac promenade - ample hardstanding and ramps to sand beach.   |
| <b>32.</b>  | <b>Preston</b> (SY 696 816) to <b>Melcombe Regis</b> (SY 688 807) separated from the A353 road by a 4 foot high concrete wall. Ramp giving access to pebble beach at Overcombe Corner. Hardstanding on road. |
| <b>33.</b>  | <b>Bowleaze Cove</b> (SY 704 819) off A353 via car park to ramp and jetty for pebble/sand beach. Hardstanding on car park.   |
| <b>RVP8</b> | Greenhill / Sea Life Centre Car Park (SY 687 807)  |
| <b>RVP9</b> | Bowleaze Cove (SY703 819)  |





## Coastal Data Sheets – Sector 11 Redcliffe Point to White Nothe

| <b>COASTLINE DESCRIPTION</b>                    |   |
|---|---|
| <b>Variability Along Sector</b>                 | <p>The shore zone of Sector 10 possesses an overall homogeneity imposed by the rocky shore coast of cliffs and rocky beaches.</p> <p>The coastline is gently concave-convex with reefs. The main contrasts along the unit are provided by variation in steepness and height of the backing cliffs, the presence of a variety of coastal cliff features and variation in the rocky littoral zone.</p>  |
| <b>Backshore Zone</b>                           | <p>Four types of shoreline occur within the overall rocky shore of Sector 10. These are shingle shores, boulder beaches, rocky platforms and plunging cliffs.</p> <p>The upper Backshore along the coastal edge consist of cliffs with predominantly shingle lower Backshore. The cliff coastline to the west of the unit, formed in the Jurassic Kimmeridge Clay, is steep, partially vegetated and slumped. The cliffs between Redcliff Point and Ringstead Bay are characterised by mass movement features. The cliffs range in height from above 50 - 60m to about 10m.</p>   |
| <b>Intertidal Zone</b>                          | <p>The shingle beaches occur as cliff-foot beaches beneath both the Kimmeridge Clay and chalk cliffs. The shingle frequently has a very steep beach face. In places, the steep beach face has been moulded into beach cusps, crescentic mounds of shingle that are located at the high water mark. The shingle beaches may be up to 30 - 50m wide in places. Some of the shingle beaches have rocky platforms and reefs exposed at low tide. Narrow shingle beaches therefore usually separate the rock platforms from the cliff-foot. The platforms tend to be discontinuous and are low angle, low relief features that commonly carry a sediment veneer of cobbles, pebbles and a covering of organic matter. The platforms are frequently 40 - 50m in width and may extend out to 100m in width in isolated places. Rock platforms and ledges without a significant veneer of loose sediment occur along about 10% of the coastal edge of the unit, as for example immediately east of Osmington Mills. These platforms again tend to be narrow, discontinuous features.</p> <p>The intertidal zones of the boulder beaches are narrow features that consist of poorly sorted loose sediment. These occur as aprons at the base of the cliffs, and are again cliff-foot beaches. Boulder beaches may also be associated with short discontinuous platforms.</p> <p>At White Nothe the cliffs are true plunging cliffs. Here the cliffs plunge into the water without a basal rock platform or cliff-foot beach.</p> |
| <b>Wave Energy</b>                              | Wave energy is high as indicated by the presence of high energy beach forms such as well sorted steep shingle beaches, beach cusps and wave cut rock platforms, particularly those swept clean of sediment.   |
| <b>Man-made features</b>                        | None  |
| <b>Marine Biology: Littoral Zone Assessment</b> | The intertidal substrate along this section of coastline is relatively uniform, consisting of a cliff coastline with a rocky shore. Of interest with regard to rocky shore flora and fauna is Osmington Mills (SY 735 816), where large boulders and rock ledges support a good algal cover of fucoids and red and green seaweed species with associated attached fauna.  |





## Coastal Data Sheets – Sector 11 Redcliffe Point to White Nothe

| <b>CONSERVATION</b>              |   |
|----------------------------------|---|
|                                  | This site supports populations of several rare plants and animals. This stretch of coastline, consisting of vertical cliff, undercliffs and Landslips is of international geological importance. Many of the rock units contain fossils, some of which are internationally significant.   |
|                                  | <u>Designations</u><br><a href="#">Isle of Portland to Studland Cliffs SAC</a> ; <a href="#">Studland to Portland SAC</a> ; <a href="#">South Dorset Coast SSSI</a>   |
| <b>RESOURCES AT RISK</b>         |   |
| <b>Tourism and Recreation</b>    | As with Sector 12 the coastal edge cliffs bind Redcliff Point to White Nothe, but there are a number of important holiday centres along the coastal edge. These include Redcliff beach, Ringstead Bay, and Osmington Mills. These are the main access points to the coastal edge. Shore fishing is very popular along the coastal edge and takes place from all the major access points listed. |
| <b>Fisheries and Mariculture</b> | Trawling takes place in the coastal waters.   |



## Coastal Data Sheets – Sector 11 Redcliffe Point to White Nothe

| <b>CLEAN-UP STRATEGY</b>  |   |
|---|---|
| <b>Useful Contacts</b>  | <b>WPBC</b> - 01305 838000<br>The Ringstead access road and car park are owned by Mr Johnnie Russell: <a href="mailto:johnnierussell1@gmail.com">johnnierussell1@gmail.com</a>  |
| <b>Special Considerations</b>                                   | Water Table - ease of clean up on sandy beaches may depend on height of water table.  |
| <b>Agreed Treatment (Natural England and Local Authorities)</b> | The Marine Management Organisation must be consulted on any use of dispersants <a href="https://www.gov.uk/topic/environmental-management/oil-spills">https://www.gov.uk/topic/environmental-management/oil-spills</a><br>Leave oil to degrade naturally.<br>Annual collection of tarballs and other oily debris.<br>No dispersants to be used in cliff areas.<br>Avoid excessive disturbance to seabirds during breeding season.<br>No dispersants to be used in cliff areas. Oil to degrade naturally no action March - August because of nesting birds.<br>Allow oil in amenity areas to degrade naturally if possible e.g. out of season. Otherwise use mechanical removal and limited use of dispersants |
| <b>Equipment Guidelines</b>                                     | <b>Held Locally:</b> None.<br>Shoreline Cleanup Assessment Techniques: <a href="https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat">https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat</a>  |
| <b>Containment and Recovery</b>                                 | There are no really effective methods that would completely protect this extensive, cliff bound and rocky shorelines other than at-sea clean-up. All the shores in the sector are exposed or moderately exposed and have some degree of self-cleaning capability. The waters off the unit are used by nesting birds for feeding.  |
| <b>Beachmasters Command Post</b>                                | Ringstead Car Park.   |
| <b>RVP</b>  | Ringstead Car Park  |
| <b>Temporary Waste Storage Site</b>                             | Ringstead Car Park. Lined skips would be required for on-site storage of recovered oil or oily debris.  |

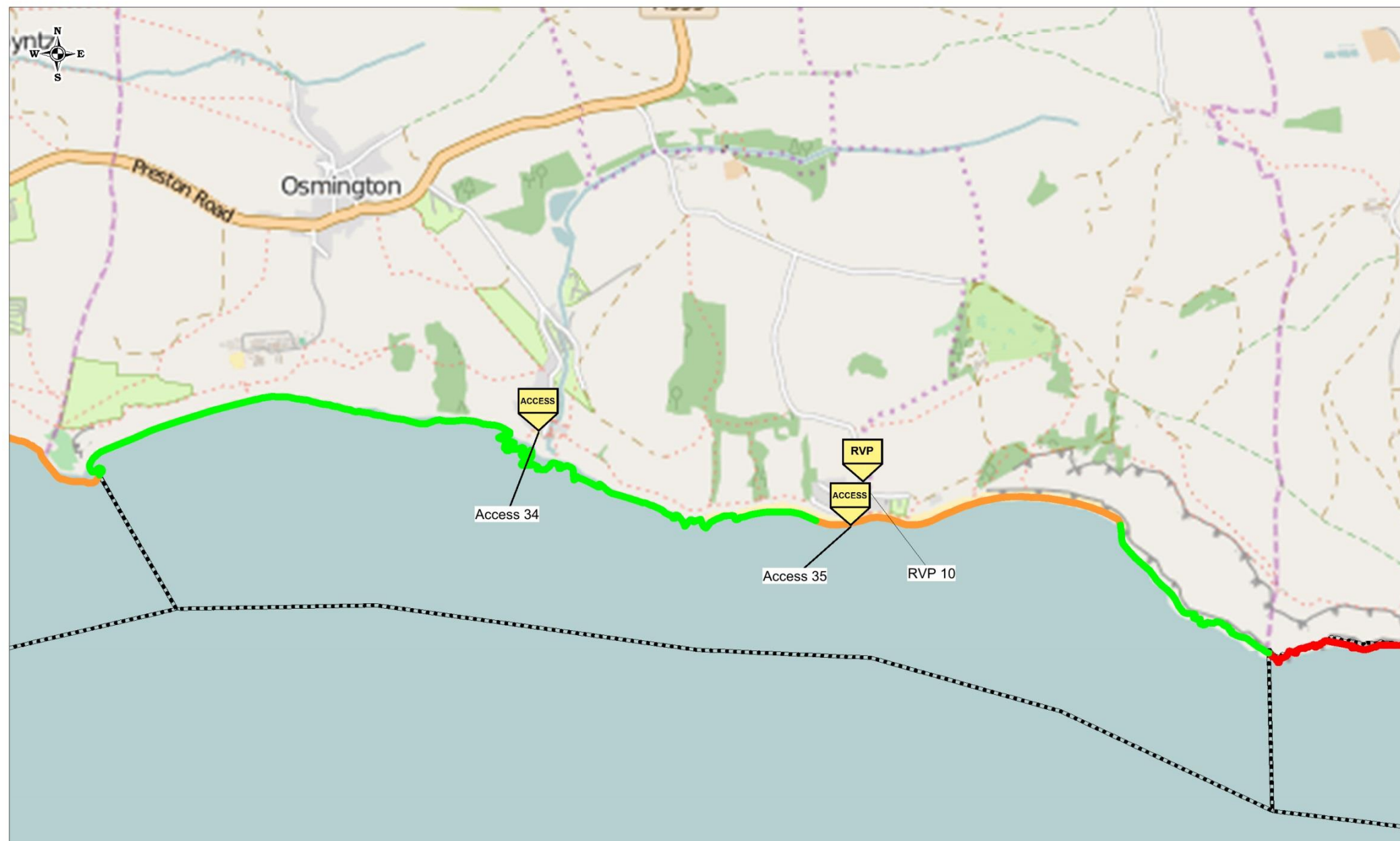


## Coastal Data Sheets – Sector 11 Redcliffe Point to White Nothe

| SENSITIVITY SCORE WORKSHEET  |              |           |           |  |              |           |           |
|--|--------------|-----------|-----------|--|--------------|-----------|-----------|
| <b>ECONOMIC</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>AESTHETIC</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Income or Use Reduction  | 0-4          | 2         | 1         | Scenic Quality   | 0-4          | 4         | 4         |
| Natural Resource Damage  | 0-4          | 3         | 2         | Visual Impact  | 0-4          | 4         | 4         |
| Replacement / Restoration Costs  | 0-4          | 1         | 1         | Local Appreciation   | 0-4          | 4         | 4         |
| <b>Sub Total</b>   | 0-12         | <b>6</b>  | <b>4</b>  | <b>Sub Total</b>   | 0-12         | <b>12</b> | <b>12</b> |
| <b>SOCIAL</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>ENVIRONMENTAL</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Purpose of Use   | 0-4          | 3         | 1         | Water quality Degradation  | 0-4          | 2         | 1         |
| Effect of Oil  | 0-4          | 3         | 2         | Biological Productivity  | 0-4          | 1         | 1         |
| Degree of Direct Contact   | 0-4          | 2         | 1         | Ecological Significance  | 0-4          | 3         | 3         |
| Amount of Use  | 0-4          | 2         | 1         | Unique Habitat Uses  | 0-4          | 1         | 1         |
| Treatment before Use   | 0-4          | 2         | 2         | Ecological Vulnerability   | 0-4          | 3         | 2         |
| <b>Sub Total</b>   | 0-20         | <b>12</b> | <b>7</b>  | <b>Sub Total</b>   | 0-20         | <b>10</b> | <b>8</b>  |
| <b>Total Sensitivity Rating</b>  | 0-64         | <b>40</b> | <b>31</b> |  |              |           |           |
| <b>AREA SENSITIVITY RANKING</b> - The outside considerations listed below can be added to the total sensitivity rating to modify the score |              |           |           |  |              |           |           |
| <b>OUTSIDE CONSIDERATIONS</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | These priorities were determined and agreed at a meeting in May 2015 by representatives of the following organisations: DCC, WDDC, EA & NE |              |           |           |
| Political Pressure   | 0-4          | 3         | 2         |  |              |           |           |
| Public Pressure  | 0-4          | 2         | 1         |  |              |           |           |
| Time Restrictions  | 0-4          | 2         | 1         |  |              |           |           |
| <b>Sub Total</b>   | 12           | <b>7</b>  | <b>4</b>  |  |              |           |           |
| <b>TOTAL SENSITIVITY</b>   | 0-64         | <b>40</b> | <b>31</b> |  |              |           |           |
| <b>TOTAL MODIFIED SENSITIVITY</b>  | 0-76         | <b>47</b> | <b>35</b> |  |              |           |           |



**Coastal Data Sheets – Sector 11 Redcliffe Point to White Nothe**



**Sector 11 Redcliffe Point (SY710 816) to White Nothe (SY771 807)**

- **Length of Coastline** - 6.5km
- **Straight Line Distance** - 6.0km
- **Aspect** – southerly
- **Exposure** – exposed
- **Coastline Description** - open cliff bound coast with a rocky shore
- **Conservation** - geological SSSI along South Dorset Coast; White Nothe is a DWT reserve.
- **Resources at Risk** - a number of important holiday centres are located at the main access sites. Trawling takes place in the coastal waters.
- **Clean-up Strategy** - prioritise for amenity sites, biologically sensitive DWT reserve and commercial fisheries.
- **Access to Shoreline** - at Ringstead
- **RVP** – Ringstead Car Park
- **Beachmasters Command Post** - Ringstead Car Park
- **Temporary Waste Site** - Ringstead Car Park.

|  |                              |                                    |   |  |
|--|------------------------------|------------------------------------|---|--|
| <p><b>Coastal Pollution Plan 2015</b><br/>Sector 11 Redcliffe Point to White Nothe</p> <p>THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS</p> | <p>Rendezvous Points</p>     | <p>Sector Boundary</p>             | <p>Ref: CPP_11<br/>Date: 07/04/2016<br/>Scale N/A<br/>Drawn By: ACE<br/>Cent X:<br/>Cent Y:</p> | <p>GEOGRAPHICAL INFORMATION SYSTEMS</p> <p><b>Dorset County Council</b></p> <p><small>© Crown copyright and database rights 2016 Ordnance Survey 100019790. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data in third parties in any form. Aerial Photography © UK Perspectives 2002. © Demapping 2005, 2009 &amp; 2014.</small></p> |
|  | <p>Access Points</p>         | <p>Priority 1 - Priority clean</p> |   |  |
|  | <p>Temporary Waste Sites</p> | <p>Priority 3 - Leave alone</p>    |   |  |

Map Crown Copyright - Map Scale 1cm = 0.258

**Access to Shoreline and Rendezvous Points (RVPs)**

|              |   |
|--------------|---|
| <b>34.</b>   | <b>Osmington Mills</b> (SY 735 817) to car park on cliff top above rocky bay. Hardstanding on car park. Otherwise no access. Narrow slipway accessed by foot only.  |
| <b>35.</b>   | <b>Ringstead Bay</b> (SY 752 814) accessible for all vehicles off A353 and then via track leading from unclassified road at SY 747 826. Hardstanding at cafe car park, with slipway accessed via locked gate (key with cafe owner). |
| <b>RVP10</b> | Ringstead Beach Car Park  |



## Sector 12 White Nothe to Worbarrow Tout

| <b>COASTLINE DESCRIPTION</b>    |  |
|---------------------------------|--|
| <b>Variability Along Sector</b> | <p>The shore zone of this sector possesses an overall uniformity imposed by the rocky shore coast of cliffs and rocky beaches.</p> <p>The coastline is relatively straight, interrupted only by natural arches, as between White Nothe and Durdle Door. The exception to this relatively smooth outline is to the east of the Sector that is dominated by the embayments of Lulworth Cove and Worbarrow Bay.</p> <p>The main contrasts along the sector are provided by variation in steepness and height of the backing cliffs, the presence of a variety of coastal cliff features and variation in the rocky littoral zone.</p>   |
| <b>Backshore Zone</b>           | <p>Four types of shoreline occur within the overall rocky shoreline. These are shingle shores, boulder beaches, rocky platforms and plunging cliffs. The cliffs formed in the Cretaceous chalk, as around White Nothe and part of Worbarrow Bay, are massive near vertical cliffs with little vegetation. These cliffs, reaching over 50m in height are characterised by natural arches, stacks and basal caves. The shingle Backshore at the foot of the cliffs is narrow, fairly steeply sloping and rectilinear in shape. The boulder beaches generally have lower Backshore, which comprise slabs of rock, scree and cobbles. The slabs of rock and scree are derived from rock falls from the backing cliffs. These Backshore beaches are steep, narrow and rectilinear in shape.</p>   |
| <b>Intertidal Zone</b>          | <p>The shingle beaches occur as cliff-foot beaches beneath both the Kimmeridge Clay and chalk cliffs and as bayhead beaches in Lulworth Cove and parts of Worbarrow Bay. The shingle frequently has a very steep beach face. In places, the steep beach face has been moulded into beach cusps, crescentic mounds of shingle that are located at the high water mark. The shingle beaches may be up to 30 - 50m wide in places. Some of the shingle beaches have rocky platforms and reefs exposed at low tide. Narrow shingle beaches therefore usually separate the rock platforms from the cliff-foot. The platforms in Sector 9 tend to be discontinuous and are low angle, low relief features which commonly carry a sediment veneer of cobbles, pebbles and a covering of organic matter. The platforms are frequently 40 - 50m in width and may extend out to 100m in width in isolated places. Rock platforms and ledges without a significant veneer of loose sediment occur along about 10% of the coastal edge of the sector, as for example immediately west of Lulworth Cove. These platforms again tend to be narrow, discontinuous features.</p> <p>The intertidal zones of the boulder beaches are narrow features that consist of poorly sorted loose sediment. These occur as aprons at the base of the cliffs, and are again cliff-foot beaches. Boulder beaches may also be associated with short discontinuous platforms.</p> <p>In places, such as at White Nothe and east and west of Lulworth Cove, the cliffs are true plunging cliffs. Here the cliffs plunge into the water without a basal rock platform or cliff-foot beach.</p> |
| <b>Wave Energy</b>              | <p>Wave energy is high as indicated by the presence of high energy beach forms such as well-sorted steep shingle beaches, beach cusps and wave cut rock platforms, particularly those swept clean of sediment.</p>   |
| <b>Man-made features</b>        | <p>None.</p>   |





|  |  |
|--|--|
| <p><b>Marine Biology:<br/>Littoral Zone Assessment</b></p> | <p>The intertidal substrate along this section of coastline is relatively uniform, consisting of a cliff coastline with a rocky shore. The eastern end of this section, up to the Southwest corner of Bacon Hole is within the Purbeck Marine Wildlife Reserve and hence supports important rich and diverse intertidal communities. Further details are given under Sector 8. Other areas of interest with regard to rocky shore flora and fauna are Mupe Rocks (SY 841 796) and Lulworth Cove (SY 825 798). In the latter area the large boulders and rock ledges support a good algal cover of cucoids and red and green seaweed species, with associated attached fauna.</p> |
| <b>CONSERVATION</b>  |  |
|  | <p>The sector supports populations of several rare plants and animals. This stretch of coastline, consisting of vertical cliff, undercliffs and Landslips is of international geological importance. Many of the rock units contain fossils, some of which are internationally significant.</p>  |
|  | <p><u>Designations</u><br/><a href="#">Isle of Portland to Studland Cliffs SAC</a>; <a href="#">Studland to Portland SAC</a>; <a href="#">South Dorset Coast SSSI</a></p>  |
| <b>RESOURCES AT RISK</b>                                   |  |
| <p><b>Tourism and Recreation</b></p>                       | <p>As with Sector 8 the coastal edge from Worbarrow Bay to White Nothe is bound by cliffs, but there are a number of important holiday centres along the coastal edge. These include Durdle Door, St. Oswald's Bay, Lulworth Cove and Worbarrow Bay. These are the main access points to the coastal edge. Lulworth Cove is a high amenity site. Scuba diving is very popular from Lulworth Cove, a major focus of interest being the Purbeck Marine Wildlife Reserve. Shore fishing is very popular along the coastal edge and takes place from all the major access points listed above.</p>   |
| <p><b>Fisheries and Mariculture</b></p>                    | <p>Trawling takes place in the coastal waters.</p>   |
| <p><b>Industrial</b></p>                                   | <p>AEA intake / outfall at Arish Mell (SY 854 803)</p>   |



## Sector 12 White Nothe to Worbarrow Tout

| CLEAN-UP STRATEGY   |   |
|---|---|
| <b>Useful Contacts</b>  | <p><b>Purbeck District Council</b> - 01929 556561<br/> <b>Weld Estate office</b> – 01929 400435<br/> <b>Lulworth Estate Office</b> – 01929 400352<br/> <b>Lulworth Gunnery School</b> – Range 01929 404701, Guardroom 01929 404806 QM (spill plan) 01929 404804<br/> <b>Adler and Allan</b> – Tier 2 Contractor 0800 592 827</p>  |
| <b>Special Considerations</b>                                   | <p>Undertake a feasibility study for protective booming for Lulworth Cove. <b>The MOD have firing ranges along a 10km stretch of the coastline (see Data Sheet) under no circumstances is a clean-up to take place until that part of the coastline has been checked for ordinance by the MOD.</b> When it has been cleared a Banksman is to be in attendance.</p>  |
| <b>Agreed Treatment (Natural England and Local Authorities)</b> | <p>The Marine Management Organisation must be consulted on any use of dispersants <a href="https://www.gov.uk/topic/environmental-management/oil-spills">https://www.gov.uk/topic/environmental-management/oil-spills</a><br/>           Leave oil to degrade naturally.<br/>           Manual collection of tarballs and other oily debris.<br/>           Avoid excessive disturbance to seabirds during breeding season. No action March - August inclusive because of nesting birds. Allow oil at amenity sites to degrade naturally if possible, i.e. out of holiday season.<br/>           Otherwise use mechanical removal and limited amounts of dispersants.</p> |
| <b>Equipment Guidelines</b>                                     | <p><b>Held Locally – None</b><br/>           Shoreline Cleanup Assessment Techniques:<br/> <a href="https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat">https://www.gov.uk/government/publications/shoreline-clean-up-assessment-techniques-scat</a></p>  |
| <b>Containment and Recovery</b>                                 | <p>There are no really effective methods that would completely protect this extensive, cliff bound and rocky shoreline other than at-sea cleans up. All the shores in the sector are exposed or moderately exposed and have some degree of self-cleaning capability. The nesting birds for feeding use the waters off the sector.</p>   |
| <b>Beachmasters Command Posts</b>                               | <p>Lulworth Visitor Centre Car Park<br/>           Tyneham Village Car Park (Traffic Management required)</p>   |
| <b>RVP's</b>  | <p>Lulworth Visitor Centre Car Park<br/>           Main gate Lulworth Camp</p>  |
| <b>Temporary Waste Storage</b>                                  | <p>Top of the Lulworth Visitor Centre Car Park – gravel surface (bottom of car park vulnerable to flooding)<br/>           Lulworth Cove (old café site) room for 2 or 3 skips on slipway hardstanding.<br/>           Lined skips would be required for onsite storage of recovered oil or oily debris.</p>  |



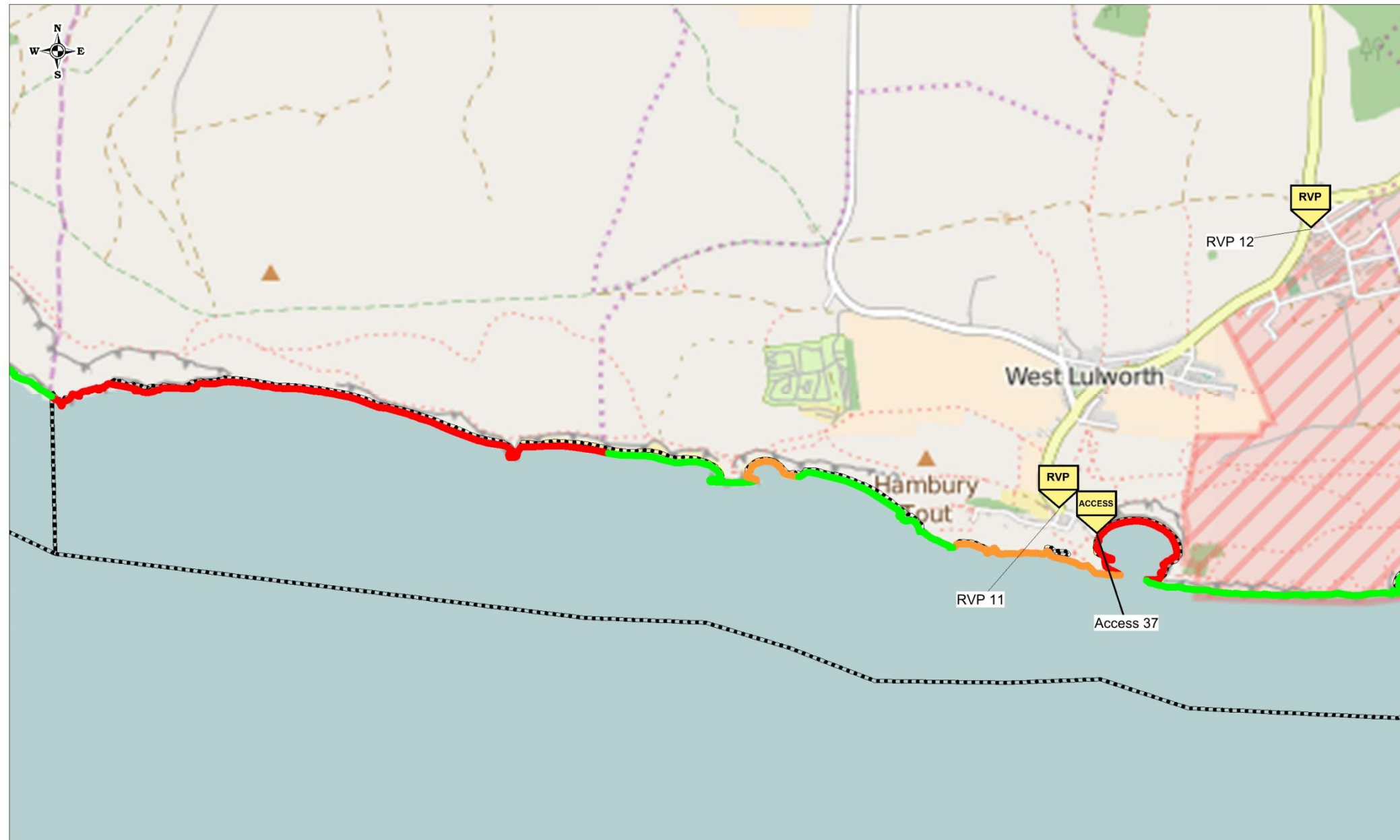
## Sector 12 White Nothe to Worbarrow Tout

| SENSITIVITY SCORE WORKSHEET  |              |           |           |  |              |           |           |
|--|--------------|-----------|-----------|--|--------------|-----------|-----------|
| <b>ECONOMIC</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>AESTHETIC</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Income or Use Reduction  | 0-4          | 3         | 1         | Scenic Quality   | 0-4          | 4         | 4         |
| Natural Resource Damage  | 0-4          | 3         | 2         | Visual Impact  | 0-4          | 4         | 4         |
| Replacement / Restoration Costs  | 0-4          | 2         | 1         | Local Appreciation   | 0-4          | 4         | 4         |
| <b>Sub Total</b>   | 0-12         | <b>8</b>  | <b>4</b>  | <b>Sub Total</b>   | 0-12         | <b>12</b> | <b>12</b> |
| <b>SOCIAL</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | <b>ENVIRONMENTAL</b>   | <b>range</b> | <b>S</b>  | <b>W</b>  |
| Purpose of Use   | 0-4          | 3         | 2         | Water quality Degradation  | 0-4          | 2         | 1         |
| Effect of Oil  | 0-4          | 3         | 2         | Biological Productivity  | 0-4          | 1         | 1         |
| Degree of Direct Contact   | 0-4          | 2         | 1         | Ecological Significance  | 0-4          | 3         | 3         |
| Amount of Use  | 0-4          | 2         | 1         | Unique Habitat Uses  | 0-4          | 1         | 1         |
| Treatment before Use   | 0-4          | 2         | 2         | Ecological Vulnerability   | 0-4          | 2         | 1         |
| <b>Sub Total</b>   | 0-20         | <b>12</b> | <b>8</b>  | <b>Sub Total</b>   | 0-20         | <b>9</b>  | <b>7</b>  |
| <b>Total Sensitivity Rating</b>  | 0-64         | <b>41</b> | <b>31</b> |  |              |           |           |
| <b>AREA SENSITIVITY RANKING</b> - The outside considerations listed below can be added to the total sensitivity rating to modify the score |              |           |           |  |              |           |           |
| <b>OUTSIDE CONSIDERATIONS</b>  | <b>range</b> | <b>S</b>  | <b>W</b>  | These priorities were determined and agreed at a meeting in May 2015 by representatives of the following organisations: DCC, EA & NE |              |           |           |
| Political Pressure   | 0-4          | 4         | 4         |  |              |           |           |
| Public Pressure  | 0-4          | 2         | 1         |  |              |           |           |
| Time Restrictions  | 0-4          | 2         | 1         |  |              |           |           |
| Sub Total  | 12           | <b>8</b>  | <b>6</b>  |  |              |           |           |
| <b>TOTAL SENSITIVITY</b>   | 0-64         | <b>41</b> | <b>31</b> |  |              |           |           |
| <b>TOTAL MODIFIED SENSITIVITY</b>  | 0-76         | <b>49</b> | <b>37</b> |  |              |           |           |





**Sector 12 White Nothe to Worbarrow Tout**



**Coastal Pollution Plan 2015**  
Sector 12 White Nothe to Worbarrow Tout

THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS

**Rendezvous Points** (RVP symbol)  
**Access Points** (ACCESS symbol)  
**Temporary Waste Sites** (HAZMAT symbol)

**Sector Boundary**  
Priority 1 - Priority clean (red line)  
Priority 2 - No immediate action (orange line)  
Priority 3 - Leave alone (green line)

Ref: CPP\_12a  
Date: 07/04/2016  
Scale N/A  
Drawn By: ACE  
Cent X:  
Cent Y:

GEOGRAPHICAL INFORMATION SYSTEMS  
**Dorset County Council**

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**Sector 12 White Nothe (SY771 795) to Worbarrow Tout (SY868 795) Sheet 1 of 2**

- **Length of Coastline** - 10.5km
- **Straight Line Distance** - 9.5km
- **Aspect** – southerly
- **Exposure** - Worbarrow Tout to White Nothe – exposed
- **Lulworth Cove** - moderately exposed
- **Coastline Description** - a uniform rocky, open cliff coastline, interrupted only by natural embayments and arches, and a shingle beach in Worbarrow bay.
- **Conservation** - geological SSSI of South Dorset Coast; Purbeck Voluntary Marine Nature Reserve.
- **Resources at Risk** - cliff coastline includes the important recreation areas of Durdle Door, Lulworth Cove, St. Oswald's and Worbarrow Bay. Commercial trawling takes place in the coastal waters.
- **Clean-up Strategy** - prioritise for commercial fisheries, Purbeck Voluntary Marine Nature Reserve and amenity areas.
- **Access to Shoreline** - limited to the natural embayment.(no vehicular access)
- **RVP** - Lulworth Cove Visitor Centre Car Park and Lulworth Camp main gate

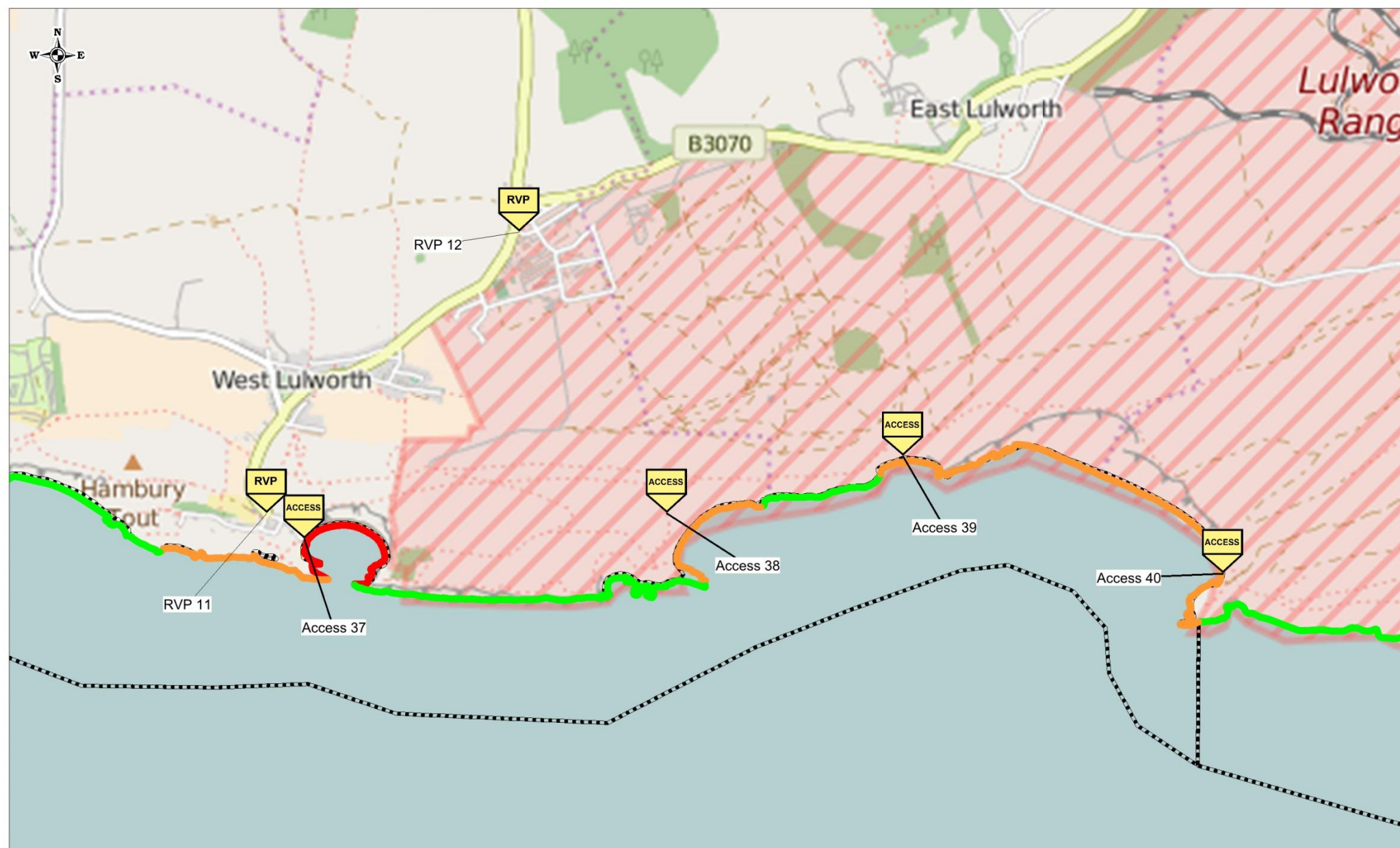
- Temporary Waste Sites -**
- Top of the Lulworth Visitor Centre Car Park – gravel surface (bottom of car park vulnerable to flooding)
  - Lulworth Cove (old café site) room for 2 or 3 skips)

| Access to Shoreline and Rendezvous Points (RVPs) |                            |
|--|----------------------------|
| RVP11  | Lulworth Cove (SY 825 797) |
| RVP12  | Lulworth Camp (SY 835 815) |





**Sector 12 White Nothe to Worbarrow Tout**



**Coastal Pollution Plan 2015**  
Sector 12 White Nothe to Worbarrow Tout

THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS

|                       |  |                                  |  |                  |  |
|-----------------------|--|----------------------------------|--|------------------|--|
| Rendezvous Points     |  | Sector Boundary                  |  | Ref: CPP_12b     | <p>GEOGRAPHICAL INFORMATION SYSTEMS</p> <p><b>Dorset County Council</b></p> <p><small>© Crown copyright and database rights 2016 Ordnance Survey 100019790. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data in third parties in any form. Aerial Photography ©. 2014 Perspective 2002. © Getmapping 2005, 2009 &amp; 2014</small></p> |
| Access Points         |  | Priority 1 - Priority clean      |  | Date: 07/04/2016 |  |
| Temporary Waste Sites |  | Priority 2 - No immediate action |  | Scale N/A        |  |
|                       |  | Priority 3 - Leave alone         |  | Drawn By: ACE    |  |

Cent X:  
Cent Y:

**Sector 12 White Nothe to Worbarrow Tout Sheet 2 of 2**

- **Length of Coastline** - 10.5km
- **Straight Line Distance** - 9.5km
- **Aspect** – southerly
- **Exposure** - Worbarrow Tout to White Nothe – exposed
- **Lulworth Cove** - moderately exposed
- **Coastline Description** - a uniform rocky, open cliff coastline, interrupted only by natural embayment and arches, and a shingle beach in Worbarrow bay.
- **Conservation** - geological SSSI of South Dorset Coast; Purbeck Voluntary Marine Nature Reserve.
- **Resources at Risk** - cliff coastline includes the important recreation areas of Durdle Door, Lulworth Cove, St. Oswald's and Worbarrow Bay. Commercial trawling takes place in the coastal waters.
- **Clean-up Strategy** - prioritise for commercial fisheries, Purbeck Voluntary Marine Nature Reserve and amenity areas.
- **Access to Shoreline** – Lulworth Cove, however rest of the coastline is limited to the natural embayments.
- **Beachmasters Command Post** – Visitors Centre Car Park.
- **RVP's** - Lulworth Cove Visitor Centre Car Park.
- **Temporary Waste Site** - Visitors Centre Car Park.(top of car park only)

Map Crown Copyright Map Scale 0. km

| Access to Shoreline and Rendezvous Points (RVPs) |   |
|--|---|
| 37.  | <b>Lulworth Cove</b> (SY 825 797) accessible via slipway at end of B3070. Hardstanding on slipway and at Lulworth car park.   |
| 38.  | <b>Mupe Bay No vehicular access.</b> (SY 845 800) cliff top access via military track leading from Lulworth Camp (SY 835 815).  |
| 39.  | <b>Arish Mell</b> (SY 854 803) accessible via gates (key with Range Commander) and military track from unclassified road at SY 857 818, East Lulworth. Hardstanding on shingle beach at the AEA outfall / intake.             |
| 40.  | <b>Worbarrow Bay</b> (SY 865 803) accessible via gate (key with Range Warden) and military road and track from unclassified road at SY 894 816 to Tyneham. Hardstanding and shoreline access on low cliff above shingle beach |
| RVP11  | Lulworth Cove (SY 825 797)  |
| RVP12  | Lulworth Camp (SY 835 815)  |





**Portland Harbour Authority**  
**Oil Spill & Marine Pollution Contingency Plan**

### 3Ai Emergency Contact Directory (checked October 2021)

| Organisation  | Telephone  | Fax            | Out of hours/<br>other method   |
|---|--|----------------|---|
| <b>Portland Harbour Authority</b><br>Harbour Master<br>Landside Manager<br>Duty Marine Officer<br>Operations Controller<br>Harbour Control  | (01305) 825345<br>(01305) 825342<br>(01305) 825335<br>(01305) 825347<br>(01305) 825335   |                | 07879 637724<br>07794 994051<br>07778 391557<br>07810 508979<br>07778 391557  |
| <b>Portland Bunkers UK</b>  | (01305) 866140   | (01305) 826463 | 07398 134537  |
| <b>Ambipar Tier 2 Contractor</b>  | (0)1202 653558   |                |   |
| <b>HM Coastguard/NMOC</b>   | 02392 552100   |                | 02392 552100  |
| <b>Weymouth Harbour Authority<br/>(Dorset Council)</b><br>Harbour Master/Oil Pollution Officer<br>Duty Berthing Officer<br>Commercial Area Main Gate<br><br><b>Dorset Council</b><br>"In hours" generic main switchboard<br>Emergency Planning "in hours"<br>Emergency Planning Officer<br>Communications Team Leader<br><br><b>Duty EPO (Emergency Planning)<br/>24/7 pager</b><br>(this is should be used for immediate<br>contact request – the only<br>guaranteed response number and<br>access to all DC resources, including<br>Gold and Silver officers. Also can<br>provide a copy of Dorset LRF<br>Coastal Pollution Plan) | (01305) 838386<br>(01305) 838423<br>(01305) 838427<br>(01305) 838000<br><br>(01305) 221000<br>(01305) 224659<br>(01305) 224659<br>01305 838000<br>or<br>01305 759408 | (01305) 838276 | 01305 838000<br><br><a href="mailto:emergencyplanningteam@dorsetcouncil.gov.uk">emergencyplanning<br/>team@dorsetcoun<br/>cil.gov.uk</a><br><br>07776 660986<br>(24hrs)<br><br><b>Pager<br/>07623544346</b> |
| <b>Dorset Police (Headquarters)</b>   |  |                | 999/101   |
| <b>Fire Brigade</b><br>Headquarters<br>Fire Control for Dorset  | (01722) 691000<br>03067 990019   |                | 03067 990019<br>(24hr)  |



**Portland Harbour Authority**  
**Oil Spill & Marine Pollution Contingency Plan**

| Organisation   | Telephone   | Fax | Out of hours / other method                               |
|--|---|-----|---|
| <b>Dorset County Hospital</b>  | (01305) 251150  |     |   |
| <b>Doctor</b>  | (01305) 774411  |     |   |
| <b>MCA – Maritime Coastguard Agency</b>  | via H.M Coastguard  |     |   |
| <b>RNLI/Lifeboat</b>   | Via H.M Coastguard  |     |   |
| <b>Environment Agency</b><br>Hotline<br>Environmental Group Chairman                                     | 0800 807060<br>Contact via MCA                            |     |   |
| <b>Natural England</b>   | 0300 0601200<br><br>marineincidents@naturalengland.org.uk |     | 0300 0601200<br><br>marineincidents@naturalengland.org.uk |
| <b>Standing Environment Group</b>  | Contact via MCA for details of Chair                      |     |   |
| <b>HM Revenue and Customs, Southampton</b>   |   |     |   |
| <b>RSPCA</b>   | 0300 1234999  |     | 07747740976   |
| <b>RSPB – South West, Exeter</b>   | (01392) 432691  |     |   |
| <b>Wessex Water</b>  | (01225) 526000  |     |   |
| <b>Marine Management Organisation (MMO)</b><br><br>MMO (Office Hours Mon-Fri)<br>Back up Defra Duty Room | 0300 2002024<br>07770977825                               |     | 07770 977825<br>0345 0518486                              |
| <b>Waste Contractors</b><br>LG&P   | 07860227289<br>07393925519                                |     | 07860227289<br>07393925519                                |

| Organisation                 | Telephone      | Out of Hours / Other Method           |
|------------------------------|----------------|---------------------------------------|
| <b>Other Stakeholders</b>    |                |                                       |
| CEFAS                        | (01305) 206600 |                                       |
| Dorset Council Heritage Team |                | Via Dorset Council Emergency Planning |
| Weyfish                      | (01305) 761277 | 07909893072                           |



**Portland Harbour Authority**  
**Oil Spill & Marine Pollution Contingency Plan**

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|                                |   |  |
|--------------------------------|---|--|
| Dorset Cleaner Fish            | (01305) 826818  | 07887248500<br>07729277361   |
| ATLAS                          | 07785 381432  |  |
| Quest                          | 07730684556<br>07785737420  | 07730684556  |
| Fleet Warden                   | (01305) 760579  | (01305) 871905<br>07530938888  |
| Ferrybridge                    | (01305) 777350  | Call Quest   |
| Global Marine                  | (01305) 828011  | 07826 864769   |
| Historic England               |   | <a href="mailto:southwestcasework@HistoricEngland.org.uk">southwestcasework@HistoricEngland.org.uk</a> |
| Manor Marine                   | (01305) 820777  | <a href="mailto:enquiries@manlmarine.co.uk">enquiries@manlmarine.co.uk</a>                             |
| Portland Shellfish Ltd         | (01305) 822522  |  |
| Poole Harbour Control          | (01202) 440200<br>Fax (01202)<br>674801   |  |
| BT                             | 0800 800150   |  |
| Electric Emergency             | 0800 404090   |  |
| Gas Emergency                  | 0800 111999   |  |
| Portland Town Council          | 01305 821638  |  |
| Portland Community Partnership |   | <a href="mailto:Portlandcommunitypartnership@gmail.com">Portlandcommunitypartnership@gmail.com</a>     |
| Chaplin                        | 07810447175   |  |
| MET Office                     | 0370 9000100<br><br>Fax 0370<br>9005050   |  |
| Weymouth Town Council          | Town Clerk<br><br>Beach Manager<br>(Kevin Good)<br><br>Beach Office<br>(if no contact<br>with Beach<br>Manager) | 01305 239839<br><br><br><br><br>01305 239294   |

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# Appendix 3Aii

## Training and Resources

|              |   |
|--------------|---|
| <b>3Aii</b>  | <b>Training Matrix for Portland Harbour Authority Staff</b> |
| <b>3Aiii</b> | <b>Portland Harbour Authority Resources</b>                 |
| <b>3Aiv</b>  | <b>Portland Bunker UK Ltd Resources</b>                     |
|              | <b>For Ambipar Tier 2 Resources see Appendices 1G</b>       |



## ii. Training Matrix for Portland Harbour Authority Staff

| Position                              | Level | Expiry         |
|---------------------------------------|-------|----------------|
| Chief Executive                       | 4p/p  | Sept 2018      |
| Harbour Master                        | 4p/p  | 17 / 10 / 2021 |
| Deputy Harbour Master                 | 4p/p  | 17 / 10 / 2021 |
| Assistant Harbour Master (Leisure)    | 4p/p  | 17 / 10 / 2021 |
| Assistant Harbour Master (Commercial) | 4/4p  | 17 / 10 / 2021 |
| Tug Master/Restricted Pilot           | 2p/p  | 17 / 10 / 2021 |
| Senior Tug Master/Marine Officer      | 2p/p  | 17 / 10 / 2021 |
| Tug Master/Marine Officer             | 2p/p  | 17 / 10 / 2021 |
| Leisure Co-ordinator                  | 2/2p  | Initial Req    |
| Marine Engineer                       | 2p/p  | Initial Req    |
| Marine Engineer                       | 2p/p  | Initial Req    |
| Engineering Assistant                 | 2p/p  | 17 / 10 / 2021 |
| Marine Officer                        | 2p/p  | 02 / 03 / 2020 |
| Marine Officer                        | 2p/p  | 02 / 03 / 2020 |
| Marine Officer                        | 2p/p  | Initial Req    |
| Marine Officer                        | 2p/p  | Initial Req    |
| Landside Manager                      | 4p/p  | 17 / 10 / 2021 |
| Operations Assistant                  | 2p/p  | 17 / 10 / 2021 |
| Environmental Manager                 | 2/2p  | 02 / 03 / 2020 |
| Permitting and Compliance Officer     | 2/2p  | 02 / 03 / 2020 |





### iii. Portland Harbour Authority Resources

| Description                            | Notes | Qty |
|--|-------|-----|
| <b>Vessels</b>                         |       |     |
| Tugs (one with Fi/Fi Capability)       |       | 3   |
| Pilot Boats                            |       | 2   |
| Ribs                                   |       | 1   |
| <b>Equipment Held at Portland Port</b> |       |     |
| <b>BOOM AND ANCILLARIES</b>            |       |     |
| 100m Sea Sentinel Boom on reel         |       | 2   |
| 50m Sea Sentinel Boom                  |       | 2   |
| 25m Sea Sentinel Boom 750              |       | 2   |
| 20m Sea Sentinel Boom 750              |       | 4   |
| 10m Sea Sentinel Boom 750              |       | 1   |
| Air blower                             |       | 2   |
| Towing bridle                          |       | 1   |
| Hoyle Boom inflator                    |       | 1   |
| Honda water pump                       |       | 1   |
| <b>RECOVERY EQUIPMENT</b>              |       |     |
| Spate 74c pump and hose                |       | 1   |
| Weir skimmer and hose                  |       | 1   |
| <b>TEMPORARY STORAGE</b>               |       |     |
| 2000 gallon Fastank with liners        |       | 3   |
| <b>SORBENTS</b>                        |       |     |
| Sorbent booms                          |       | 6   |
| Sorbent pads                           |       | 6   |
| Pom poms (HFO)                         |       |     |
| Bentonite clay plugs for drains        |       |     |
| 11KG Tin plugging compound             |       | 1   |
| 3m absorbent matting                   |       | 11  |
| 50 m roll absorbent matting            |       | 1   |
| Absorbent land boom                    |       | 1   |
| Neoprene sheet                         |       | 1   |
| Disposable bags                        |       | 5   |

|                                       |  |     |
|---------------------------------------|--|-----|
| Roll of oil spill warning tape        |  | 1   |
| Oil spill absorbent pads              |  | 200 |
| <b>PPE</b>                            |  |     |
| Fishermen's suits and helmets         |  | 2   |
| Retro Jackets                         |  | 6   |
| Life Vests                            |  | 6   |
| Coveralls                             |  | 10  |
| Goggles                               |  | 10  |
| Gloves                                |  | 10  |
| Wet weather gear                      |  | 6   |
| Respirators for vapour & particulates |  | 10  |
| Tylox suits                           |  | 10  |
| Safety boots – capped                 |  | 6   |
| Hard hats                             |  | 10  |
| Ear defenders                         |  | 10  |
| Disposable Gloves                     |  | 10  |

## iv. Portland Bunkers UK Ltd Resources

| Description           | Notes                                 | Qty     |
|-----------------------|---------------------------------------|---------|
| <b>Equipment Held</b> |                                       |         |
| 30M Ro-fence boom     | In use on the berth                   | 2       |
| 25M Lamor 750 boom    | to be used on the berth 2020          | 2       |
| 10M Lamor 750 boom    | For 50T operations                    | 1       |
| Sorbent pads          |                                       | 3000    |
| 1.2M oil socks        |                                       | 200     |
| 3M oil socks          |                                       | 100     |
| Waste oil bags        |                                       | 200     |
| Sand bags             | <b>(for shoreside spills to land)</b> | 100     |
| rags                  |                                       | 5 boxes |
| Engine cleaner        |                                       | 50L     |

## **Appendices 3Bi-a and 3Bi-b**

### **Appendix 3Bi-a.**

Site information for European Sites

### **Appendix 3Bi-b.**

Site information for Sites of Special Scientific Interest

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**Appendix 3Bi-a. Site information for European Sites**

| Site Name                                       | Qualifying (Designated) Features Summary   | Availability of the Regulation 35 Conservation Advice package   | Weblink to Natural England Conservation Objectives                     | Weblink to supplementary advice for Conservation Objectives         | Marine and/ or Terrestrial | Relationship with Portland Harbour Authority Jurisdiction  | Legally Underpinned By  | Overall Site Condition   | Conservation Objectives   | Relevant links   |
|---|--|---|--|---|----------------------------|--|---|--|---|--|
| <b>Chesil and the Fleet SAC UK0017076</b>       | <p>EU Habitats Directive Annex I Habitats</p> <ul style="list-style-type: none"> <li>•H1150 Coastal lagoons</li> <li>•H1210 Annual vegetation of drift lines</li> <li>•H1220 Perennial vegetation of stony banks</li> <li>•H1330 Atlantic salt meadows (Glauco-Puccinellietalia maritimae)</li> <li>•H1420 Mediterranean and thermo-Atlantic halophilous scrubs (Sarcocornetea fruticosi)</li> </ul> | <p>Components include:</p> <ul style="list-style-type: none"> <li>•Site information (feature and sub-feature descriptions, site overview, general information about the site and features)</li> <li>•Background information and geography</li> <li>•Site maps</li> <li>•Conservation Objectives</li> <li>•Supplementary advice on conservation objectives</li> <li>•Advice on operations</li> </ul> <p>Additional information for consideration:</p> <ul style="list-style-type: none"> <li>•Feature condition</li> <li>•Management measures</li> <li>•Further information</li> </ul>                                 | <a href="#">Chesil and the Fleet SAC Conservation Objectives</a>       | <a href="#">Chesil and the Fleet SAC supplementary advice</a>       | Marine & Terrestrial       | Adjacent to Portland Inner Harbour with the waterbodies being directly connected at Ferrybridge. | <ul style="list-style-type: none"> <li>•Chesil &amp; The Fleet SSSI</li> <li>•Portland Harbour Shore SSSI</li> <li>•West Dorset Coast SSSI</li> </ul> | <p>Overall: N/A</p> <p>Coastal Lagoons: 70% Unfavourable Declining</p> | <p>Maintaining or restoring:</p> <ul style="list-style-type: none"> <li>• the extent and distribution of qualifying natural habitats and habitats of the qualifying species</li> <li>• the structure and function (including typical species) of qualifying natural habitats</li> <li>• the structure and function of the habitats of the qualifying species</li> <li>• the supporting processes on which qualifying natural habitats and the habitats of qualifying species rely</li> <li>• the populations of each of the qualifying species</li> <li>• the distribution of qualifying species within the site</li> </ul> | <p><a href="#">Chesil and the Fleet SAC Advice on operations</a></p> <p><a href="#">Chesil &amp; The Fleet SAC Management measure page</a></p> <p><a href="#">Chesil and Fleet SAC Condition of SSSI units</a></p> <p><a href="#">Chesil and The Fleet SAC Map</a></p>           |
| <b>Chesil Beach and the Fleet SPA UK9010091</b> | <ul style="list-style-type: none"> <li>•Little tern (<i>Sternula albifrons</i>), Breeding</li> <li>•Wigeon (<i>Mareca penelope</i>), Non-breeding</li> </ul>   | <p>Components include:</p> <ul style="list-style-type: none"> <li>•Site information (feature and sub-feature descriptions, site overview, general information about the site and features)</li> <li>•Background information and geography</li> <li>•Site maps</li> <li>•Conservation Objectives</li> <li>•Supplementary advice on conservation objectives</li> <li>•Advice on operations</li> <li>•Advice on seasonality</li> </ul> <p>Additional information for consideration:</p> <ul style="list-style-type: none"> <li>•Feature condition</li> <li>•Management measures</li> <li>•Further information</li> </ul> | <a href="#">Chesil Beach and the Fleet SPA Conservation Objectives</a> | <a href="#">Chesil Beach and the Fleet SPA supplementary advice</a> | Marine & Terrestrial       | Adjacent to Portland Inner Harbour   | •Chesil & The Fleet SSSI  | Overall: N/A   | <p>Maintaining or restoring:</p> <ul style="list-style-type: none"> <li>• the extent and distribution of the habitats of the qualifying features</li> <li>• the structure and function of the habitats of the qualifying features</li> <li>• the supporting processes on which the habitats of the qualifying features rely</li> <li>• the populations of each of the qualifying features</li> <li>• the distribution of qualifying features within the site</li> </ul>   | <p><a href="#">Chesil Beach and the Fleet SPA Advice on operations</a></p> <p><a href="#">Chesil Beach and the Fleet SPA management measures</a></p> <p><a href="#">Chesil and the Fleet SPA Condition of SSSI units</a></p> <p><a href="#">Chesil and the Fleet SPA Map</a></p> |

| Site Name   | Qualifying (Designated) Features Summary   | Availability of the Regulation 35 Conservation Advice package  | Weblink to Natural England Conservation Objectives   | Weblink to supplementary advice for Conservation Objectives   | Marine and/ or Terrestrial | Relationship with Portland Harbour Authority Jurisdiction | Legally Underpinned By   | Overall Site Condition  | Conservation Objectives  | Relevant links   |
|---|--|--|--|---|----------------------------|---|--------------------------|---|--|--|
| <b>Chesil Beach and the Fleet Ramsar</b><br>UK11012 | Ramsar features:<br>• saline lagoon and saltmarsh habitat, • specialist lagoonal, wetland and shingle species,<br>•Bass (Dicentrarchus labrax) (post-larval, juvenile and as nursery habitat),<br>Overwintering Dark-bellied brent goose (Branta bernicla bernicla). | See details for Chesil and the Fleet SAC and Chesil Beach and the Fleet SPA  | <a href="#">Conservation Advice statement from Natural England for Chesil Beach and the Fleet Ramsar</a> | N/A   | Marine & Terrestrial       | Adjacent to Portland Inner Harbour                        | N/A                      | N/A   | N/A  | <a href="#">Chesil Beach and the Fleet Ramsar Map</a>  |
| <b>Studland to Portland SAC</b><br>UK0030382        | <b>EU Habitats Directive Annex I Habitats</b><br>•H1170 Reefs  | <b>Components include:</b><br>•Site information (feature and sub-feature descriptions, site overview, general information about the site and features)<br>•Background information and geography<br>•Site maps<br>•Conservation Objectives<br>•Supplementary advice on conservation objectives<br>•Advice on operations<br><br><b>Additional information for consideration:</b><br>•Feature condition<br>•Management measures<br>•Further information | <a href="#">Studland to Portland SAC Conservation Objectives</a>   | <a href="#">Studland to Portland SAC supplementary advice</a> | Marine                     | Close to Portland Outer Harbour                           | •South Dorset Coast SSSI | Overall:<br>Favourable<br><br>H1170 Reefs:<br>100% Favourable | Maintaining or restoring: <ul style="list-style-type: none"> <li>the extent and distribution of qualifying natural habitats and habitats of the qualifying species</li> <li>the structure and function (including typical species) of qualifying natural habitats</li> <li>the structure and function of the habitats of the qualifying species</li> <li>the supporting processes on which qualifying natural habitats and the habitats of qualifying species rely</li> <li>the populations of each of the qualifying species</li> <li>the distribution of qualifying species within the site</li> </ul> | <a href="#">Studland to Portland SAC Advice on operations</a><br><br><a href="#">Studland to Portland SAC Management measure page</a><br><br><a href="#">South Dorset Coast SSSI Condition of SSSI units</a><br><br><a href="#">Studland to Portland SAC Map</a> |

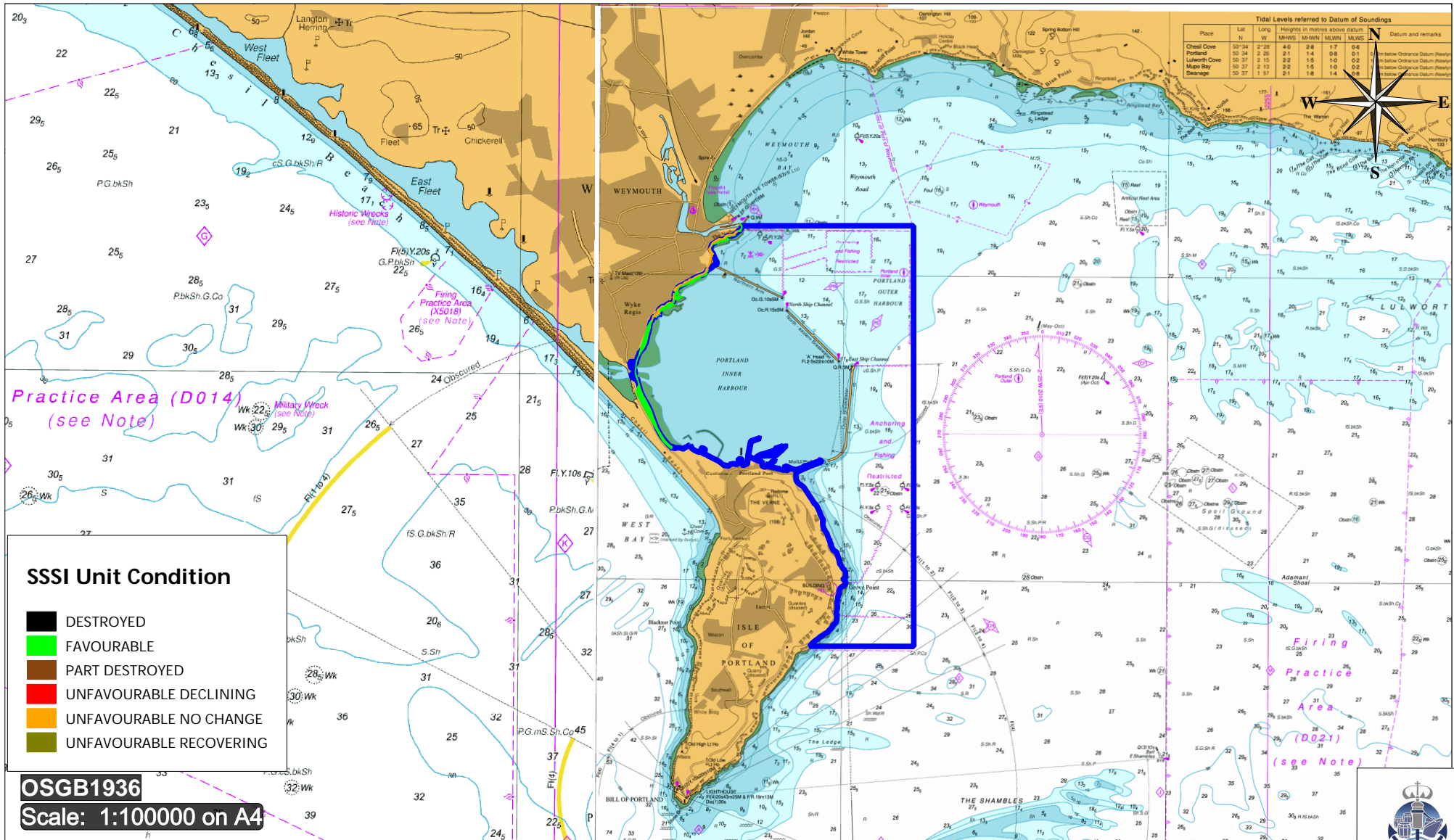


| Site Name   | Qualifying (Designated) Features Summary   | Availability of the Regulation 35 Conservation Advice package | Weblink to Natural England Conservation Objectives                              | Weblink to supplementary advice for Conservation Objectives           | Marine and/ or Terrestrial  | Relationship with Portland Harbour Authority Jurisdiction  | Legally Underpinned By   | Overall Site Condition | Conservation Objectives   | Relevant links   |
|---|--|---|---|---|---|--|--|------------------------|---|--|
| <b>Isle of Portland to Studland Cliffs SAC</b><br>UK0019861 | <b>EU Habitats Directive Annex I Habitats</b> <ul style="list-style-type: none"> <li>•H1210 Annual vegetation of drift lines</li> <li>•H1230 Vegetated sea cliffs of the Atlantic and Baltic coasts</li> <li>•H6210 Semi-natural dry grasslands and scrubland facies: on calcareous substrates (FestucoBrometalia);</li> <li>•Dry grasslands and scrublands on chalk or limestone</li> </ul> <b>Species listed in Annex II:</b> <ul style="list-style-type: none"> <li>•S1654. Gentianella anglica; Early gentian</li> </ul> | Conservation Objectives (only available as brief PDF)         | <a href="#">Isle of Portland to Studland Cliffs SAC Conservation Objectives</a> | <a href="#">Isle of Portland to Studland SAC supplementary advice</a> | Considered in 2 parts: <ul style="list-style-type: none"> <li>•Isle of Portland - above mean high water therefore considered terrestrial</li> <li>•West Dorset and Purbeck Coast - extends to low water therefore terrestrial and marine</li> </ul> | Considered in 2 parts: <ul style="list-style-type: none"> <li>•Isle of Portland - adjacent to Portland Outer Harbour</li> <li>•West Dorset and Purbeck Coast - near to Portland Outer Harbour</li> </ul> | <ul style="list-style-type: none"> <li>•Chesil &amp; The Fleet SSSI</li> <li>•Isle Of Portland SSSI</li> <li>•Nicodemus Heights SSSI</li> <li>•Purbeck Ridge (East) SSSI</li> <li>•South Dorset Coast SSSI</li> <li>•Studland Cliffs SSSI</li> </ul> |                        | Maintaining or restoring: <ul style="list-style-type: none"> <li>• The extent and distribution of qualifying natural habitats and habitats of qualifying species</li> <li>• The structure and function (including typical species) of qualifying natural habitats</li> <li>• The structure and function of the habitats of qualifying species</li> <li>• The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely.</li> <li>• The populations of qualifying species, and,</li> <li>• The distribution of qualifying species within the site</li> </ul> | <a href="#">Isle of Portland to Studland Cliffs SAC</a><br><a href="#">Isle of Portland to Studland Cliffs SAC Supplementary Advice</a><br><a href="#">Isle of Portland to Studland Cliffs SAC Citation</a><br><a href="#">Isle of Portland to Studland SAC SSSI Unit Condition</a><br><a href="#">Isle of Portland to Studland SAC SSSI Map</a> |

**Appendix 3Bi-b. Site information for Sites of Special Scientific Interest**

| <i>Site Name</i>                   | <i>Qualifying (Designated) Features Summary</i> | <i>Details about sites and species</i>   | <i>Weblink to Natural England site details</i> | <i>Marine and/ or Terrestrial</i>                      | <i>Relationship with Portland Harbour Authority Jurisdiction</i>               | <i>Legally Underpinned By</i> | <i>Overall Site Condition</i>                | <i>Relevant links</i>   |
|------------------------------------|---|--|--|--|--|-------------------------------|--|---|
| <b>Isle of Portland SSSI</b>       | See citation                                    | <b>Units include:</b> <ul style="list-style-type: none"> <li>• Unit 34 (broadleaved, mixed and yew woodland - lowland main habitat)</li> <li>• Unit 35 (supralittoral rock (coastal scrub on clay substrates on NE facing slopes))</li> </ul>  | <a href="#">Isle of Portland SSSI details</a>  | Above mean high water therefore considered terrestrial | Adjacent to Portland Outer Harbour   | n/a                           | 83.91% favourable or unfavourable recovering | <a href="#">Isle of Portland SSSI Citation</a><br><a href="#">Isle of Portland SSSI Condition of Units</a><br><a href="#">Isle of Portland SSSI Operations requiring NE Consent</a><br><a href="#">Isle of Portland SSSI Views About Management</a>                         |
| <b>Chesil &amp; The Fleet SSSI</b> | See citation                                    | <b>Units include -</b> <ul style="list-style-type: none"> <li>•Unit 1 (littoral rock),</li> <li>•Unit 2 (littoral rock),</li> <li>•Unit 37 (inshore sublittoral sediment) and</li> <li>•Unit 38 (supralittoral rock)</li> </ul>  | <a href="#">Chesil &amp; The Fleet details</a> | Marine & Terrestrial                                   | Adjacent to Portland Outer Harbour with partial overlap at the intertidal zone | n/a                           | 77.79% Favourable or Unfavourable Recovering | <a href="#">Chesil and the Fleet SSSI Citation</a><br><a href="#">Chesil and the Fleet SSSI Condition of Units</a><br><a href="#">Chesil and the Fleet SSSI Operations Requiring NE Consent</a><br><a href="#">Chesil and the Fleet SSSI Views About Management</a>         |
| <b>Portland Harbour Shore SSSI</b> | See citation                                    | <b>Units include -</b><br><b>Portland Inner Harbour North shore 'Western Ledges'</b> <ul style="list-style-type: none"> <li>•Unit 2 (littoral sediment),</li> <li>•Unit 3 (neutral grassland - lowland),</li> <li>•Unit 4 (earth heritage) and</li> <li>•Unit 13 (earth heritage) <u>Hamm Beach</u></li> <li>• Unit 1 (supralittoral sediment )</li> </ul> <b>Portland Outer Harbour Newton's Cove' shoreline</b> <ul style="list-style-type: none"> <li>•Unit 11 (earth heritage) and</li> <li>•Unit 2 (littoral sediment)</li> </ul> | <a href="#">Portland Harbour Shore details</a> | Extends to low water therefore terrestrial and marine  | Adjacent to Portland Outer Harbour with partial overlap at the intertidal zone | n/a                           | 74.33% Favourable or Unfavourable Recovering | <a href="#">Portland Harbour Shore SSSI Citation</a><br><a href="#">Portland Harbour Shore SSSI Condition of Units</a><br><a href="#">Portland Harbour Shore SSSI Operations Requiring NE Consent</a><br><a href="#">Portland Harbour Shore SSSI Views About Management</a> |
| <b>South Dorset SSSI</b>           | See citation                                    | <b>Units include -</b> <ul style="list-style-type: none"> <li>•Unit 1 (supralittoral rock),</li> <li>•Unit 4 (supralittoral rock) and</li> <li>•Unit 7 (supralittoral)</li> </ul>  | <a href="#">South Dorset SSSI details</a>      | Extends to low water therefore terrestrial and marine  | Near to Portland Outer Harbour   | n/a                           | 91.93% Favourable or Unfavourable Recovering | <a href="#">South Dorset Coast SSSI Citation</a><br><a href="#">South Dorset Coast SSSI Condition of Units</a><br><a href="#">South Dorset Coast SSSI Operations Requiring NE Consent</a><br><a href="#">South Dorset Coast SSSI Views About Management</a>                 |

# Portland Harbour Shore SSSI Units

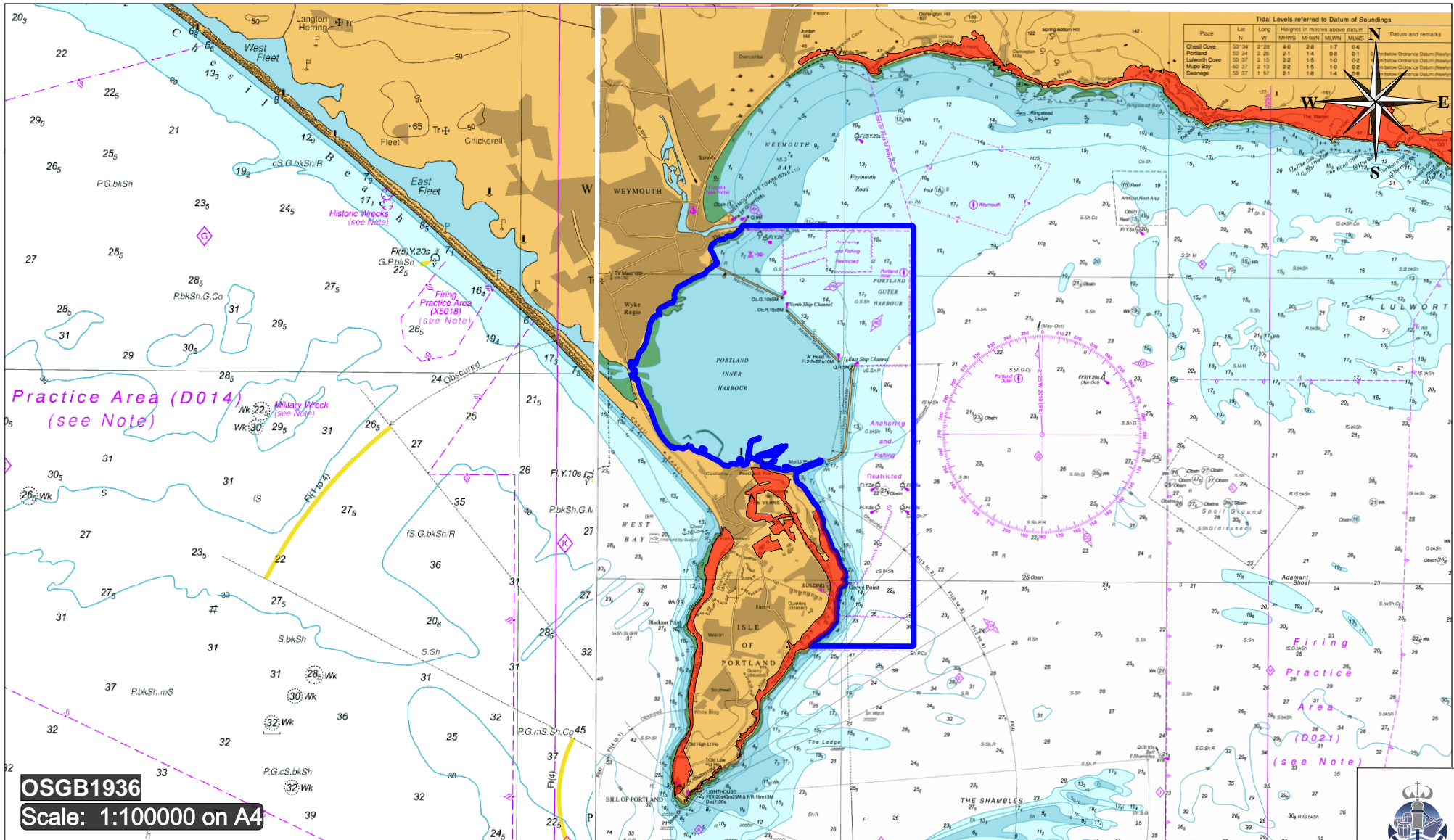


Portland Harbour Authority Jurisdiction




**PORTLAND HARBOUR AUTHORITY LIMITED**  
 PORT OFFICE, PORTLAND PORT  
 CASTLETOWN, PORTLAND, DORSET, DT5 1PP  
 TELEPHONE: +44(0) 1305 824044  
[www.portland-port.co.uk](http://www.portland-port.co.uk)

# Isle of Portland to Studland Cliffs SAC



**OSGB1936**  
**Scale: 1:100000 on A4**

 Portland Harbour Authority Jurisdiction

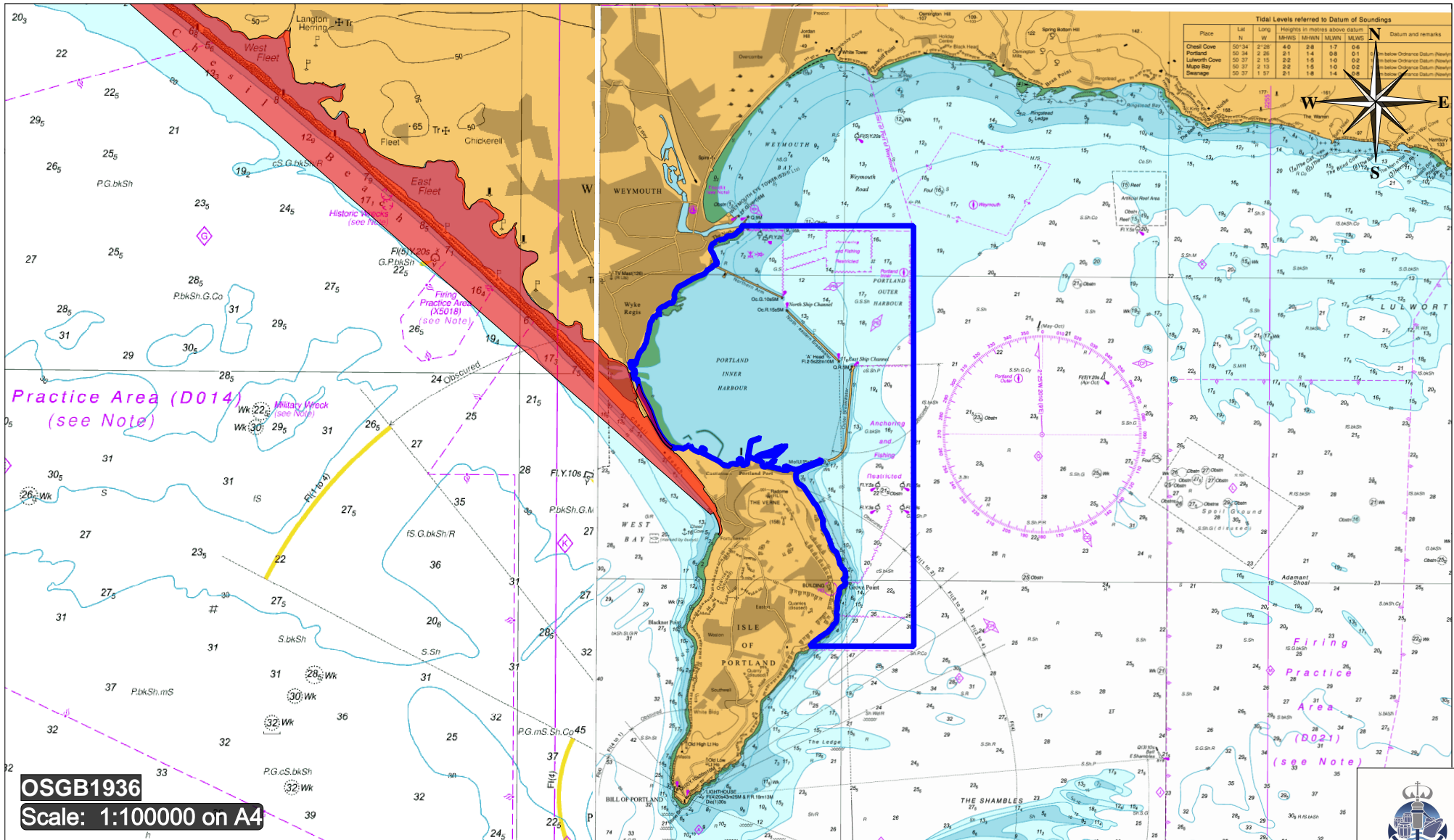
 Isle of Portland to Studland Cliffs SAC





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**TELEPHONE: +44(0) 1305 824044**  
**www.portland-port.co.uk**



# Chesil and The Fleet SAC



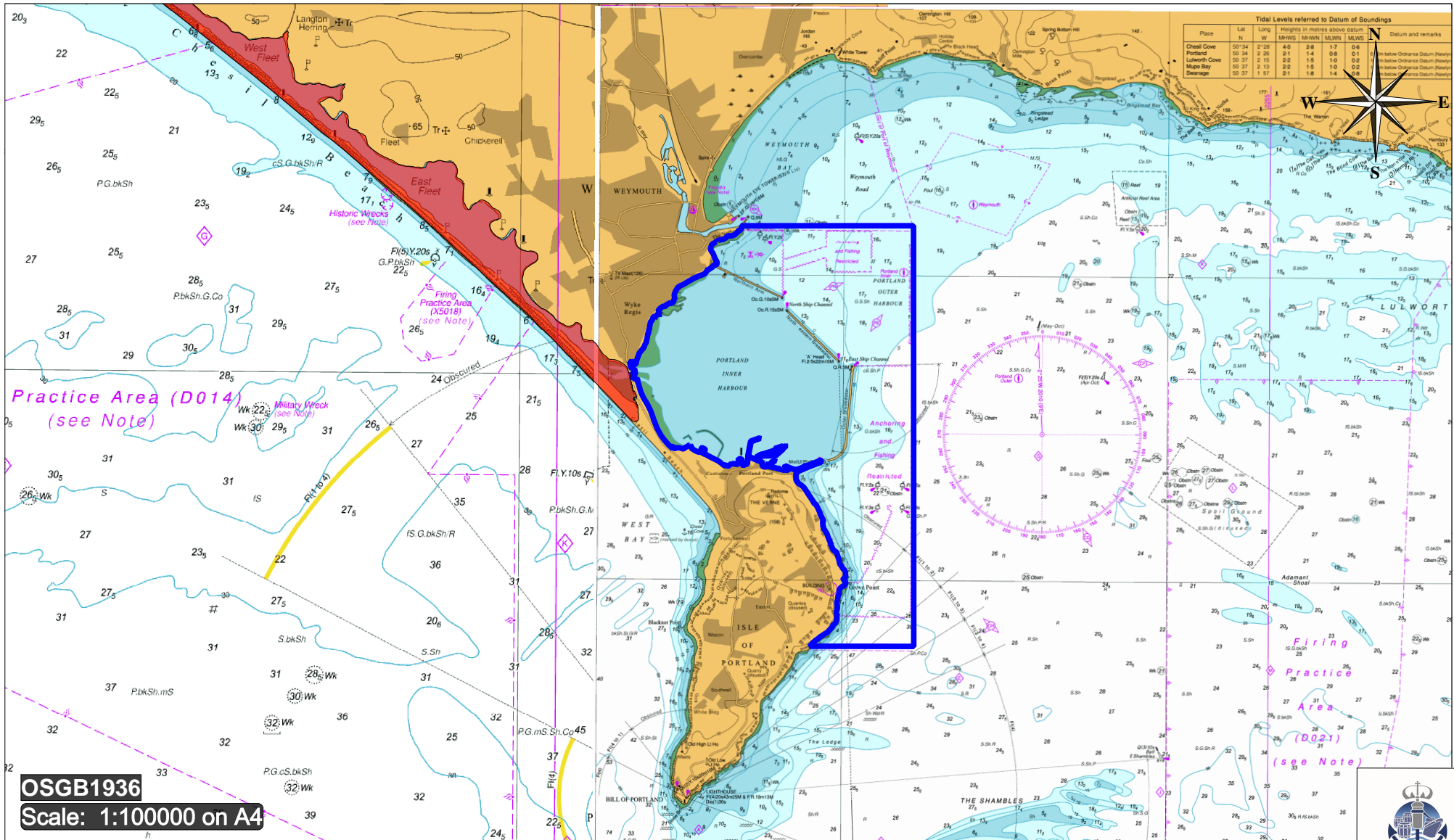
 Portland Harbour Authority Jurisdiction

 Chesil & The Fleet SAC


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# Chesil and The Fleet SPA



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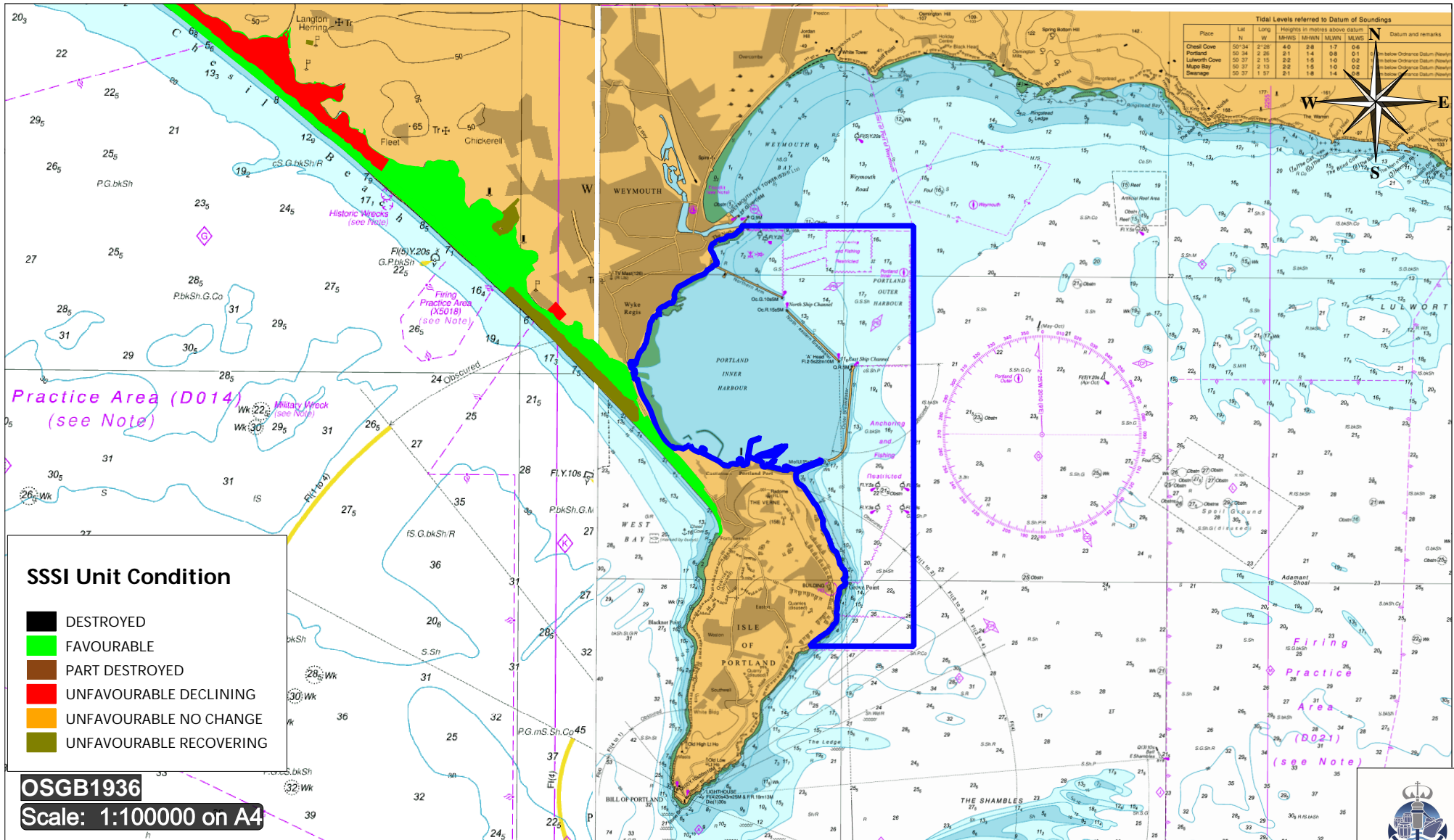
 Portland Harbour Authority Jurisdiction

 Chesil & The Fleet SPA



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# Chesil & The Fleet SSSI Units

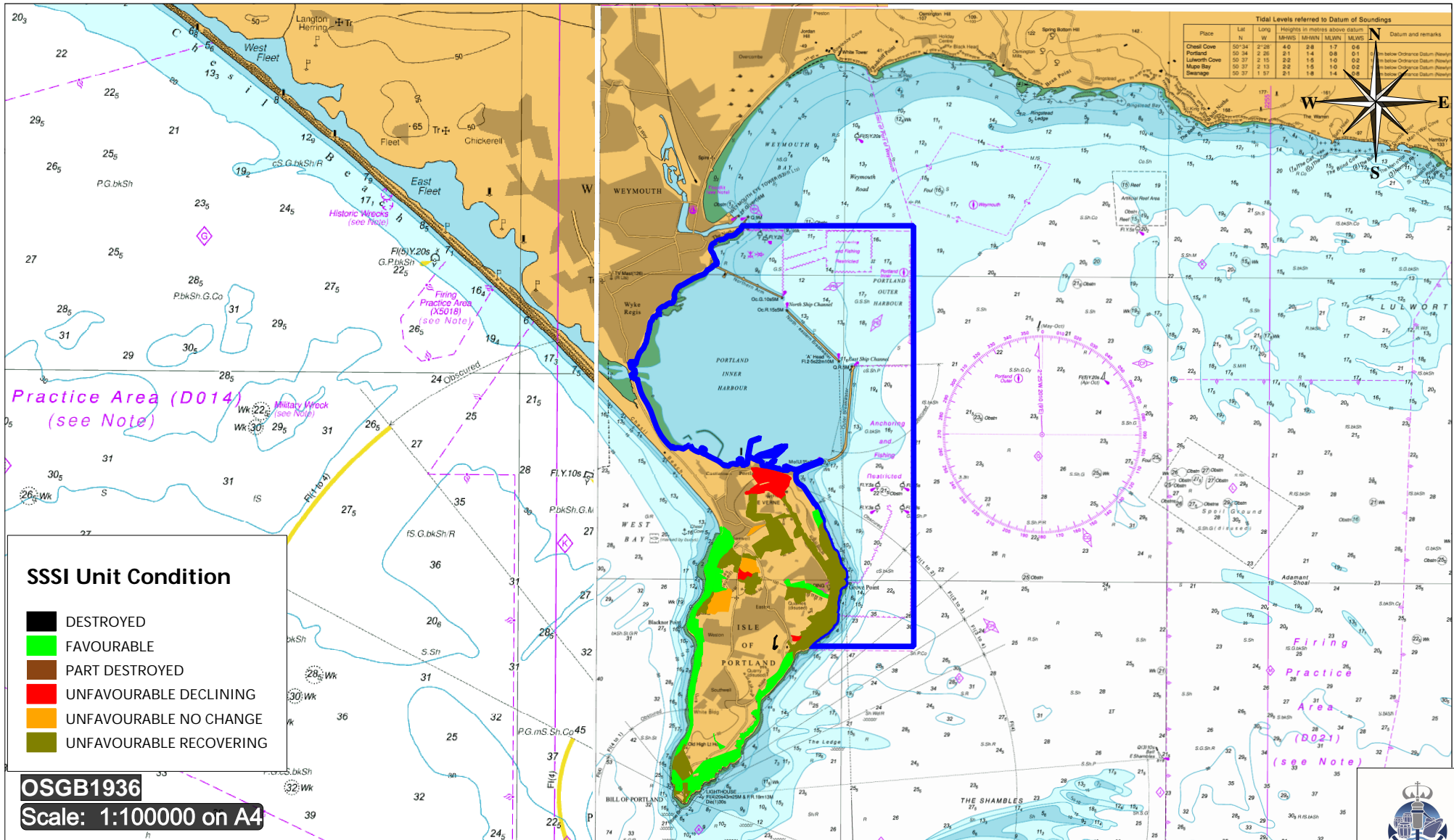


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# Isle of Portland SSSI Units



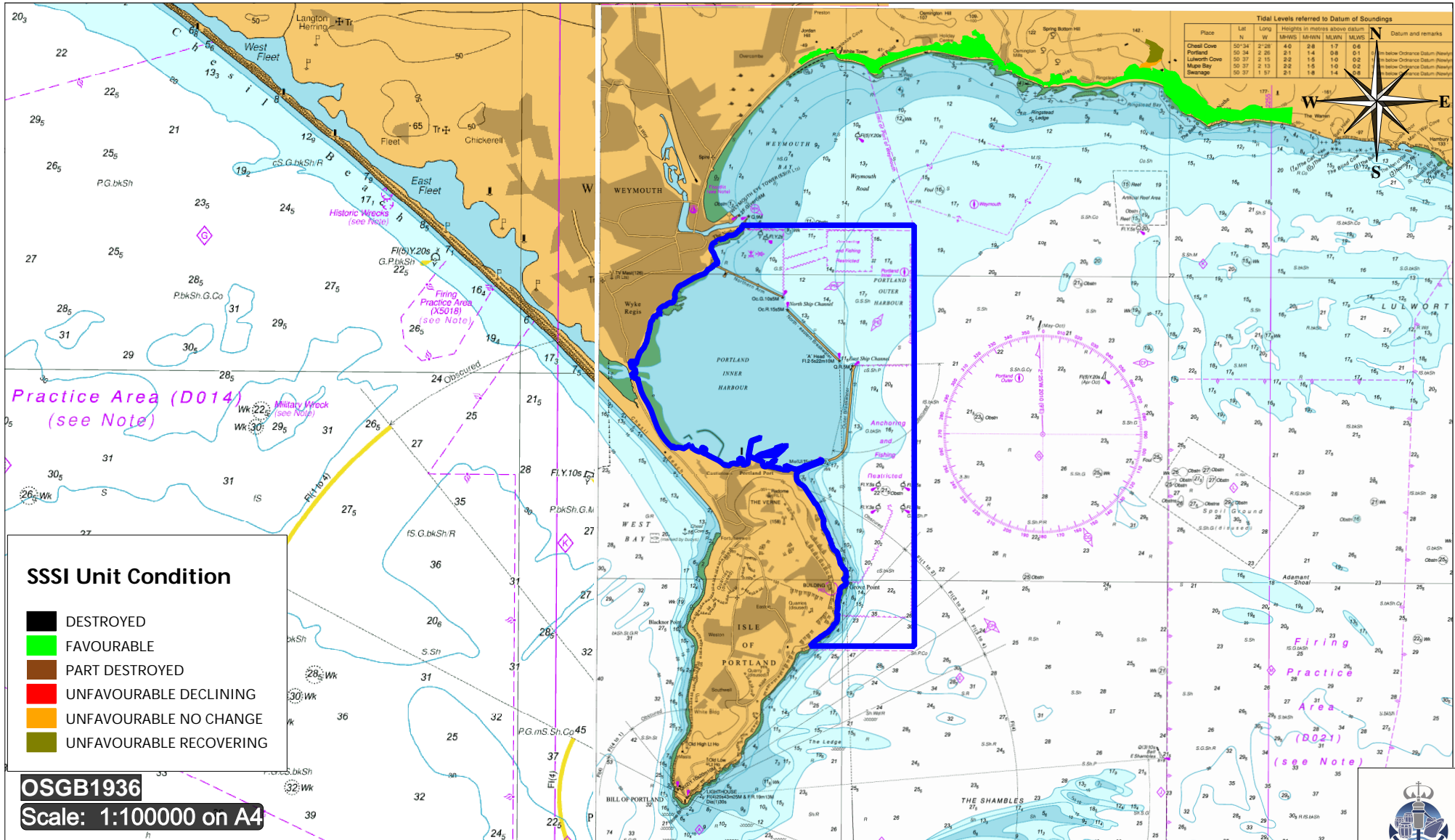
Portland Harbour Authority Jurisdiction



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# South Dorset Coast SSSI Units



## SSSI Unit Condition

- DESTROYED
- FAVOURABLE
- PART DESTROYED
- UNFAVOURABLE DECLINING
- UNFAVOURABLE NO CHANGE
- UNFAVOURABLE RECOVERING

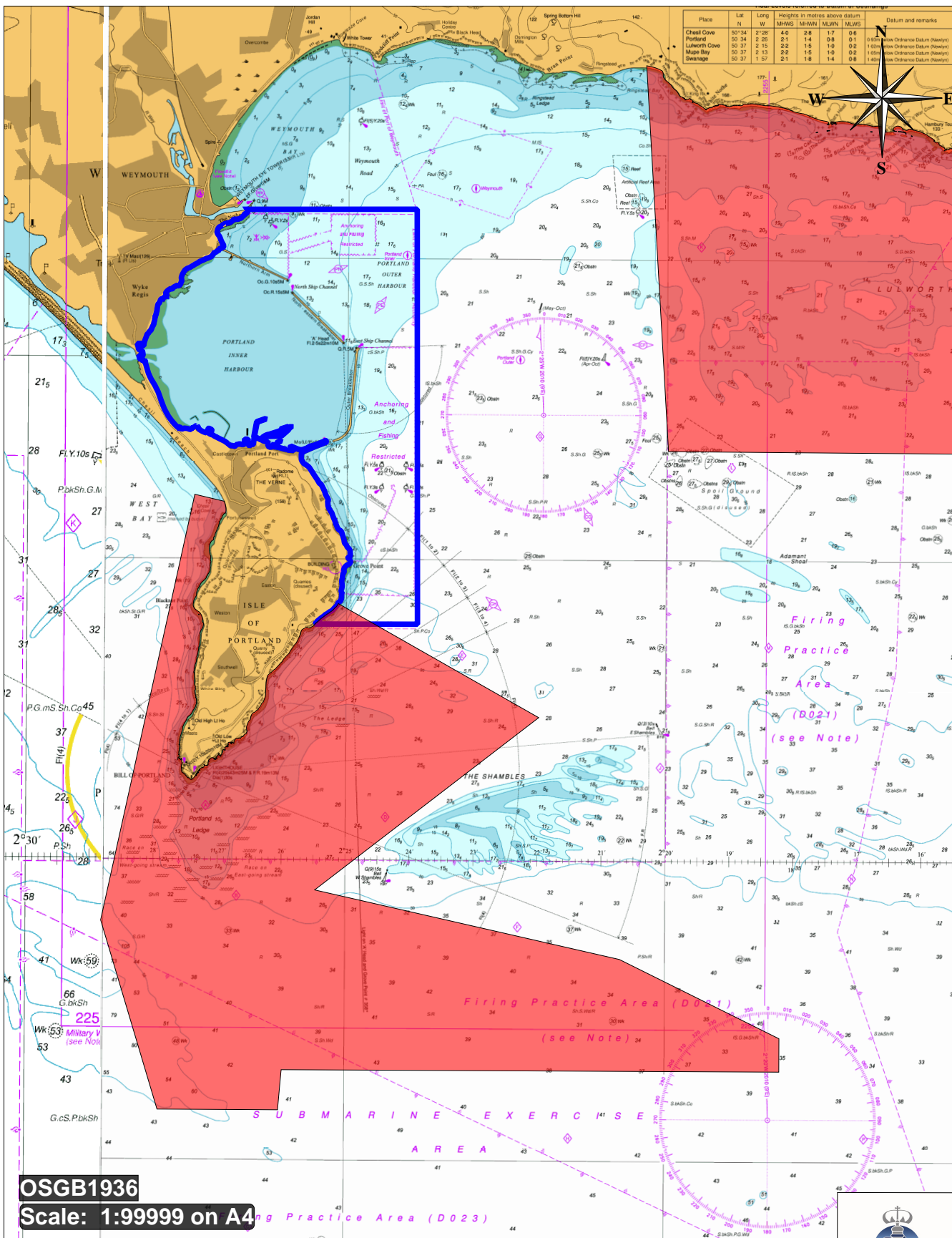
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Portland Harbour Authority Jurisdiction



**PORTLAND HARBOUR AUTHORITY LIMITED**  
**PORT OFFICE, PORTLAND PORT**  
**CASTLETOWN, PORTLAND, DORSET, DT5 1PP**  
**TELEPHONE: +44(0) 1305 824044**  
**www.portland-port.co.uk**

# Studland to Portland SAC



**OSGB1936**

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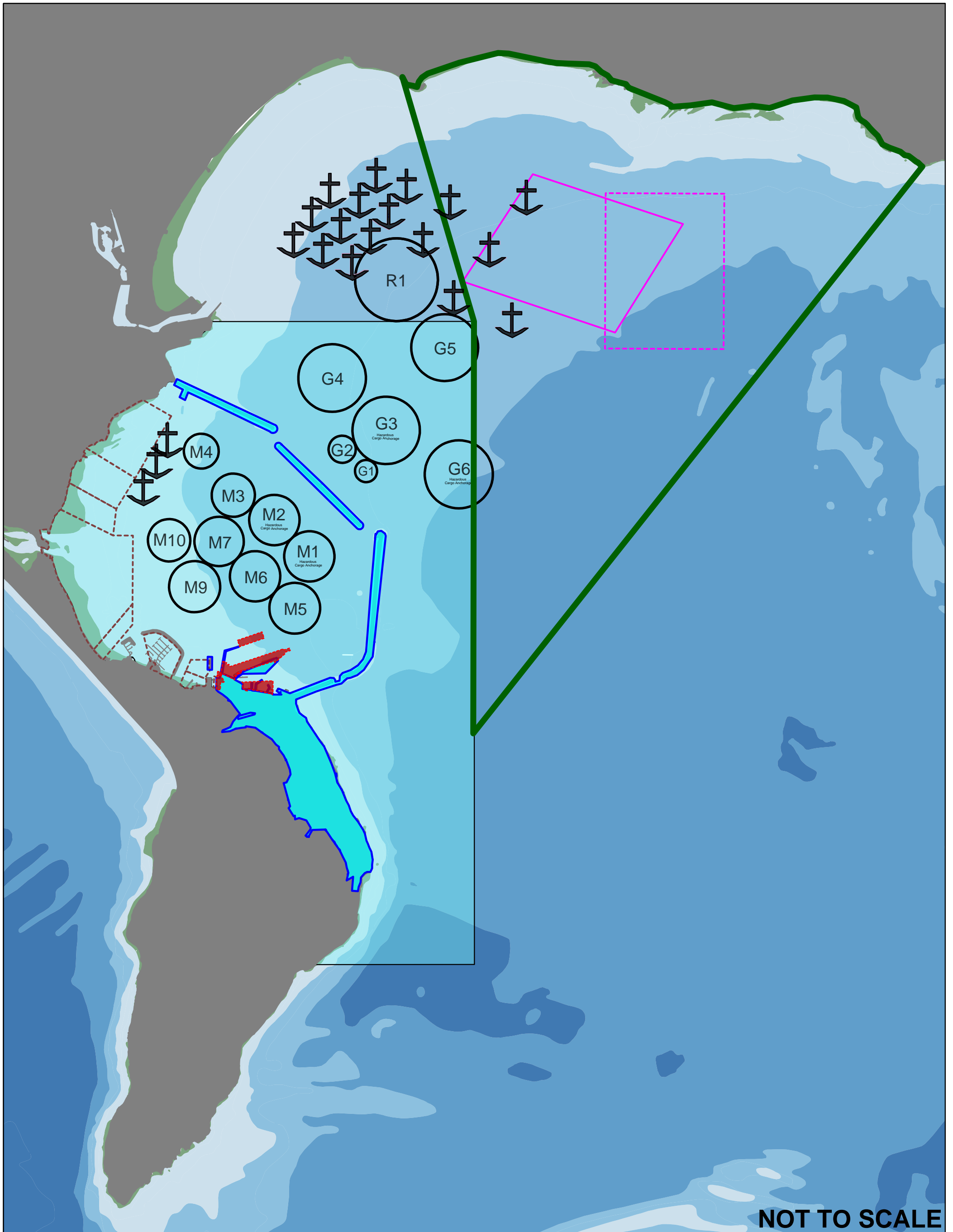


PORTLAND HARBOUR AUTHORITY

Portland Harbour Authority Jurisdiction

Studland to Portland SAC

**PORTLAND HARBOUR AUTHORITY LIMITED**  
**PORT OFFICE, PORTLAND PORT**  
**CASTLETOWN, PORTLAND, DORSET, DT5 1PP**  
**TELEPHONE: +44(0) 1305 824044**  
**www.portland-port.co.uk**



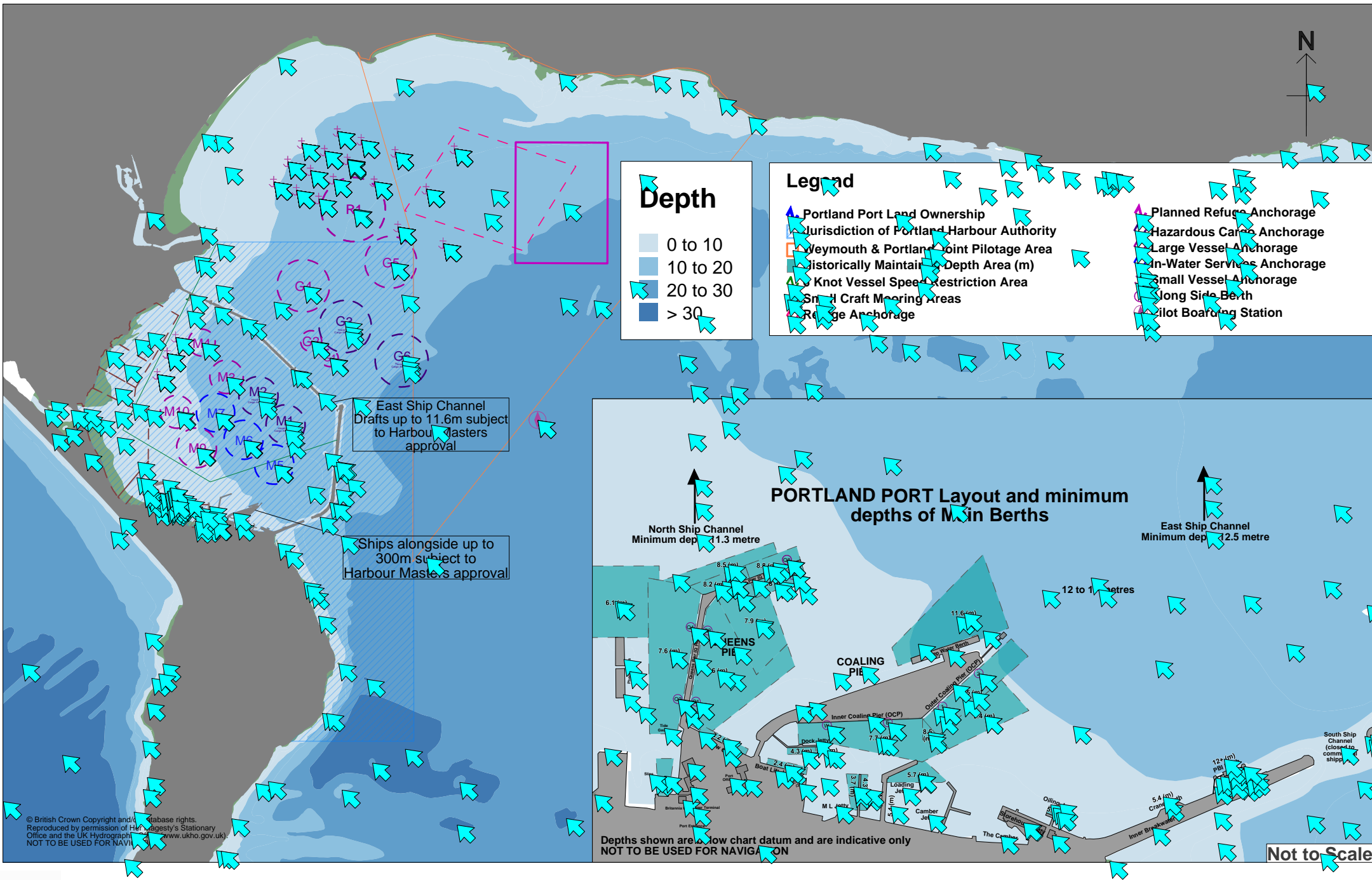
**NOT TO SCALE**

|                           |   |
|---------------------------|---|
| <b>Figure No:</b>         | N/A   |
| <b>Title:</b>             | <b>Portland Harbour Authority Berths, Anchorages and Moorings</b> |
| <b>Project:</b>           | <b>Key Map</b>  |
| <b>Drawing Reference:</b> | <b>GEOPE0053_005_001</b>  |

| Depth    | Legend   |
|----------|--|
| 0 to 10  | Jurisdiction of Portland Harbour Authority               |
| 10 to 20 | Pilotage Area  |
| 20 to 30 | Portland Anchorages                                      |
| > 30     | Refuge Anchorage   |
|          | Planned Refuge Anchorage                                 |
|          | Small Vessel Anchorage                                   |
|          | Mooring Areas  |
|          | Portland Port Land Ownership Boundary                    |
|          | Port Operational Estate inc. Industrial Development Land |
|          | HRO 2010 - Development Plans                             |





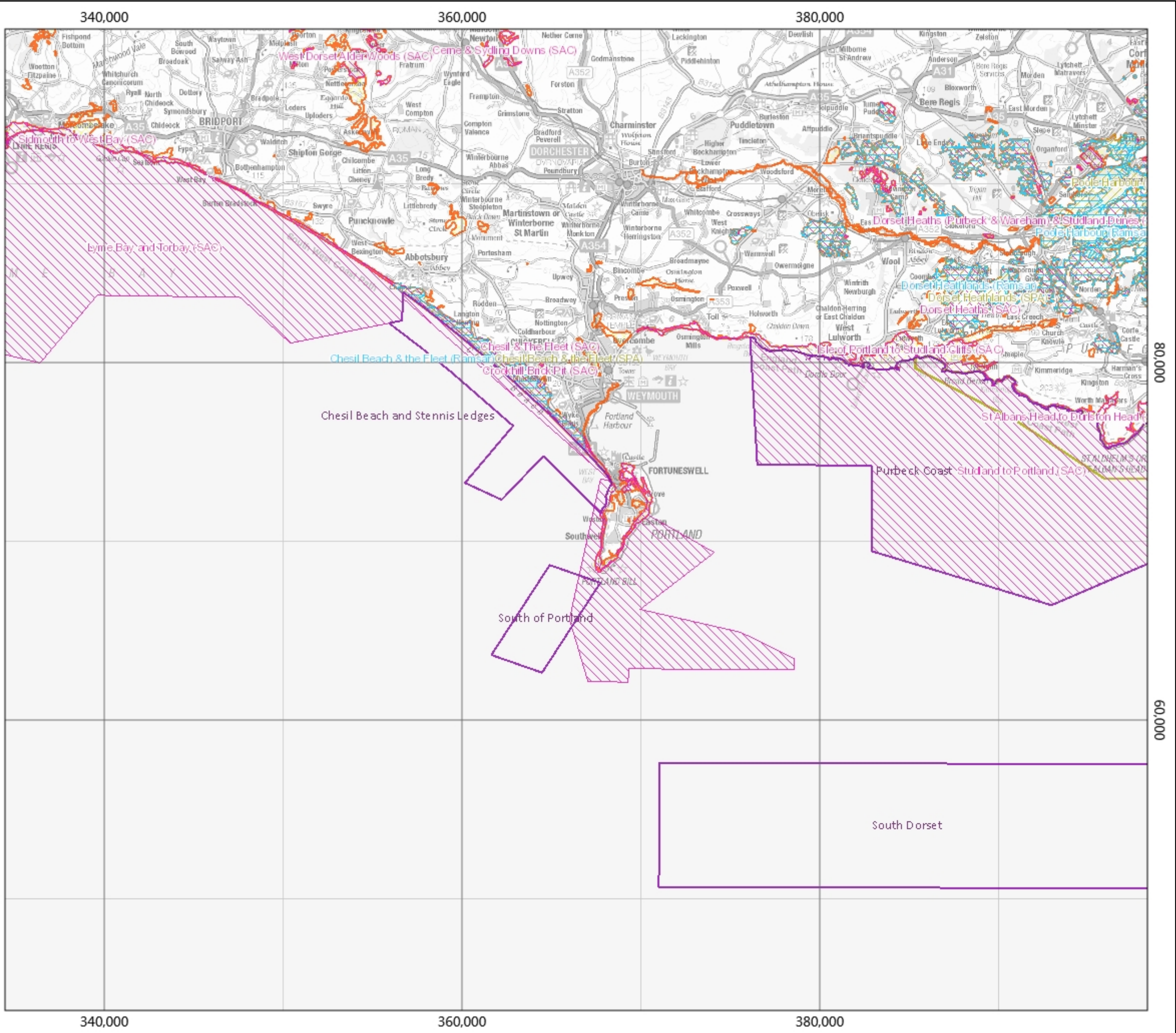


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# Portland Harbour Authority - Berthing, Anchoring & Mooring Plan





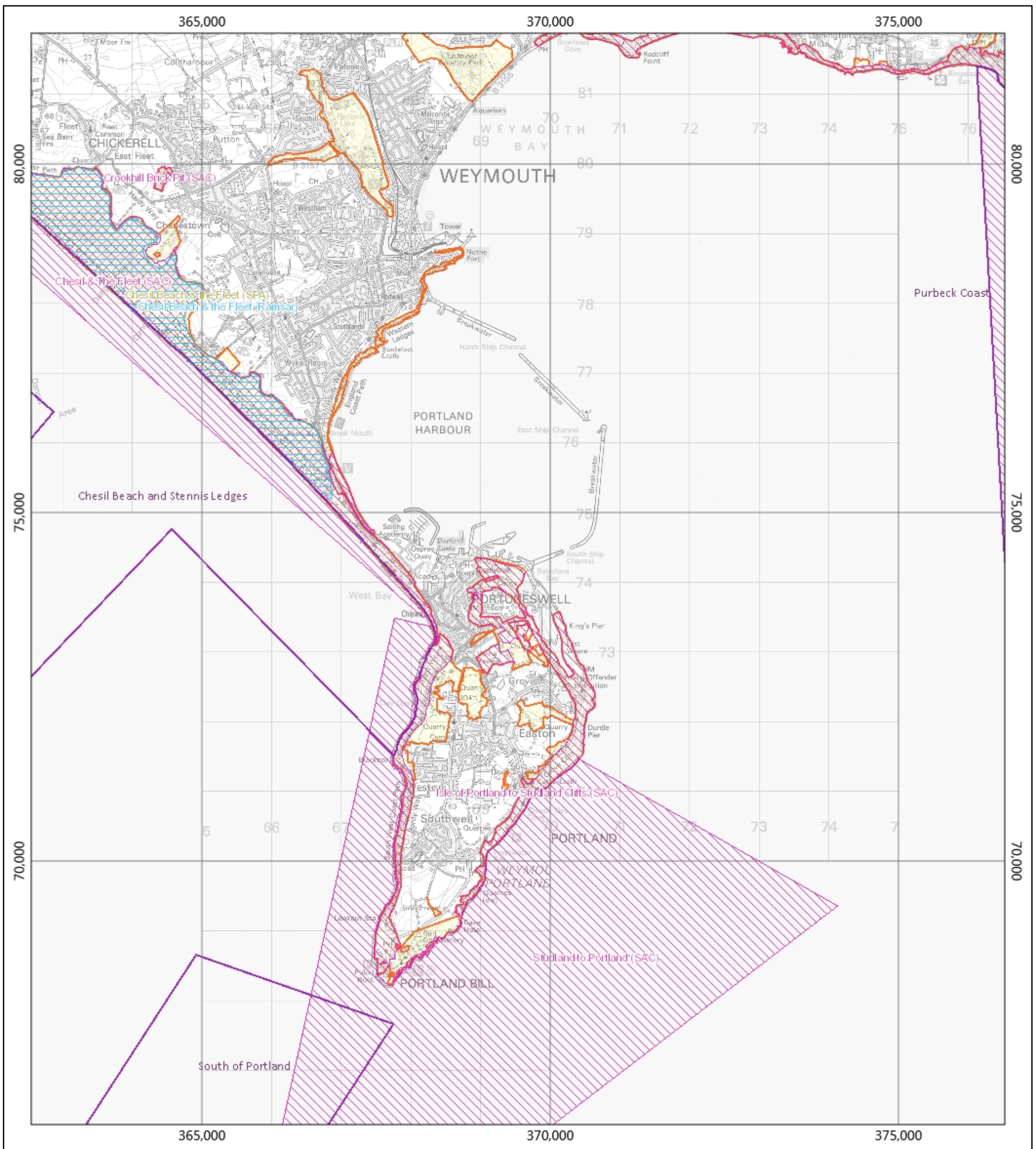
### Marine Protected Areas around Portland

- Key**
- Marine Conservation Zones © Natural England, JNCC
  - Ramsar sites England © Natural England
  - Special Areas of Conservation England © Natural England
  - Special Protection Areas England © Natural England
  - Special Protection Areas England - Potential © Natural England
  - SSSI England Simplified © Natural England
- Ordnance Survey (Greyscale) © Ordnance Survey

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# Marine Protected Areas around Portland Harbour



## Key

- Marine Conservation Zones © Natural England, JNCC
- Ramsar sites England © Natural England
- Special Areas of Conservation England © Natural England
- Special Protection Areas England © Natural England
- Special Protection Areas England - Potential © Natural England
- SSSI England Simplified © Natural England
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Map Produced from WebMap on 14/05/20  
 Map Projection: British National Grid  
 Map Scale at A3: 1:52,913

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## **Appendix 3Di-a.**

Listed Buildings within 25m of Mean High Water  
Springs

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### Appendix 3Di-a.

#### Listed Buildings within 25m of Mean High Water Springs

| Name   | Grade | Listing Overview  | Hyperlink   | ListDate   | ListEntry | Location                      | NGR            |
|--|-------|---|---|------------|-----------|-------------------------------|----------------|
| <b>PORTLAND HARBOUR</b>  |       |   |   |            |           |                               |                |
| Bincleaves groyne and the north-eastern breakwater   | II    | Two breakwaters, known as Bincleaves groyne and the north-eastern breakwater, enclosing Portland Harbour. Built between 1893 and 1906. C20 alterations and additions. All post-1945 building, structures and plant added to the structures are excluded from the listing.   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1313401">https://historicengland.org.uk/listing/the-list/list-entry/1313401</a> | 22/12/1997 | 1313401   | Portland Harbour, Dorset, DT4 | SY6942577180   |
| Mulberry Harbour Phoenix Caissons at Portland Harbour  | II    | Two Phoenix Caissons, sections of the structure known as a Mulberry Harbour designed for, and used in, the invasion of Normandy in June 1944. The harbour was a part of the vital support structure behind the successful operation. The caissons are moored in-line to the north of Castletown Pier in Portland Harbour.   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1203075">https://historicengland.org.uk/listing/the-list/list-entry/1203075</a> | 17/05/1993 | 1203075   | Portland, Dorset, DT5         | SY6873674716   |
| The inner and outer breakwater, including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort | II    | The inner and outer breakwater, including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort. Constructed between 1849 and 1882. Designed by Chief Engineer, James Meadow Rendel, succeeded by John Coode in 1856, and carried out by civil engineer John Towlerton Leather. The outer breakwater fort was designed by Captain E H Steward. Late C19, C20 and C21 alterations and additions. All post-1945 buildings, structures and plant added to the structures are excluded from the listing. | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1205991">https://historicengland.org.uk/listing/the-list/list-entry/1205991</a> | 21/09/1978 | 1205991   | Portland Harbour, Dorset, DT5 | SY 70637 74809 |
| PORTLAND CASTLE  | I     | See Appendix 3Ci-b  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1205262">https://historicengland.org.uk/listing/the-list/list-entry/1205262</a> | 17/05/1993 | 1205262   | Portland, Dorset, DT5         | SY 68459 74370 |
| SANDSFOOT CASTLE REMAINS   | II*   | See Appendix 3Ci-b  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1096763">https://historicengland.org.uk/listing/the-list/list-entry/1096763</a> | 12/12/1953 | 1096763   | Rodwell and Wyke, Dorset, DT4 | SY 67482 77372 |
| <b>WEYMOUTH INNER HARBOUR &amp; SEAFRONT</b>   |       |   |   |            |           |                               |                |
| 10, CUSTOM HOUSE QUAY  | II    | Private Property located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272118">https://historicengland.org.uk/listing/the-list/list-entry/1272118</a> | 14/06/1974 | 1272118   | Melcombe Regis, Dorset, DT4   | SY 68068 78740 |
| 10, TRINITY ROAD   | II    | Private Property located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148087">https://historicengland.org.uk/listing/the-list/list-entry/1148087</a> | 18/06/1970 | 1148087   | Rodwell and Wyke, Dorset, DT4 | SY 67943 78649 |
| 11 AND 11A, TRINITY STREET   | II    | Private Property located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148103">https://historicengland.org.uk/listing/the-list/list-entry/1148103</a> | 14/06/1974 | 1148103   | Rodwell and Wyke, Dorset, DT4 | SY 68004 78621 |

|                              |    |  |   |            |         |                               |                |
|------------------------------|----|--|---|------------|---------|-------------------------------|----------------|
| 11, CUSTOM HOUSE QUAY        | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272121">https://historicengland.org.uk/listing/the-list/list-entry/1272121</a> | 14/06/1974 | 1272121 | Melcombe Regis, Dorset, DT4   | SY 68079 78743 |
| 11, TRINITY ROAD             | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148088">https://historicengland.org.uk/listing/the-list/list-entry/1148088</a> | 18/06/1970 | 1148088 | Rodwell and Wyke, Dorset, DT4 | SY 67939 78652 |
| 12 AND 13, NOTHE PARADE      | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1334443">https://historicengland.org.uk/listing/the-list/list-entry/1334443</a> | 18/06/1970 | 1334443 | Rodwell and Wyke, Dorset, DT4 | SY 68163 78670 |
| 12, CUSTOM HOUSE QUAY        | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272123">https://historicengland.org.uk/listing/the-list/list-entry/1272123</a> | 14/06/1974 | 1272123 | Melcombe Regis, Dorset, DT4   | SY 68087 78744 |
| 12, TRINITY ROAD             | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148089">https://historicengland.org.uk/listing/the-list/list-entry/1148089</a> | 18/06/1970 | 1148089 | Rodwell and Wyke, Dorset, DT4 | SY 67935 78651 |
| 12, TRINITY STREET           | II | Private Property located near Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148104">https://historicengland.org.uk/listing/the-list/list-entry/1148104</a> | 14/06/1974 | 1148104 | Rodwell and Wyke, Dorset, DT4 | SY 68003 78625 |
| 13, CUSTOM HOUSE QUAY        | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272124">https://historicengland.org.uk/listing/the-list/list-entry/1272124</a> | 14/06/1974 | 1272124 | Melcombe Regis, Dorset, DT4   | SY 68096 78747 |
| 14, CUSTOM HOUSE QUAY        | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272125">https://historicengland.org.uk/listing/the-list/list-entry/1272125</a> | 14/06/1974 | 1272125 | Melcombe Regis, Dorset, DT4   | SY 68104 78750 |
| 14, TRINITY ROAD             | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148091">https://historicengland.org.uk/listing/the-list/list-entry/1148091</a> | 14/06/1974 | 1148091 | Rodwell and Wyke, Dorset, DT4 | SY 67920 78656 |
| 14-17, HOPE STREET           | II | Private Property located near Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1142310">https://historicengland.org.uk/listing/the-list/list-entry/1142310</a> | 14/06/1974 | 1142310 | Rodwell and Wyke, Dorset, DT4 | SY 68129 78605 |
| 15 AND 16, CUSTOM HOUSE QUAY | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272126">https://historicengland.org.uk/listing/the-list/list-entry/1272126</a> | 14/06/1974 | 1272126 | Melcombe Regis, Dorset, DT4   | SY 68124 78760 |
| 15 AND 16, NOTHE PARADE      | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1334445">https://historicengland.org.uk/listing/the-list/list-entry/1334445</a> | 18/06/1970 | 1334445 | Rodwell and Wyke, Dorset, DT4 | SY 68153 78656 |
| 18, 19 AND 20, HOPE STREET   | II | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1142312">https://historicengland.org.uk/listing/the-list/list-entry/1142312</a> | 14/06/1974 | 1142312 | Rodwell and Wyke,             | SY 68136 78620 |

|                             |    |  |   |            |         |  |                |
|-----------------------------|----|--|---|------------|---------|--|----------------|
|                             |    |  |   |            |         | Dorset,<br>DT4                         |                |
| 2 AND 2A, TRINITY ROAD      | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148081">https://historicengland.org.uk/listing/the-list/list-entry/1148081</a> | 12/12/1953 | 1148081 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 67986 78633 |
| 2, NOTHE PARADE             | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1334438">https://historicengland.org.uk/listing/the-list/list-entry/1334438</a> | 14/06/1974 | 1334438 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 68225 78706 |
| 20, 21 AND 22, TRINITY ROAD | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148093">https://historicengland.org.uk/listing/the-list/list-entry/1148093</a> | 18/06/1970 | 1148093 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 67878 78667 |
| 21, HOPE STREET             | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1142313">https://historicengland.org.uk/listing/the-list/list-entry/1142313</a> | 14/06/1974 | 1142313 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 68142 78629 |
| 22, HOPE STREET             | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1142314">https://historicengland.org.uk/listing/the-list/list-entry/1142314</a> | 14/06/1974 | 1142314 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 68145 78635 |
| 23 AND 24, HOPE STREET      | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1142316">https://historicengland.org.uk/listing/the-list/list-entry/1142316</a> | 12/12/1953 | 1142316 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 68151 78646 |
| 3, NOTHE PARADE             | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1334439">https://historicengland.org.uk/listing/the-list/list-entry/1334439</a> | 18/06/1970 | 1334439 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 68221 78702 |
| 3, TRINITY ROAD             | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148082">https://historicengland.org.uk/listing/the-list/list-entry/1148082</a> | 18/06/1970 | 1148082 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 67980 78638 |
| 3-6, COVE ROW               | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272102">https://historicengland.org.uk/listing/the-list/list-entry/1272102</a> | 14/06/1974 | 1272102 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 68082 78608 |
| 4, TRINITY ROAD             | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148083">https://historicengland.org.uk/listing/the-list/list-entry/1148083</a> | 18/06/1970 | 1148083 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 67973 78640 |
| 5, TRINITY ROAD             | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148084">https://historicengland.org.uk/listing/the-list/list-entry/1148084</a> | 18/06/1970 | 1148084 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 67967 78645 |
| 6, 7 AND 8, TRINITY ROAD    | II | Private Property located on Weymouth Harbour Front | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148085">https://historicengland.org.uk/listing/the-list/list-entry/1148085</a> | 18/06/1970 | 1148085 | Rodwell<br>and Wyke,<br>Dorset,<br>DT4 | SY 67962 78646 |

|                                |     |  |   |            |         |                               |                |
|--------------------------------|-----|--|---|------------|---------|-------------------------------|----------------|
| 9, TRINITY ROAD                | II  | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148086">https://historicengland.org.uk/listing/the-list/list-entry/1148086</a> | 18/06/1970 | 1148086 | Rodwell and Wyke, Dorset, DT4 | SY 67948 78650 |
| BAYARD CABIN                   | II  | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1334440">https://historicengland.org.uk/listing/the-list/list-entry/1334440</a> | 18/06/1970 | 1334440 | Rodwell and Wyke, Dorset, DT4 | SY 68217 78701 |
| BERKELEY HOUSE                 | II  | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148090">https://historicengland.org.uk/listing/the-list/list-entry/1148090</a> | 18/06/1970 | 1148090 | Rodwell and Wyke, Dorset, DT4 | SY 67932 78651 |
| BOW BELLS                      | II  | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1334441">https://historicengland.org.uk/listing/the-list/list-entry/1334441</a> | 18/06/1970 | 1334441 | Rodwell and Wyke, Dorset, DT4 | SY 68208 78699 |
| CUSTOM HOUSE                   | II  | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272115">https://historicengland.org.uk/listing/the-list/list-entry/1272115</a> | 18/06/1970 | 1272115 | Melcombe Regis, Dorset, DT4   | SY 68034 78722 |
| DEVONSHIRE BUILDINGS (TERRACE) | II* | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1145964">https://historicengland.org.uk/listing/the-list/list-entry/1145964</a> | 12/12/1953 | 1145964 | Melcombe Regis, Dorset, DT4   | SY 68245 78836 |
| FUSEE STEPS                    | II  | nclined tramway and steps. Circa 1860. Three flights of steps with low flanking walls of rendered brick, on which are placed wrought-iron plate rails, forming an inclined tramway for trolleys with double-flange wheels. It was constructed for hauling trolleys transporting ammunition, spares and stores from the quay to Nothe Fort. | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1389161">https://historicengland.org.uk/listing/the-list/list-entry/1389161</a> | 10/11/2000 | 1389161 | Rodwell and Wyke, Dorset, DT4 | SY 68506 78750 |
| GRANARY QUAY                   | II  | Private Property located in Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1142277">https://historicengland.org.uk/listing/the-list/list-entry/1142277</a> | 14/06/1974 | 1142277 | Melcombe Regis, Dorset, DT4   | SY 67825 78761 |
| GRANARY QUAY                   | II  | Private Property located in Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1142276">https://historicengland.org.uk/listing/the-list/list-entry/1142276</a> | 14/06/1974 | 1142276 | Melcombe Regis, Dorset, DT4   | SY 67834 78761 |
| HARBOUR HOUSE                  | II  | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148080">https://historicengland.org.uk/listing/the-list/list-entry/1148080</a> | 18/06/1970 | 1148080 | Rodwell and Wyke, Dorset, DT4 | SY 68002 78630 |
| JOHN DEHEERS WAREHOUSE         | II  | Private Property located on Weymouth Harbour Front   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272117">https://historicengland.org.uk/listing/the-list/list-entry/1272117</a> | 18/06/1970 | 1272117 | Melcombe Regis, Dorset, DT4   | SY 68057 78736 |
| JUBILEE CLOCK TOWER            | II  | Memorial clock tower. 1887. For the Jubilee of Queen Victoria, the gift of Sir Henry Edwards. Cast- and  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1365876">https://historicengland.org.uk/listing/the-list/list-entry/1365876</a> | 14/06/1974 | 1365876 | Melcombe Regis,               | SY 68074 79509 |

|  |    |   |   |            |         |                               |                |
|--|----|---|---|------------|---------|-------------------------------|----------------|
|  |    | wrought-iron on stone base. Located on Weymouth Esplanade   |   |            |         | Dorset, DT4                   |                |
| NUMBER 14 WITH RAILINGS  | II | Private Property located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1334444">https://historicengland.org.uk/listing/the-list/list-entry/1334444</a> | 18/06/1970 | 1334444 | Rodwell and Wyke, Dorset, DT4 | SY 68157 78664 |
| OLD FISH MARKET  | II | Private Property located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272114">https://historicengland.org.uk/listing/the-list/list-entry/1272114</a> | 18/06/1970 | 1272114 | Melcombe Regis, Dorset, DT4   | SY 67978 78723 |
| OLD ROOMS INN  | II | Private Property located near Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148106">https://historicengland.org.uk/listing/the-list/list-entry/1148106</a> | 12/12/1953 | 1148106 | Rodwell and Wyke, Dorset, DT4 | SY6803978601   |
| PROMENADE SHELTER APPROXIMATELY 55 METRES NORTH OF THE JUBILEE CLOCK TOWER | II | Promenade shelter. Late C19. Cast-iron and wood structure with timber glazed panels, lead covered wood roof. Located on Weymouth Esplanade                                      | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1328299">https://historicengland.org.uk/listing/the-list/list-entry/1328299</a> | 22/12/1997 | 1328299 | Melcombe Regis, Dorset, DT4   | SY 68092 79564 |
| PROMENADE SHELTER APPROXIMATELY 65 METRES SOUTH OF THE JUBILEE CLOCK       | II | Promenade shelter. Late C19. Castings by Jeffreys, Westminster. Cast-iron and wood structure with timber glazed panels, and painted wood roof. Located on Weymouth Esplanade    | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1328301">https://historicengland.org.uk/listing/the-list/list-entry/1328301</a> | 22/12/1997 | 1328301 | Melcombe Regis, Dorset, DT4   | SY 68057 79447 |
| THE KINGS ARMS PUBLIC HOUSE  | II | Public House located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148092">https://historicengland.org.uk/listing/the-list/list-entry/1148092</a> | 18/06/1970 | 1148092 | Rodwell and Wyke, Dorset, DT4 | SY 67907 78662 |
| THE NEW ROOMS INN  | II | Public House located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272104">https://historicengland.org.uk/listing/the-list/list-entry/1272104</a> | 14/06/1974 | 1272104 | Rodwell and Wyke, Dorset, DT4 | SY 68066 78607 |
| THE OLD COXWAINS COTTAGE   | II | Private Property located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1334437">https://historicengland.org.uk/listing/the-list/list-entry/1334437</a> | 18/06/1970 | 1334437 | Rodwell and Wyke, Dorset, DT4 | SY 68230 78708 |
| THE ROYAL OAK PUBLIC HOUSE   | II | Public House located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272113">https://historicengland.org.uk/listing/the-list/list-entry/1272113</a> | 18/06/1970 | 1272113 | Melcombe Regis, Dorset, DT4   | SY 67914 78744 |
| THE SAILORS RETURN PUBLIC HOUSE  | II | Public House located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1147949">https://historicengland.org.uk/listing/the-list/list-entry/1147949</a> | 24/01/1994 | 1147949 | Melcombe Regis, Dorset, DT4   | SY 67804 78764 |
| THE SHIP INN   | II | Private Property located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1142291">https://historicengland.org.uk/listing/the-list/list-entry/1142291</a> | 14/06/1974 | 1142291 | Melcombe Regis, Dorset, DT4   | SY 67957 78731 |
| TOWN BRIDGE  | II | Bascule road bridge crossing the Harbour, and linking Old Weymouth with Melcombe Regis. 1930. Steel bascules, Portland ashlar abutments and arches with some coursed sandstone. | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1313402">https://historicengland.org.uk/listing/the-list/list-entry/1313402</a> | 22/12/1997 | 1313402 | Melcombe Regis, Dorset, DT4   | SY 67867 78716 |

|  |    |   |   |            |         |                               |                |
|--|----|---|---|------------|---------|-------------------------------|----------------|
| TOWN PUMP REMAINS                      | II | Remains of town pump. Erected 1775 at West Plains (North Quay), re-erected in present position in 1990 under the aegis of Weymouth Civic Society. | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1272105">https://historicengland.org.uk/listing/the-list/list-entry/1272105</a> | 22/12/1997 | 1272105 | Rodwell and Wyke, Dorset, DT4 | SY 68022 78624 |
| TRINITY HOUSE                          | II | Public House located on Weymouth Harbour Front  | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1148105">https://historicengland.org.uk/listing/the-list/list-entry/1148105</a> | 14/06/1974 | 1148105 | Rodwell and Wyke, Dorset, DT4 | SY 68031 78608 |
| <b>PORTLAND BILL</b>                   |    |   |   |            |         |                               |                |
| TRINITY HOUSE LANDMARK (Portland Bill) | II | Trinity House Landmark at Portland Bill   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1203105">https://historicengland.org.uk/listing/the-list/list-entry/1203105</a> | 21/09/1978 | 1203105 | Portland, Dorset, DT5         | SY 67714 68266 |

## **Appendix 3Di-b.**

Scheduled Monuments within 25m of Mean High  
Water Springs

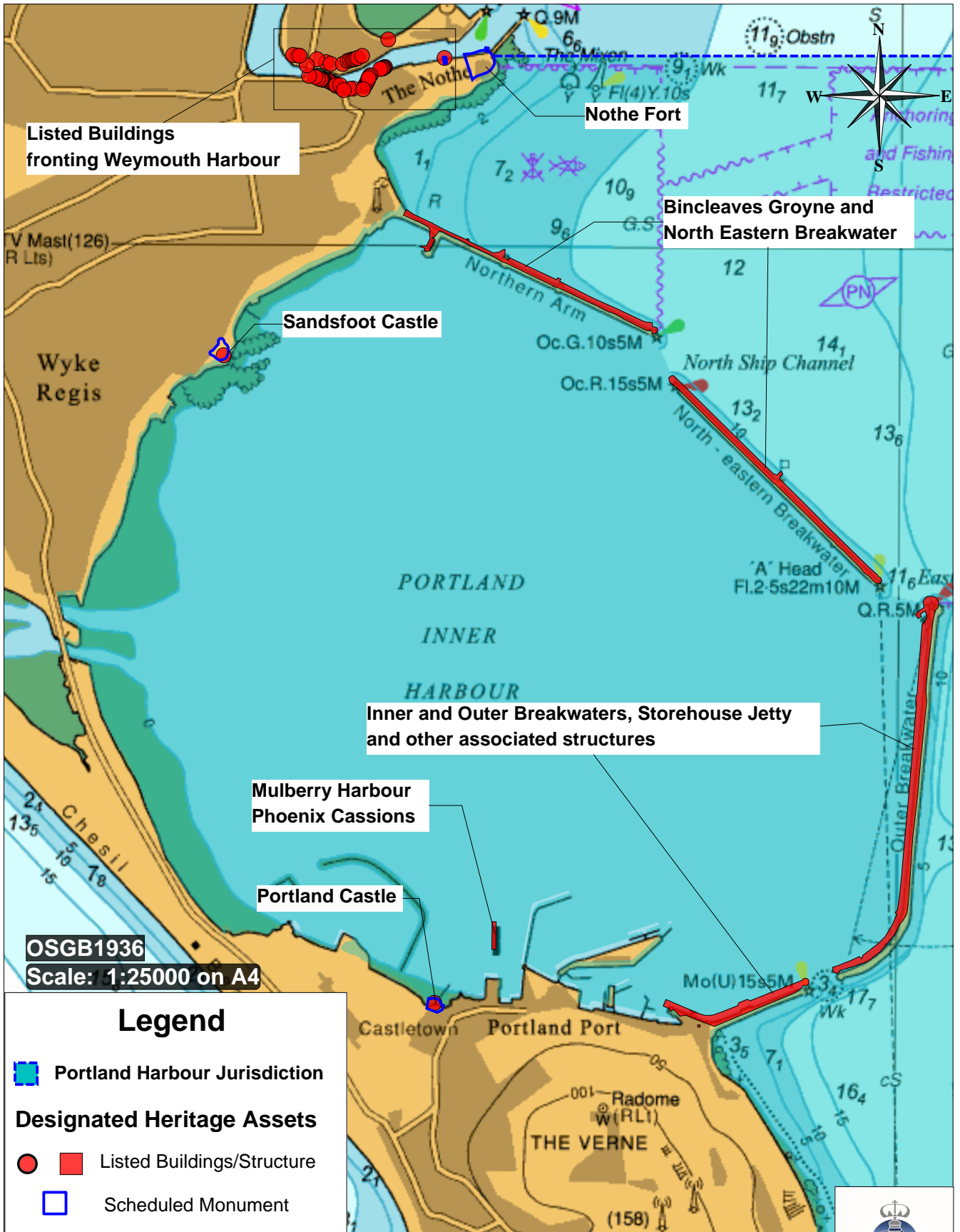


### Appendix 3Di-b.

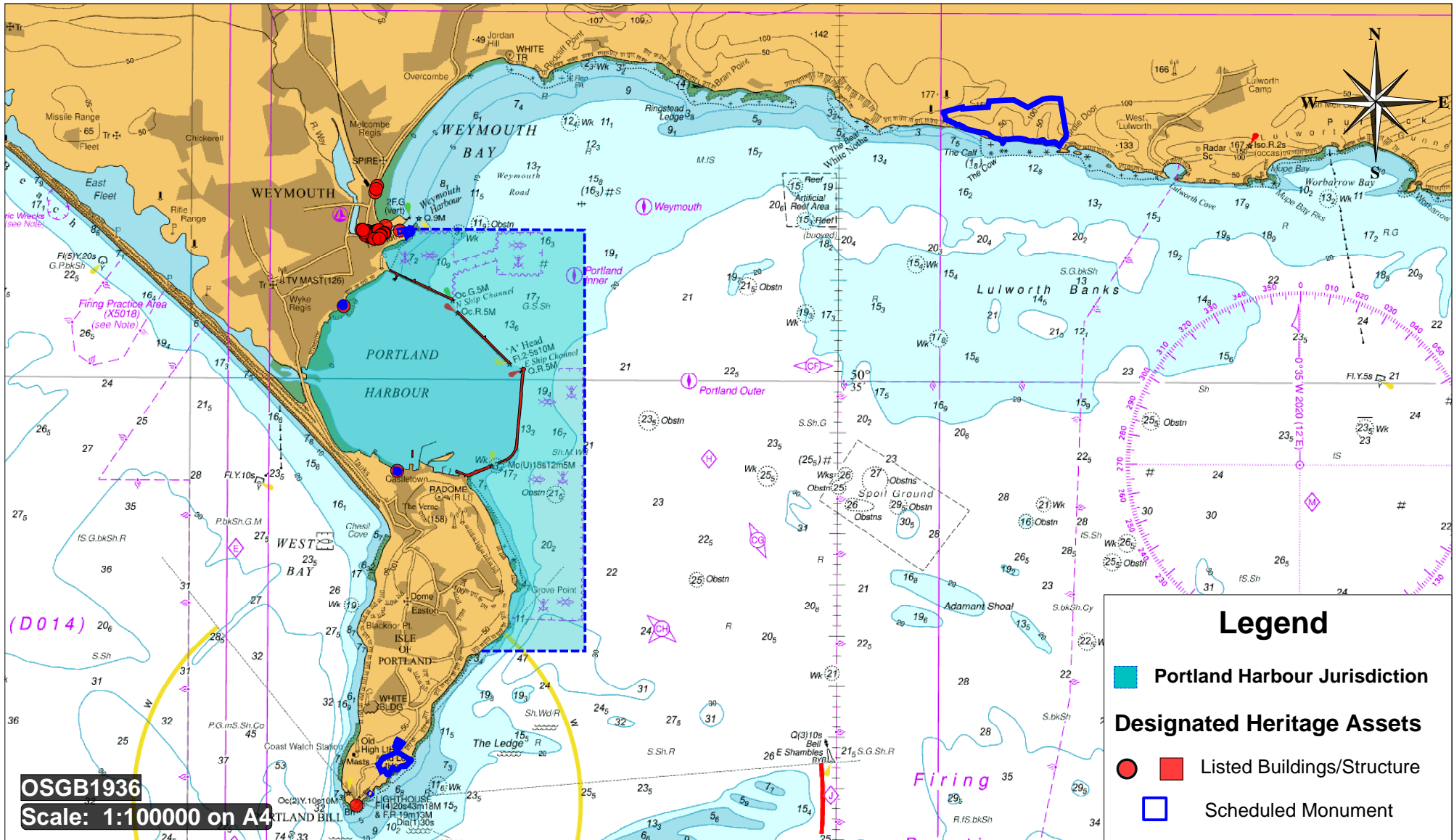
#### Scheduled Monuments within 25m of Mean High Water Springs

| Monument Name   | Monument Description   | Link to Listing   | Date of Schedule | ListEntry | NGR            |
|---|--|---|------------------|-----------|----------------|
| <b>Portland Castle</b>  | Artillery Castle part of Henry VIII's maritime defence programme also known as Device Forts. All examples are considered to be of national importance.<br>Entering service in 1541 the castle represents one of a pair of coastal fortifications protecting the Portland Roads anchorages, the other being Sandfoot Castle.<br>The artillery castle at Portland represents one of the best preserved and best known examples of its class.                                     | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1015326">https://historicengland.org.uk/listing/the-list/list-entry/1015326</a> | 09/10/1981       | 1015326   | SY 68463 74361 |
| <b>Sandsfoot Castle</b>   | Artillery Castle part of Henry VIII's maritime defence programme also known as Device Forts. All examples are considered to be of national importance.<br>The castle represents one of a pair of coastal fortifications protecting the Portland Roads anchorages, the other being Portland Castle.<br>Despite some coastal erosion, Sandsfoot Castle survives comparatively well as a ruined structure and associated earthwork remains.                                       | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1020062">https://historicengland.org.uk/listing/the-list/list-entry/1020062</a> | 05/03/1953       | 1020062   | SY 67461 77399 |
| <b>Nothe Fort, tramway and searchlight battery at The Nothe</b> | Fortification established in response to the 1859 Royal Commission report set up following an invasion scare caused by the strengthening of the French Navy. These fortifications represented the largest maritime defence programme since the initiative of Henry VIII in 1539-40 and are known colloquially as 'Palmerston's follies'. All examples are considered of national importance.<br>Nothe Fort, the tramway and searchlight battery at The Nothe all survive well. | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1020063">https://historicengland.org.uk/listing/the-list/list-entry/1020063</a> | 17/10/1'978      | 1020063   | SY 68701 78792 |
| <b>Portland Bill stone loading quay</b>                         | Record generated from an "old county number" (OCN) scheduling record. As such, no description currently exists   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1002388">https://historicengland.org.uk/listing/the-list/list-entry/1002388</a> | Not Recorded     | 1002388   | SY 67967 68480 |
| <b>The Warren field system</b>                                  | The monument includes the extant remains of an irregular aggregate field system known as The Warren, situated along the coastal promontories and associated dry valleys to the south of a prominent chalk ridge.   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1018435">https://historicengland.org.uk/listing/the-list/list-entry/1018435</a> | 09/10/1981       | 1018435   | SY 79533 80770 |
| <b>Mesolithic sites near Culver Well</b>                        | Record generated from an "old county number" (OCN) scheduling record. As such, no description currently exists   | <a href="https://historicengland.org.uk/listing/the-list/list-entry/1002406">https://historicengland.org.uk/listing/the-list/list-entry/1002406</a> | Not Recorded     | 1002406   | SY 68413 69082 |



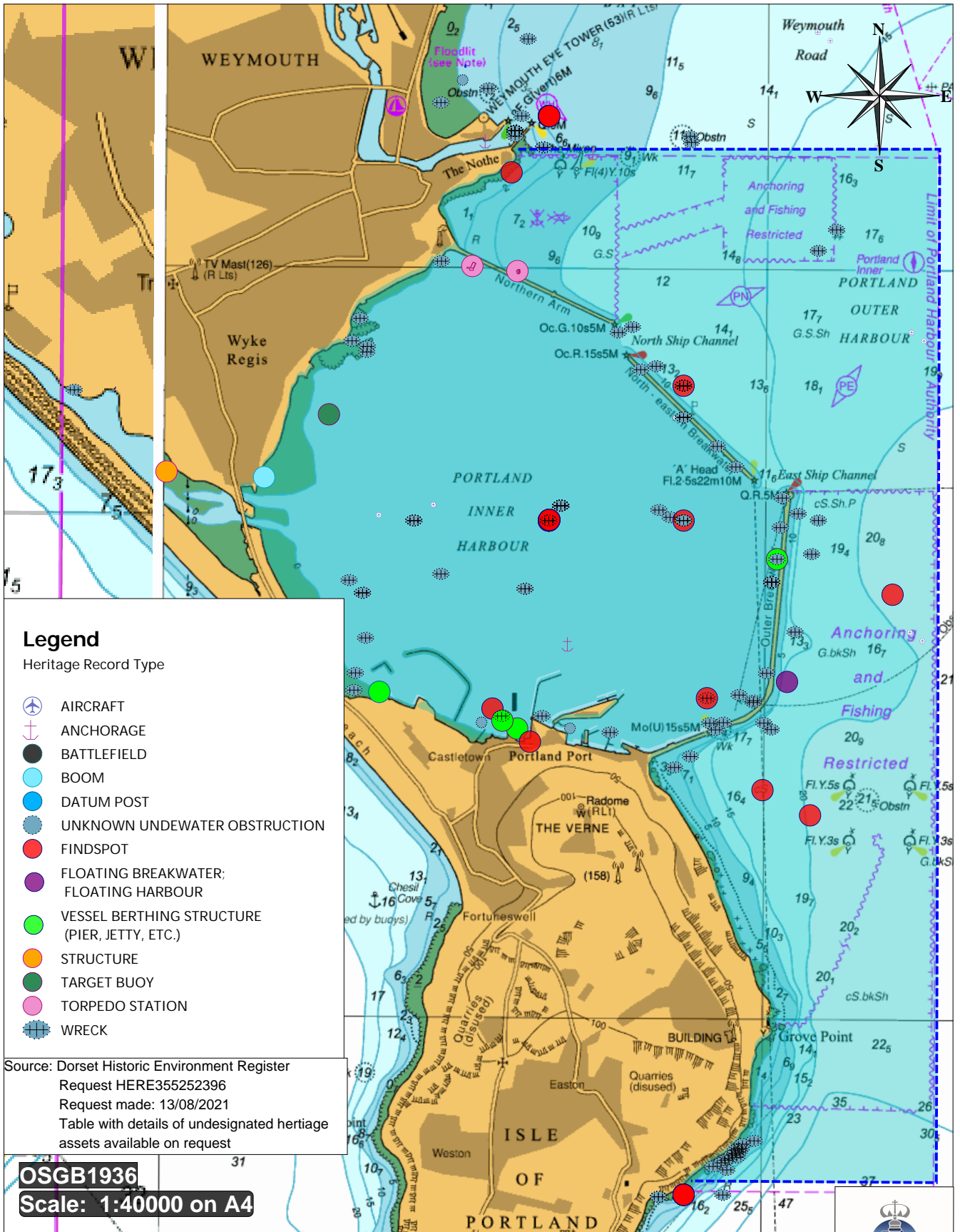


|                    |  |
|--------------------|--|
| Figure No:         | Appendix 3Ei-a                                       |
| Title:             | Designated Heritage Assets within 25m of MHWS: Fig 1 |
| Project:           | Oil Spill & Marine Pollution Contingency Plan        |
| Drawing Reference: | OS&MPCP_APP3Ei-a                                     |



|                    |   |
|--------------------|---|
| Figure No:         | Appendix 3Ei-b                                      |
| Title:             | Designated Heritage Assets within 25m of MHS: Fig 2 |
| Project:           | Oil Spill & Marine Pollution Contingency Plan       |
| Drawing Reference: | OS&MPCP_APP3Ei-b                                    |

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|                    |   |
|--------------------|---|
| Figure No:         | Appendix 3Eii-a                               |
| Title:             | Undesignated Maritime Heritage Assets: Fig 1  |
| Project:           | Oil Spill & Marine Pollution Contingency Plan |
| Drawing Reference: | OS&MPCP_APP3Eii-a                             |



# Legend

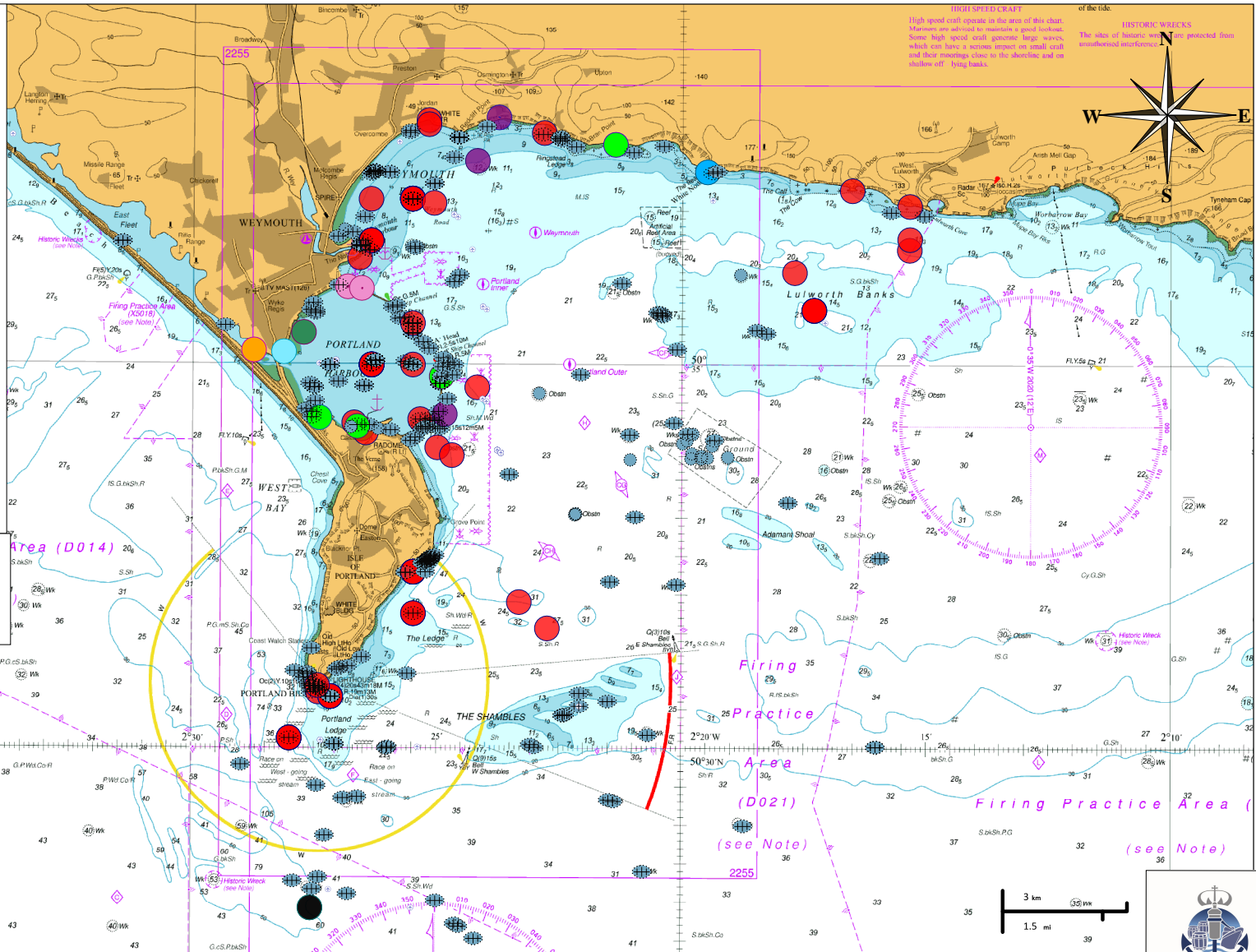
Heritage Record Type

-  AIRCRAFT
-  ANCHORAGE
-  BATTLEFIELD
-  BOOM
-  DATUM POST
-  UNKNOWN UNDERWATER OBSTRUCTION
-  FINDSPOT
-  FLOATING BREAKWATER;  
FLOATING HARBOUR
-  VESSEL BERTHING STRUCTURE  
(PIER, JETTY, ETC.)
-  STRUCTURE
-  TARGET BUOY
-  TORPEDO STATION
-  WRECK

Source: Dorset Historic Environment Register  
 Request HERE35252396  
 Request made: 13/08/2021  
 Table with details of undesignated heritage  
 assets available on request

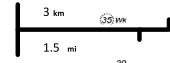
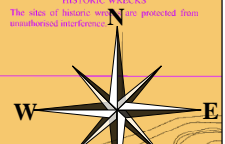
**OSGB1936**

**Scale: 1:150000 on A4**



**HIGH SPEED CRAFT**  
 High speed craft operating in this area of this chart  
 Mariners are advised to exercise a great lookout.  
 Some high speed craft generate large waves,  
 which can have a serious impact on small craft  
 and their moorings close to the shore and on  
 shallow off-lying banks.

**HISTORIC WRECKS**  
 The sites of historic wrecks are protected from  
 unauthorised diversification.



|                    |   |
|--------------------|---|
| Figure No:         | Appendix 3Eii-b                               |
| Title:             | Undesignated Maritime Heritage Assets: Fig 2  |
| Project:           | Oil Spill & Marine Pollution Contingency Plan |
| Drawing Reference: | OS&MPCP_App3Eii-b                             |

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