



PORT OF BERWICK

OIL SPILL CONTINGENCY PLAN

REVALIDATED AUG 2021

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MCA HQ/CPSO	2
Marine Management Organisation	3
Environment Agency	4
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Ambipar Response Ltd	7

Revisions

Date	Page
Document revised June 2016	
Will be reviewed annually or following incidents or exercises)	
Document reviewed April 2019 Circulated 08.05.2019	8
Document reviewed June 2020	
Document reviewed for re-approval June 2021	

Glossary

DEFRA	Department for Environment, Food & Rural Affairs
BEIS	Department for Business, Energy and Industrial Strategy
EA	Environment Agency
EG	Environment Group
HFO	Heavy Fuel Oil
HMRC	Her Majesty's Revenue & Customs
HWS	High Water Springs
IMO	International Maritime Organisation
JNNC	Joint Nature Conservation Committee
JRCC	Joint Rescue Co-ordination Centre
LA	Local Authority
LFO	Light Fuel Oil
LWS	Low Water Springs
MCA	Maritime and Coastguard Agency
MFO	Medium Fuel Oil
MGO	Marine Gas Oil
MMO	Marine Management Organisation
MRCC	Marine Rescue Co-ordination Centre
NE	Natural England
OPRC	Oil Pollution Preparedness Response and Co-operation Convention
OSCP	Oil Spill Contingency Plan
RCG	Recovery Coordination Group
SOSREP	Secretary of State's Representative
SSSI	Site of Special Scientific Interest
TCG	Tactical Coordination Group
UKPIA	United Kingdom Petroleum Industry Association

List of effective pages - 2021

A list of effective pages is included to allow users to ensure that the document has been corrected and is up to date. This page will be re-issued with any changes detailing the effected pages. This document is a Controlled Document within the Safety Management System.

	Amendment	Issue Date / Pages
1	Tier 2 Contractor name changed from Braemar Response Ltd to Ambipar Response Ltd	Date 30.04.2019
		Page 5, 60, 62, & 63
2	Analysis of fuel bunkering updated	Date 30.04.2019
		Page 14
3	Insert specific telephone numbers.	Date 30.04.2019
		Page 37
4	Resources updated to include IBM's & Oil spill sample kit	Date 30.04.2019
		Page 63
5	Section 2.2 updated	Date 07.05.2019
		Page 19
6	Section 10 Contact directory updated page 58 only	Date 07.05.2019
		Page 58
7	CGOC Changed to MRCC NMOC Changed to JRCC	Date 16.06.2021
		Various pages
8	Reviewed for approval June 2021	Date 18.06.2021
		Various Pages

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Section 1: Introduction and Policy

1.1 Purpose of the Plan

This Oil Spill Contingency Plan is designed to guide Port of Berwick response personnel through the processes required to manage an oil spill originating from operations within the Port of Berwick.

The requirement to have an Oil Spill Contingency Plan for Harbours, Ports and Oil Handling Terminals around UK waters has been formalised by the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998, which implements the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC, 1990). The convention, adopted by the International Maritime Organisation (IMO) is aimed to “mitigate the consequences of major oil pollution incidents involving, in particular, ships, offshore units, sea ports and oil handling facilities”.

This plan has been prepared in accordance with the “Oil Spill Contingency Plan Guidelines for Ports, Harbours & Oil Handling Facilities” issued by the Maritime and Coastguard Agency who are responsible for applying the regulations to all Harbours, Ports and Oil handling facilities in the UK.

Consultation

This document has been compiled in consultation with the following statutory bodies and Authorities:

Maritime & Coastguard Agency (MCA)
Environment Agency (EA)
Natural England (NE)
Port of Berwick
Marine Management Organisation (MMO)

1.2 Use of the manual

This plan is specifically for operations within Port of Berwick and is designed to initiate an appropriate oil spill response in the event of an incident. It details a tiered response strategy that is in accordance with U.K. legislative requirements and considers the spill risk associated with the operation; the nature of the hydrocarbons that could be spilt; the prevailing meteorological and hydrographic conditions and the environmental sensitivity of the surrounding areas.

1.3 Health and Safety, and Environmental Policy

This policy applies to all employees and others contracted to undertake works on behalf of the Port of Berwick & within the port limits as defined in this plan.

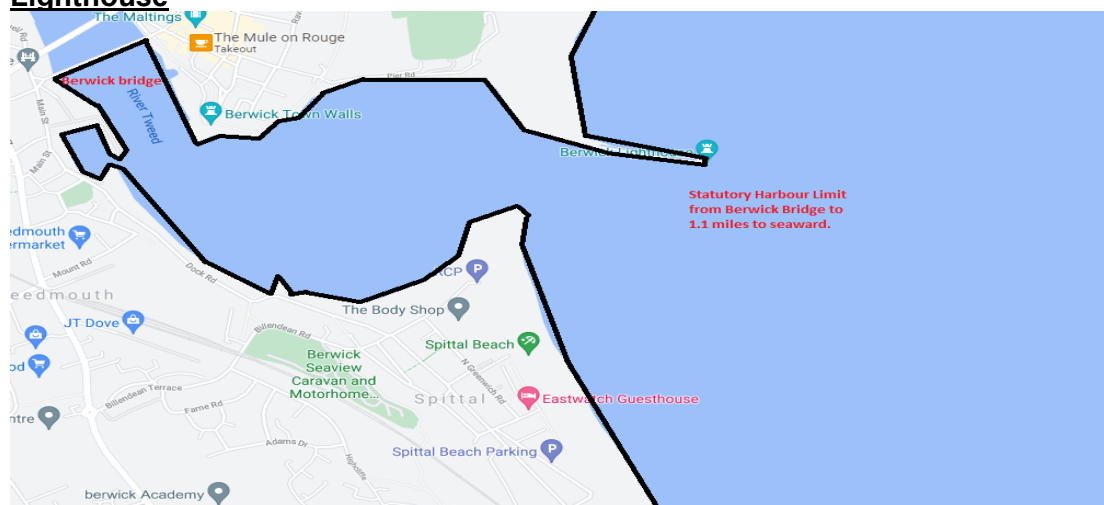
The Port of Berwick employees and contractors will:

- Protect the environment and the health and safety of employees, contractors and others by integrating safety, health and environmental management into all business processes.
- Comply with legislative requirements and follow established best practice whenever possible.
- Assess risks to personnel and the environment from current and proposed activities and manage hazards to ensure that risks are as low as reasonably practicable.
- Maintain contingency plans to minimise the consequences of reasonably foreseeable incidents and ensure a fast and effective response.
- Co-operate with other authorities and organisations in relation to preserving and enhancing the natural habitat, flora and fauna of the Port and adjacent areas provided that our operational interests and statutory duties are not adversely affected.
- Audit compliance with this policy and its associated management systems, monitor their effectiveness and take appropriate action.

1.4 Area of Operation

This plan deals with oil spills originating from commercial marine and associated operations, within the Port Area. As such the area of operation is limited to the Seaward Statutory Port boundary, and the Inland limit of the commercial dock.

From Berwick Bridge to 1.1m in all direction's seawards from Berwick Lighthouse



1.5 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 Oil Spills, 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 OPRC convention under the Salvage and Pollution Act 1994 is the Maritime and Coastguard Agency (MCA). It has a jurisdiction to respond within the UK EEZ.

Statutory Jurisdiction

JURISDICTION							
AUTHORITY	HWM	LWM	1NM	3NM	6NM	12NM	200NM
Port Authority			(All Marine operations within Port limits)				
Local Authority			(Oil Spill Response in conjunction with Port Authority)				
DEFRA/MMO			(Fisheries Protection)				
EA			(Water Quality/Fisheries Protection)				
HMRC			(Import Duty)				

Key: -

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 Mean High Water Springs to Mean Low Water Springs

DEFRA/MMO: Advise on use of dispersants and allow or ban such use

NE /JNCC: NE and JNCC require to be notified up to 12nm. JNCC's jurisdiction extends to 200nm

EA: Require to be notified on Water Quality Issues up to 3NM & Fisheries Protection up to 6NM

In the event of an Oil Spill Incident.

The Port of Berwick will be responsible for the overall co-ordination of incidents within its jurisdiction.

1.6 Scope of the plan

This plan has been compiled to cover the response to any spillage caused by or during berthing and cargo operations on vessels within the Port of Berwick.

The scope of the plan covers response to all the “Essential Elements” contained within the MCA Oil Spill Contingency Guidelines for Ports, Harbours & Oil Handling Facilities.

The plan indicates the Tier 1 response available at the Port relevant to the perceived risk through normal operations as well as a mechanism for calling upon Tier 2/3 response in the event of an abnormal incident or major accident affecting the Port.

A definition of the tiered levels used in this Port are shown below and the process of response escalation is described in Section 1.8 with notifications in Part 2 Section 6.1.

Response Tier	Definition
Contained Operational Spills.	These are spills, which are contained on the ship or dockside and do not enter the water.
Tier 1:	Small operational spills where events can be controlled by onsite resources. A Tier 1 spill is not likely to require recourse to intervention by resources out with the port, an external incident response organisation or external authorities, except for purposes of notification.
Tier 2:	Medium sized spills up to an operational maximum of 25 tonnes within the Port of Berwick, that will be handled by nominated Personnel and a contractor or other external assistance as nominated within this plan. A Tier 2 incident is not likely to require the manning up of a SRC in order to co-ordinate ongoing response.
Tier 3:	Larger spills or a loss of containment incident out with the Port that will require full involvement of other authorities and possible mobilisation of tier 3 and national stockpiles.

1.7 Risk Assessment

A Risk Assessment to meet with OPRC Contingency planning for Ports & Terminals has been completed by the Port of Berwick on the basis of content, previously agreed with MCA.

Scope of Assessment

This assessment covers operations from the point where vessels enter the Statutory Port Area as described on page 11.

Factors of Assessment

There is no crude or oil fuel tanker traffic to the port.

1.7.1 Pre arrival checks:

The pilot, prior to commencing passage into the area, carries out a pre-arrival check. This include checks to ensure that the vessel is not leaking oil, that no internal transfer of fuel or other oil and that no ballast or overboard discharge, other than normal cooling water, will take place during the passage, without adequate reason and then only with the permission of the Harbour Master.

1.7.2 Passage Restrictions to safe berth:

Maximum dimensions and size for vessels entering Berwick Harbour are

Draught	Length	Beam	Min under keel Clearance
4.4m	90m	16m	0.3m

1.7.3 Berthing failure owing to catastrophic failure of infrastructure or equipment

Maximum release of pollutant would be quarter cargo wing tank

1.7.4 Analysis of fuel bunkering

The amount of fuel or oils handled at the port averaged over the period **2016-2021** is:

	No. of ships	Tonnes	Average
Marine gasoil	0	0	0
Lube oil	0	0	0
Waste oil landed	0	0	0

1.7.5 Other sources of potential oil spillage from port operations

Small boats decant from 25 litre drums

1.7.6 Scenario assessment for largest vessel capable of entering the port. (Say as port of refuge)

Draft restrictions preclude vessels over 90m length x 16 m draft, maximum 3500 tonnes dwt.

1.7.7 Response strategy

In order to deal with an incident of pollution within the Port, the response strategy would be to initiate Tier 1 containment with sorbent booms, call out the Tier 2 Contractor to boom the entrance and then effect clean up and recovery. There is a bunkering procedure in place.

1.7.8 Overall conclusion

Owing to the small number of vessels annually and the bunkering procedure in place, the likelihood of an incident is remote and the consequences moderate.

1.8 Environmental sensitivities and priorities for protection

Owing to the sensitive nature of the surroundings, the detailed maps and advice from the European Marine Site Project Officer is given in section 7.

1.9 Categories of Incident

The Port of Berwick have in place a three-tiered incident response system for oil spillage.

The responsibility of escalating an incident from Tier 1 to Tier 2 lies with the Harbour Master.

Levels of Call-out:

Tier 1 Spills

For minor spills, where the response is addressed within the dock, the Harbour Master will take the appropriate action and arrange for safe storage and legal disposal of arisings. Since all oil spills, regardless of size, have to be reported to the statutory authorities, the Harbour Master will always alert the MCA.

Tier 2 and Tier 3 Spills

For all spills of a higher level, the Harbour Master will alert the Incident Response Organisation according to this Plan.

1.10 Waste Disposal Operations

The safe handling and disposal of recovered oil is governed by relevant sections in the following legislation:

- a) The Environmental Protection Act 1990
- b) Environmental Permitting Regulations
- c) Hazardous Waste Regulations 2005.

If oily waste material is produced as a result of a pollution incident, then the polluting party (operator) has a duty of care to ensure that the waste is handled, transported and ultimately disposed of in an appropriate manner. If the material is to be handled by contractors, then the operator (to reduce liabilities to a minimum) has to ensure that each contractor has the relevant waste transportation and disposal licenses.

In addition HM Revenue and Customs must be notified if recovered oil is brought ashore by dedicated oil recovery vessels. Landing should not be hindered by the absence of an official from HM Revenue and Customs; however, the Operator should maintain a careful log on quantity and nature of the recovered oil.

The options for waste disposal or treatment of material, be it oily liquids or oiled solids are:

- a) take to appropriate disposal site/there is a ban on liquids to landfill.
- b) temporary store and then take to appropriate disposal site for burial.
- c) temporary store, clean, stabilise and then recover or re-use.
- d) take to a refinery / incinerator (mainly for oily liquids only)

Each disposal option will be examined in turn with various points for consideration highlighted.

a) Direct to Appropriate Disposal Site

All disposal sites require a Waste Management Licence. The licence is specific to the type of material that can be disposed of at the site. There are only a few sites that are licensed to receive organic or chemically polluting materials (includes oily waste). There will be a charge levied by the site operator for depositing material at the site. In addition there is landfill tax / levy applied to all waste deposited in a landfill.

Furthermore, waste crude oil is likely to be classified as Hazardous Waste and should be treated as such until otherwise determined. It would therefore be subject to the Special Waste Regulations (as amended) 1996. Mixes of crude oil / sand and oil / seawater etc. would probably be considered as Special Waste if the percentage of carcinogenic compounds is above 0.1%. It is therefore likely that oily beach materials and oil / water liquids would have to be handled as Special Waste.

The transportation of Special Wastes generally requires that the Regulator (Environment Agency) be informed before the waste is removed. This is done by filling in parts A, B and D of a Special Waste Consignment Note, available from the Regulator, which is sent to the Regulator responsible for the receiving facility. There is no longer a requirement to pre-notify EA prior to waste being removed. However, if you produce or hold hazardous waste at any premises in **England and Wales** you must register it **each year**, unless the total quantity is less than 500kg each year.

However, in the event of an “emergency” the licensed waste carrier completes part C of the Consignment Note and takes it with the load to the receiving facility. The licensed operator of the receiving facility then signs the consignment note to say that they have accepted the load and that they are authorised to manage it properly.

The requirement for pre-notification generally does not apply to special waste from ships. Therefore oil recovered at sea by a dedicated Oil Recovery Vessel could be discharged within a Harbour to an appropriate waste reception facility without having to pre-notify the Regulator. However a consignment note will have to be supplied with each load sent for disposal.

To ensure that oily waste material is transported and disposed of in an appropriate manner, a licensed waste carrier and disposal company should be contracted. The Operator and Waste Disposal Company should then liaise with the Regulator to confirm that the disposal route identified meets with their satisfaction.

Each of the following options for disposal will be subject to all the factors listed above.

b) Temporary Storage / Clean, Treat, Stabilise, Recover, Reuse.

This option aims to store temporarily the material and then, slowly over the ensuing period, to clean it or stabilise it and then to recover or reuse it.

In most cases this is the best environmental option. It avoids the risk of changing what was a marine oil pollution problem into an inland surface pollution problem or groundwater pollution problem.

From temporary storage the contaminated material can be stabilised with cement, lime, clay, organic binders, asphalt and composting. The characteristic of each product needs to be considered when determining the ultimate disposal route or any perceived end use. It is important to note that the treatment of wastes also comes under the waste management licensing system. Therefore, any strategy to deal with the waste in this manner can only be developed through close liaison with the Local Authority concerned and the Regulator.

c) Temporary Storage and Appropriate Disposal Site

The reasons for constructing a temporary storage site are as follows:

- There is no immediate disposal outlet for large quantities of oil / sand mixture or for oil / water mixtures and clean-up cannot be slowed or stopped.
- The equipment used to clean beaches is usually labour intensive and therefore requires an immediate transfer area adjacent to the site to be provided.
- The nature of the roads precludes high traffic densities.
- The in-situ treatment of contaminated material is often preferable to removing large quantities of material from the shoreline.

Each site will have to be constructed in a specific manner. It is therefore essential that the construction of temporary storage sites be done through close liaison with the Local Authority concerned and the Regulator. In addition, under the current legislation, the temporary storage site itself may require a Waste Management Licence.

d) Take to a Refinery / Incinerator (mainly for oily liquids only)

This material should be removed from site by a licensed waste handling company who will then arrange for its disposal in an appropriate manner. If there is suitable access, oily liquids produced from a shoreline clean-up operation can be removed from site by road tanker.

If the oily liquids are onboard a dedicated recovery vessel following an at sea containment and recovery operation then it can be transferred across the quay, at a suitable berth, to a road tanker or other suitable waste reception facility. Alternatively this waste can be fed directly into the reception facility at a marine terminal of an oil refinery. It is the responsibility of the Ship's Master to ensure that this waste is disposed of appropriately. However, the Port of Berwick must confirm that any contractors have the necessary licenses to handle and dispose of the waste. The disposal route should also be agreed with the Regulator to ensure it meets with their satisfaction.

1.11 Document Control and Plan Revision

This plan is a controlled document. All document holders, detailed in the distribution list, are assigned a specific copy number.

Any changes to the situation at the port, requiring changes to be made to the plan or any other updates will be issued as amendments to all holders of the plan within 3 months of such change. Irrespective, the plan will be revised on an annual basis so as to incorporate changes occurring during the year plus lessons learned from the annual exercise.

This document has an approved life span of 5 years from the date of approval by MCA and it shall be submitted in its entirety for re-approval after that time.

Section 2: Training and Exercise Policy

2.1 Training policy

The Contingency Planning for Marine Pollution Preparedness and Response Guidelines for Ports state all personnel likely to be involved in a Marine Pollution incident have to meet certain requirements and standards. Training should be conducted by a Nautical Institute accredited training provider, (Harbour Management Solutions)

In order to familiarise personnel in the use of this plan and comply with MCA guidelines. Oil Spill Response training courses will be held for all employees of the Port of Berwick with an identified role within the plan. In addition, there will also be awareness briefings with other port users and the Agencies who were involved in the consultation process.

Minimum training levels as recommended in the MCA guidelines are:

Harbour Master (Scott Ferguson)	MCA level 5P
Harbour Manager (Paul Ruddick)	MCA level 5P
Harbour Team Operatives x 2 Tier 1 incidents	MCA Level 2P
All staff refresher training every 3 years	MCA R (Refresher Courses)

2.2 Exercise Programme

To ensure that the Oil Spill Contingency Plan is “user friendly” and understood by all those involved in its use, communications and practical exercises will be undertaken as set out in the table below.

A record of Personnel Training and Contingency Plan Exercises will be held by the Harbour Master.

EXERCISE IN THE USE OF THIS PLAN		
Annual Exercises	Timing	Type of Exercise
Desk top	Annually	Table top paper exercise to test the management and its system in a given scenario.
Mobilisation	Twice per annum	Inspect and use the equipment, updating personnel in procedures and use
Notification	Twice per annum	To test alert and call-out for response team, test communications and availability of personnel.
Oil Spill Response	Once every three years with the Tier 2 Responder	Simulation of an Oil Spill Incident using the Oil Spill Contingency plan, mobilizing equipment and personnel as appropriate
Revalidation	5 years	Update and test

Section 3: Incident Response Organisation

3.1 Introduction

This plan has been compiled to cover the response to any spillage caused by or during operations associated with safe passage to and from the Port of Berwick.

The plan indicates the Tier 1 response available at the port relevant to the perceived risk through normal operations as well as a mechanism for calling upon Tier 2/3 response in the event of an abnormal incident or major accident affecting the authorities involved.

Definitions of the tiered levels used in this port are shown in Section 1.7.

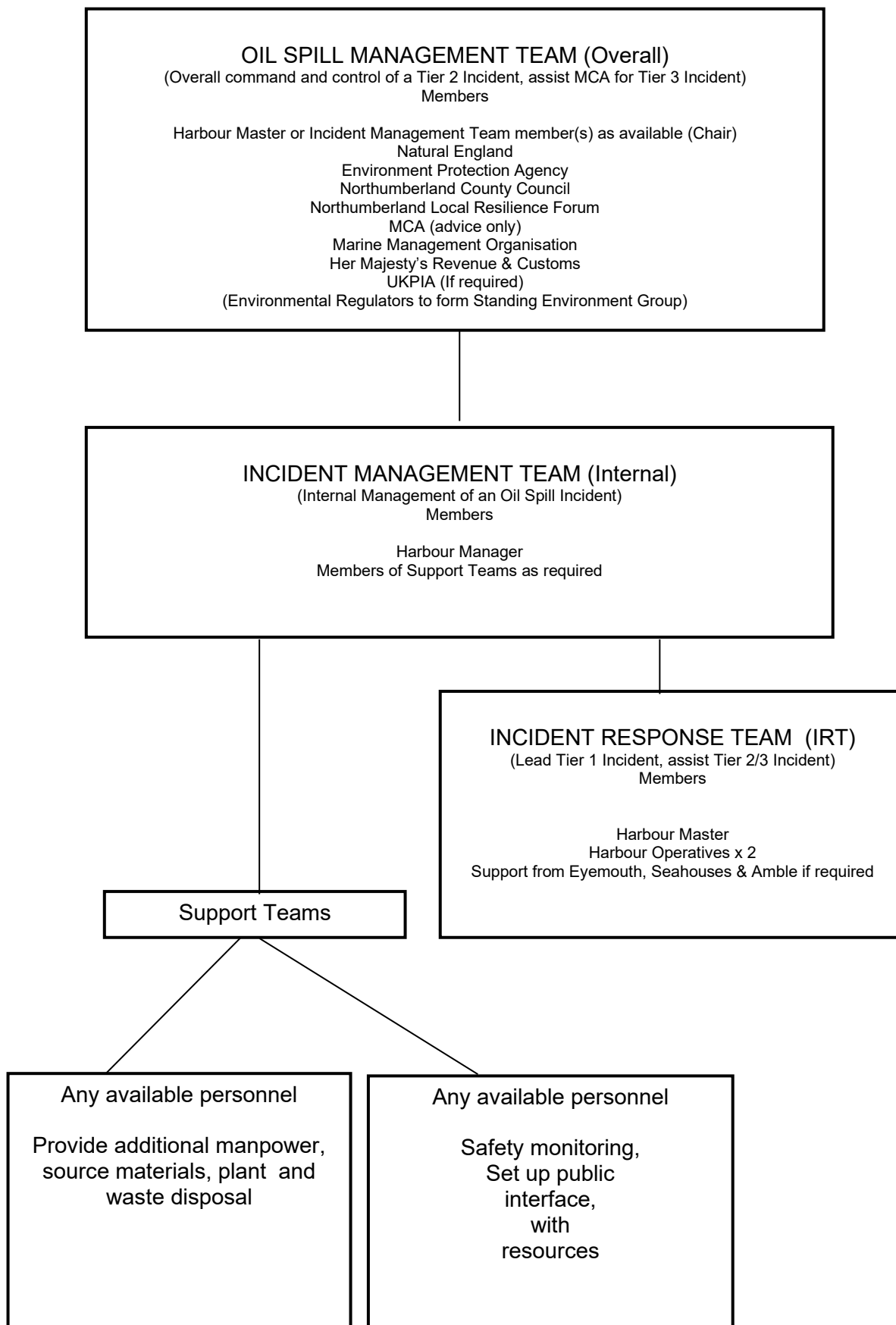
3.2 Responsibilities and Incident Control Arrangements

The Internal Team will be led by the Harbour Master or Harbour Manager and will involve the personnel below. The Pollution Incident centre will be established in the Harbour Masters Office at the Port of Berwick.

The Harbour Master or Harbour Manager will act as Incident Controller for all areas as defined within this plan.

The Response Team Members (chart overleaf)

Oil Spill Management Team Flow Chart



3.3 Dispersant Use

After due consultation with the Authorities concerned, the use of dispersant is not permitted within the areas covered by this plan.

3.4 Notifying Users

Mobile telephones are the preferred methods of communication.

3.5 Control and Command Centres

This plan will be used in conjunction with the Northumberland County Council Emergency Plan and other plans including the MCA National Contingency Plan and the Standing Environment Group Plan Link to Coastal Oil

3.6 Booming Plan

The strategy for an incident of oil pollution arising from a bunkering spill would be to stop the flow of the pollutant and contain with the use of sorbent booms round the vessel and across the Port while waiting for the Tier 2 Responder to effect protective booming and recovery.

A spill on land would be contained with sorbent booms to prevent run off and drains protected with Dammit mats.

A spill entering the port from the harbour would involve protective sorbent booming of the vessel and the berth. It is not possible for the port to boom off the entrance.

3.7 Provision for long running incident

This plan will be used in conjunction with the Regional Council Emergency Plan and other regional plans including the MCA National Contingency Plan and the Scottish Standing Environment Group Plan

3.8 Interface with other Contingency/ Emergency Plans: Role of the SOSREP and other Agencies in a Tier 2/3 Incident (As above)

Role and Responsibilities

SOSREP

The role of the SOSREP is to represent the Secretary of State for the Department for Transport (in relation to ships) and for the Department for Business, Energy and Industrial Strategy (in relations to offshore installations) by removing or reducing the risk to safety, property and the UK environment arising from accidents involving ships, fixed or floating platforms or sub-sea infrastructure. SOSREP's powers extend to UK territorial waters (12 nautical miles from the coast/baseline) for safety issues

and to the UK EEZ (200 miles or the median line with neighbouring states) for pollution. SOSREP is empowered to make crucial and often time-critical decisions, without delay and without recourse to higher authority, where such decisions are in the overriding UK public interest and in conjunction with the National Contingency Plan.

Working closely with the MCA, its parent organisation the Department for Transport (Dft) and the Department for Business, Energy and Industrial Strategy (BEIS), SOSREP's key responsibilities include:

- acting at the earliest point during a shipping or offshore incident to assess the risk to safety, to prompt the end of any such incident and to ensure that increasing risk is evaluated and appropriate measures taken to prevent or respond to escalation.
- monitoring all response measures to significant incidents involving shipping and the offshore industry.
- if necessary, exercising ultimate control by implementing the powers of intervention, acting in the overriding interests of the UK and its environment.
- participating in major national and international exercises.
- reviewing all activities after significant incidents and exercises.

History

The SOSREP role was created in 1999 as part of the Government's response to Lord Donaldson's review of salvage and intervention and their command and control. This review and its subsequent report were prompted by the SEA EMPRESS incident in 1996.

Local authority

In the event of oil spill the local authority will:

- a. Act as the lead agency in shoreline clean-up.
- b. Decide whether a request should be made to the MCA for the establishment of the Recovery Coordination Group and Tactical Support Group.
- c. Arrange logistical aspects.
- d. Integrate relevant contingency plans.
- e. Consult with all agencies with a duty or interest in the response.
- f. Take the lead role in dealing with the media when oil is mainly affecting the shore.

Maritime and Coastguard Agency

The Maritime and Coastguard Agency (MCA) is the executive agency designated to oversee all matters pertaining to the 1990 International Convention on Oil Pollution Preparedness Response and Co-ordination (OPRC). It was formed in 1998 following the merger between the Marine Safety Agency and the Coastguard Agency. The MCA incorporates HM Coastguard, as well as the former Marine Pollution Control Unit (MPCU) which was restructured to become the Counter Pollution and Salvage (CPs) branch of the MCA.

- a. The MCA will:
- Be the lead agency at sea.
 - Co-ordinate maritime Search & Rescue.
 - Act as primary point of contact in the event of an oil spill.
 - Provide advice and technical/scientific expertise.
 - Classify, categorise and monitor marine pollution.
 - Co-ordinate response in accordance with the National Contingency Plan (NCP).
 - Establish the Recovery Coordination Group (RCG) and/or Tactical Support Group (TCG) with the Local Authority, if required.
 - Provide access to the government stockpile of oil spill clean-up equipment/resources.
 - Establish the Standing Environment Group if required – in this case the North East Standing Environment group.

The MCA maintains the National Contingency Plan, and this can be viewed at : https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/408385/140829-NCP-Final.pdf

Standing Environment Group

There are 14 standing environment groups (SEGs) around England and Wales. Northern Ireland and Scotland each has their own group. SEGs are responsible for a particular area of coastline and provide information and advice to the Secretary of States' Representative (SOSREP) on:

- conservation
- fisheries
- human health
- best environmental practice to dispose of wrecked ships and spoilt cargo
- how to deal with oiled wildlife and environmental monitoring

SEG members may include representatives from:

- MMO coastal office
- Scottish Environmental Protection Agency/Environment Agency to provide scientific data and conduct surveys to monitor effect on wildlife
- Health Protection Agency
- Scottish Natural Heritage/Natural England
- local councils

The Standing Environment Group will be convened by the MCA. Further information is available from STOp Notice 1/14.

Marine Management Organisation/Marine Scotland

Marine Management Organisation (MMO) is responsible for advising Ministers on policy relating to the environment and fisheries and ensuring the implementation of those policies.

The MMO will:

- a. Be responsible for the protection of the marine environment, fisheries and other living resources that it supports.
- b. Be responsible for the health of fish and shellfish.
- c. Advise on matters concerning the environment and natural heritage.
- d. Give authority for the approval of dispersant use.

Natural England

Natural England is the government's principal statutory advisor on issues affecting the natural heritage.

NE will:

- a. Act as lead local agency for co-ordinating the environmental response to a minor/localised pollution incident.
- b. Advise on environmental matters.
- c. Provide advice on the likely impact of oil pollution or any proposed clean up and its effect on the natural heritage and in particular, on and around designated sites.
- d. Be directly concerned with the conservation of offshore (up to 12 nautical miles), coastal and inter-tidal habitats and species.
- e. Provide data for scientific assessment of the environment and conduct surveys to monitor the effects of major oil spills on wildlife.
- f. Safeguard and enhance the natural heritage, particularly its natural, genetic and scenic diversity.

Environment Agency

The Environment Agency (EA) is a non-departmental public body responsible for the protection of the environment in England and Wales and is accountable to the Government.

EA will:

- a. Be responsible for water quality issues from land-based sources in river and estuarine areas and up to 3 nautical miles offshore (controlled waters), including monitoring discharges, taking enforcement action where illegal pollution occurs and overseeing remedial work.
- b. Provide advice on the impacts of spills and at-sea operations as far as these affect licensed sites such as fish farms.
- c. Act as regulatory authority on the disposal and management of waste.
- d. Provide advice on waste minimisation.
- e. Provide advice on the location and form of temporary storage and treatment.
- f. Provide advice on the disposal operations for waste.

EA has facilities to analyse samples of oil to determine origin.

Royal Society for the Protection of Birds

The Royal Society for the Protection of Birds (RSPB) is a voluntary organisation with specialist knowledge on the habitats of birds in the wild. In the event of an oil spill, RSPB will:

- a. Contact regional, national and Scottish HQ with details of incident.
- b. Assess the seriousness of the incident and co-ordinate volunteers for a Beached Bird Survey.
- c. Co-ordinate monitoring of bird casualties.
- d. Establish and maintain a network of coastal bird liaison contacts.
- e. Co-ordinate collation and provision to Scottish Natural Heritage of information on bird risks and mortalities.
- f. Respond to media enquiries regarding wild bird casualties.

It should be noted that the RSPB will not handle live birds. Volunteers engaged in surveying the coast to determine the numbers and species of dead and injured birds will be covered by RSPB insurance and will ideally work in pairs. First aid equipment would be provided by the RSPB co-ordinating officer.

Royal Society for the Prevention of Cruelty to Animals

Following the Braer oil spill in January 1993, the Royal Society for the Prevention of Cruelty to Animals (RSPCA) have prepared an Oil Pollution Response Plan to co-ordinate their response to an oil spill. The RSPCA maintains equipment dedicated to the recovery of oiled birds/mammals, including a cleaning/holding facility to receive/ assess/treat animals at the Oiled Bird Cleaning
The RSPCA will:

- a. Provide expertise in the treatment and handling of live oiled birds and mammals.
- b. Co-ordinate volunteers to help with oil affected birds.
- c. Where necessary, humanely destroy oiled birds to prevent suffering.

UK Spill Association

The UK Spill Association (UK Spill) represents accredited UK oil spill contractors and will:

- a. Act as a contact point with commercial suppliers of equipment/services for all aspects of oil spill response, as well as the disposal and recycling of associated wastes.
- b. Provide a consultancy service on matters relating to pollution control and response.

International Tankers Owners Pollution Federation (ITOPF)

The role of ITOPF is to:

- a. Provide advice on clean up techniques to tanker owners and their insurers.
- b. Provide advice to central and local government on clean up measures with particular relevance to compensation schemes.

International Oil Pollution Compensation Fund (IOPC Fund)

The IOPC Fund is part of an international regime of liability and compensation for oil pollution damage caused by oil spills from tankers. Under the regime the owner of a tanker is liable to pay compensation up to a certain limit for oil pollution damage following an escape of persistent oil from his ship. If that amount does not cover all the admissible claims, further compensation is available from the IOPC Fund.

Northumbria Police/Northumberland Fire and Rescue Service/North East Ambulance Trust

In the event of a major incident there will be immense interest from both the media and public. To ensure that the media and public are not put at risk from chemicals or from machinery used during the clean-up operation, the Police may be required to establish cordons to exclude unauthorised personnel. If the pollution makes landfall at a remote location, the road network at that location might not be suitable for large numbers of vehicles and therefore the Police would be responsible for traffic control.

The role of the Fire and Rescue Service is to provide chemical hazard data and also, remove contaminants from people if required, using mass decontamination equipment provided under the New Dimension programme and capture any water used to remove such contaminants.

The role of the Ambulance Service is to provide transportation and initial treatment of casualties.

NHS ENGLAND

- The NHS is responsible for ensuring that appropriate primary and secondary care health services are provided for the local population and that these services are able to respond to any emergency or major incident which may occur.
- NHS England is a Category 1 responder and is responsible for leading and co-ordinating the overall response of the NHS during an emergency or major incident. At a local level the Cumbria, Northumberland, Tyne and Wear (CNTW) Area Team will work with all NHS funded care providers to ensure a co-ordinated response to incidents in liaison with multi agency partners. In addition, the CNTW Area Team will represent the NHS at the Tactical and Strategic Co-ordination Groups as required.
- Any casualties resulting from an incident at this site will be taken or directed to the most appropriate hospital or health care facility.

- NHS England should be notified of any potential or actual major incident at the site as soon as possible, so that if necessary, arrangements can be put in place to deal with casualties or any potential / actual impact on health services. A 24/7 on call rota is in place which can be accessed via NEAS: **0191 430 2453** (main) or **0191 430 2498** (fallback) - ask for the CNTW Area Team on call manager (1st on call).

Public Health England

Public Health England (PHE) has taken on the roles previously discharged by the Health Protection Agency in relation to emergency preparedness, resilience and response. It is a Category 1 responder.

In fulfilling these responsibilities PHE will:

- ***Provide national leadership and coordination for the public health elements of the emergency preparedness, resilience and response system.***

Provide health protection services, expertise and advice, and co-ordinate PHE response to major incidents.

- ***Provide risk analysis and assessment of emerging diseases, natural extreme events, chemical and radiological incidents and deliberate release threats (including CBRN), to inform the Department of Health and other stakeholders in the health sector, other government departments and agencies, and partners in the multi-agency response to incidents.***

The North East PHE Centre provides immediate 24/7 local response. Specialist advice will be sought as needed from PHE national experts, for example chemical advice from PHE Centre for Radiation, Chemical and Environmental Hazards (CRCE).

- In the event of a major incident, NEAS will alert the North East PHE Centre using agreed alerting protocols.
- When requested (usually by the Police Gold Commander or the SCG Chair), the North East PHE Centre will establish a Scientific and Technical Advice Cell (STAC).
- If issued, a Met Office CHEMET will be copied to the PHE CRCE (Chemicals) division thereby also notifying PHE of the incident.
- PHE will provide support to the Recovery Coordination Group. If a STAC has been established, this can be called upon to advise the Recovery Coordination Group.

North East PHE Centre
Major Incident contact: 0300 303 8596 / 0191 296 7714

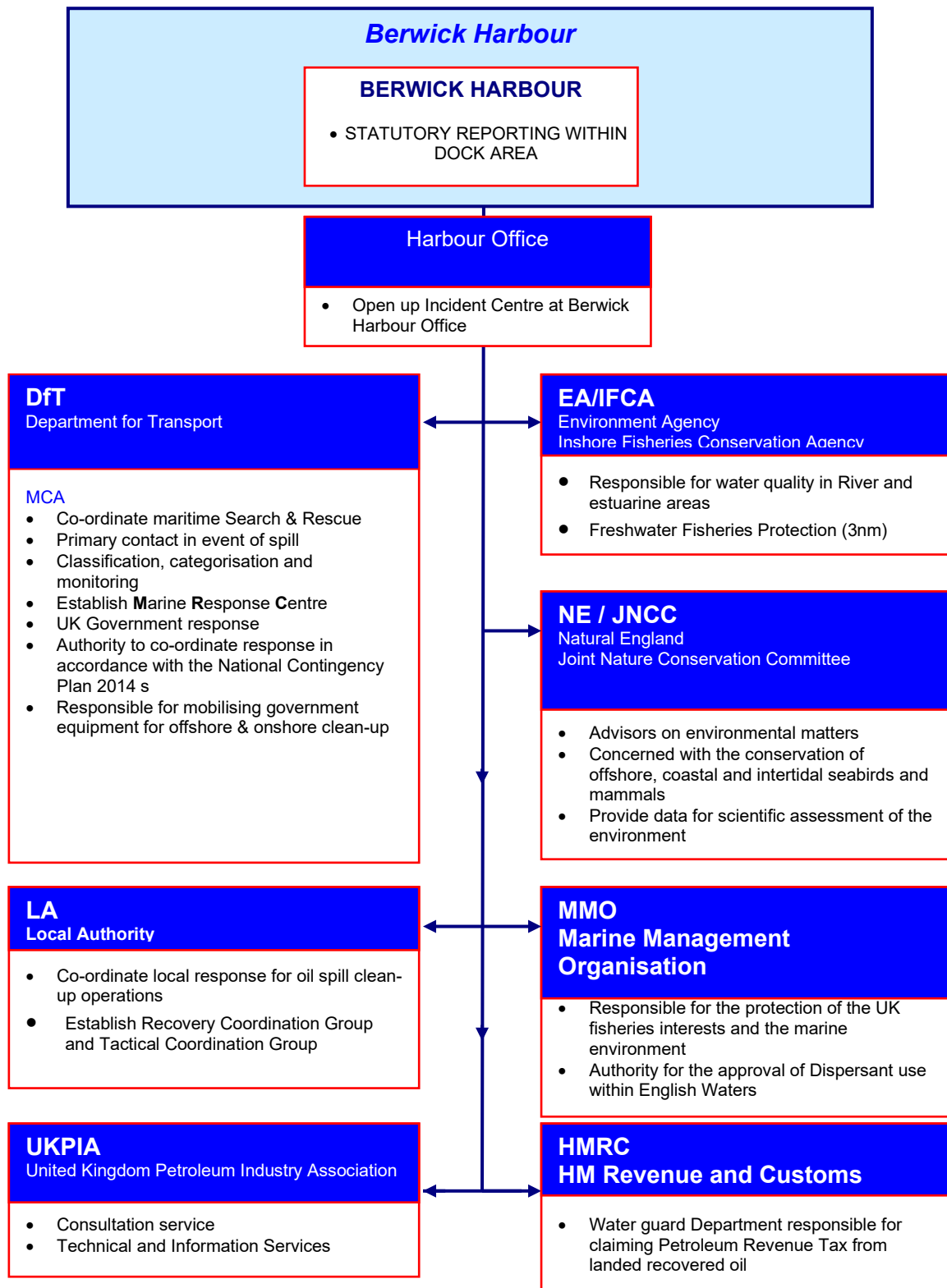
3.9 Internal Alerting and Call-out Procedures

An initial spill report will come in the first instance, during working hours, to the Harbour Master. Out of working hours reports are liable to come via MCA, Police HM Coastguard.

The information received must be passed immediately to the Harbour Master who will do his best to confirm the incident details and determine level of clean-up operation necessary and the requirement as to whether to activate the Response Team.

3.10 Liaison Procedures with Other Agencies

Rapid passing of information to other affected agencies is essential for effective response. Shown below are agencies concerned and their roles.



Section 4: Response Strategies

4.1 Health and Safety

4.1.1 Statutory Duties

Applicable Statutory Law and its Implications

The Health and Safety at Work Act 1974 places a clear duty on all employers and persons responsible for premises to ensure that the workplace is safe and in the case of the employer, to have a safe system of work. This duty is placed regardless of whether the workers are employees, sub-contract workers, temporary workers or self-employed persons.

Current legislation requires employers to carry out suitable and sufficient Risk Assessments of all tasks to be undertaken in the workplace.

Risk Assessments include Risks from Chemicals that workers may come into contact with as detailed in the current Control of Substances Hazardous to Health regulations.

4.1.2 Site Safety Plan

To achieve a Safe Operation, those in charge of the Response must follow those generalised parts of the Contingency Plan, which apply in all circumstances. Additionally they must have available the means to prepare those elements of the Plan which are Site and Response Specific.

The Site Safety Plan is intended to prevent uncontrolled incidents occurring which may cause further damage to the environment or loss due to damage, injury or illness. The Site Safety Plan should comprise the following Sections:

- Site Survey
- Operations Analysis
- Site Control
- Logistics and Supplies
- Personnel.

Each Section should be addressed jointly and separately before work commences and the appropriate steps taken to ensure that requirements are adequately met.

a. Site Survey

A Site Survey Form should be available, which when followed correctly will add all of those site unique details which assist in the decision-making process and remind staff of essentials which might otherwise be omitted.

The Site Survey should address the safety of those personnel taking part in the clean-up as well as those members of the public who may also be involved.

The following list indicates a few of those subjects which, should be addressed, assessed and reported in the survey. The list is by no means exhaustive.

- Communication Requirements
- Water Hazards
- Exposure to adverse temperatures
- Lack of shelter from adverse weather
- Terrain Surface and Incline
- Edge protection – Handrails or Ropes
- Hazards to eyes
- Lighting conditions
- Visibility
- Machinery usage
- Manoeuvrability
- Manual Handling
- Vehicle Traffic
- Pedestrian Traffic
- Requirement to access Confined Spaces
- Sample collection
- Generic COSHH Assessments for appropriate oils

b. Operations Analysis

Having surveyed the site and assessed the aspects which are influenced by the terrain, water conditions, and other pertinent factors. The On Scene Commander will assess the way in which the operation is to be conducted.

The intention to use the following facilities can be stated and the reasons for and priorities of each facility established.

- Cranes
- Boats
- Breathing Apparatus.
- Detergents
- Fork Lifts
- Hoses and Pumps
- Low Loaders
- Motor Vehicles
- Raking and Sweeping Gear

c. Site Control

It is essential that those in charge of the Spill Clean-up have control of the site as soon as possible and before any significant part of the clean-up operation begins. Access to the site must be restricted to those personnel who are essential to the clean-up operation.

Arrangements must be made for the area to be barriered, closed and policed such that no one can enter the work area without reporting to the site supervisor. No workers should be allowed on site until they have received the full vetting and briefing with respect to the Safety Plan.

d. Logistics and Supplies

Specifically with respect to Safety, it should be ensured that the appropriate equipment, materials and substances are available at the required times. Particular attention should be paid to the availability of the various sizes of protective clothing required. This sometimes cannot be established until the members of the workforce have been detailed and their individual roles and tasks decided.

Consideration must be given for a prolonged clean-up operation possibly stretching to 24 hours operations. In which case shelter, accommodation, feeding, refreshment, rest areas, sanitation and first aid must be available.

Where training has to be delivered prior to work commencing, the necessary instructors and equipment must be available before work commences. It is an error to allow experienced workers to commence work whilst others are waiting for training.

Protective Clothing. If the weather is at all inclement, the protective clothing issued to workers must be warm, water and chemical proof. It should include coveralls, gloves, boots, eye protection and headgear. If the weather is warm, the use of the same protective clothing may be necessary, but the requirements for ventilation and cooling will be greater.

Personal Protective Equipment (PPE).

PPE includes:

- Breathing Apparatus including Respirators.
- Flotation Suits and Vests
- Gloves / Gauntlets.
- Protective Clothing.
- Goggles, Visors and Safety Glasses
- Hard Hats
- Insulated Clothing.
- Reinforced Boots, Shoes and Gloves.

First Aid. The Health and Safety (First Aid) Regulations 1981, together with the New Code of Practice on First Aid, lay down the requirements for trained first aiders and the equipment that must be provided. A foreshore clean-up is considered as a special circumstance and the appropriate extra provisions should be taken into account.

e. Personnel

Selection of Personnel to carry out the clean-up must be dominated by safety considerations.

4.1.3 Safety on the Foreshore

During the execution of a foreshore Site Survey, access to the area to be cleaned must be carefully assessed. Account needs to be taken of low and high tides and the need for workers to access inlets, cliffs and terrain difficult to navigate. Tide tables should be consulted as well as the taking of advice from those with local knowledge.

Where necessary and appropriate, the use of equipment such as handrails, ropes and ladders should be considered.

Where workers are, by necessity, required to work out of sight of one another, communication between them and the supervisor is essential.

The provision and use of Personal Emergency Beacons and Distress Flares by appropriate personnel should be considered.

4.1.4 Safety on the water

Agreements with the Coastguard should be reviewed and complied with. At the very least, they should be informed of the vessels operating in their area together with all necessary detail of vessel capability and POB.

Protective Clothing. Workers operating from sea-going vessels should be equipped with harnesses built to BS 1397. They should, at all times, wear a self or automatic inflating lifejacket and should be protected by a Survival Suit.

4.1.5 Safe Operations

Hazard Identification and Risk Assessment. The identification of all hazards at a worksite or spill location is a singular task that should be done by involvement of the people who are expected to carry out the work. The supervisor responsible for co-ordinating the risk assessment should ensure that all hazards are identified before the next step in the process is attempted. A hazard is an object, place, process or circumstance with the potential to do harm in the form of injury, damage, delay or pollution.

4.1.6 Decontamination

Conditions requiring decontamination. Where workers have been wearing waterproof and protective clothing, it is likely that the clothing will become contaminated by crude oil or chemicals, that might have been used during the clean-up operation. The clothing needs to be cleaned to prevent further contamination. Facilities for such cleansing should be made available either near to Rest or Feeding areas or close by, but clear of the work site.

Personal hygiene practices on the job

Workers should be instructed on the dangers of ingesting hydrocarbons and chemicals through contact of contaminated equipment or clothing, such as gloves via the mouth and nose. Facilities for removing protective clothing and washing before consuming food or smoking should be made available.

Decontamination Area Drainage

The decontamination area where clothing and personal equipment is cleansed should be arranged so that cleansing water and contaminants are drained into tanks. Care should be taken to ensure that contaminated waste does not drain into either the normal drainage system or into the soil under the decontamination area.

Disposal of Contaminated Clothing

Clothing, which is not fully washable or capable of having all traces of contaminant removed may need to be disposed of safely. Such clothing may comprise Hazardous Waste. If incineration facilities do not exist at the site, the clothing may need to be delivered to the Local Authority or to a Special Waste Contractor.

4.2 Oil Spills

4.2.1 Introduction

An oil spill can occur almost anywhere - a leakage or accident during transportation or during use, which can affect many areas including sea, coastlines, harbours and land.

Oil contains a variety of different types of hydrocarbons. The exact composition is dependent upon its origin. Oil may also contain a variety of impurities such as sulphur and nitrogen products. Generally oil is of relatively low toxicity, however this is dependent upon its properties and the source of the oil. The route of human exposure is via inhalation and skin absorption.

Oil when released in a spill will be subjected to various actions:

- spreading
- evaporation
- oxidation
- dissolution
- emulsification
- microbial degradation.

The effect of all these actions is to reduce the original oil volume by evaporation but increase it by emulsification, also reduce its flammability and its toxicity. The rate of these actions is dependent upon the physical composition of the oil and environmental conditions prevailing at the time. Therefore to be able to effectively combat a spill these factors must be known.

4.2.2 Response to oil spills

The types of oil entering port area are limited and the only transfers which occur are bunkering – there has been no Oil handled since 2016

Oil handled	No. of ships per annum	Total in litres	Average per vessel
Marine gasoil	0	0	0
Lube oil	0	0	0
Waste oil landed	0	0	0

Oil spill within the dock/channel

Oil spilled within the dock system will be recovered using sorbent materials held on the quayside by the Berwick Harbour. Fence booming is available to stop oil travelling further. In the event that a larger spill occurs it will be recovered and disposed of by an accredited Berwick Harbour contractor nominated in this plan and arisings will be legally carried away for disposal.

Oil spill sampling

Samples of the spilt oil should be taken as soon as possible before the oil has weathered. These samples may be required as evidence in legal proceedings. Guidance in the matter of collecting samples is given in MCA STOp Notice 1/18

4.3 Disposal Plan

All arisings from an oil spillage will be handled systematically and strictly in line with current Regulations. Policy and Instructions are identified in Section 1.11. A waste disposal action checklist is shown in Section 8.4.

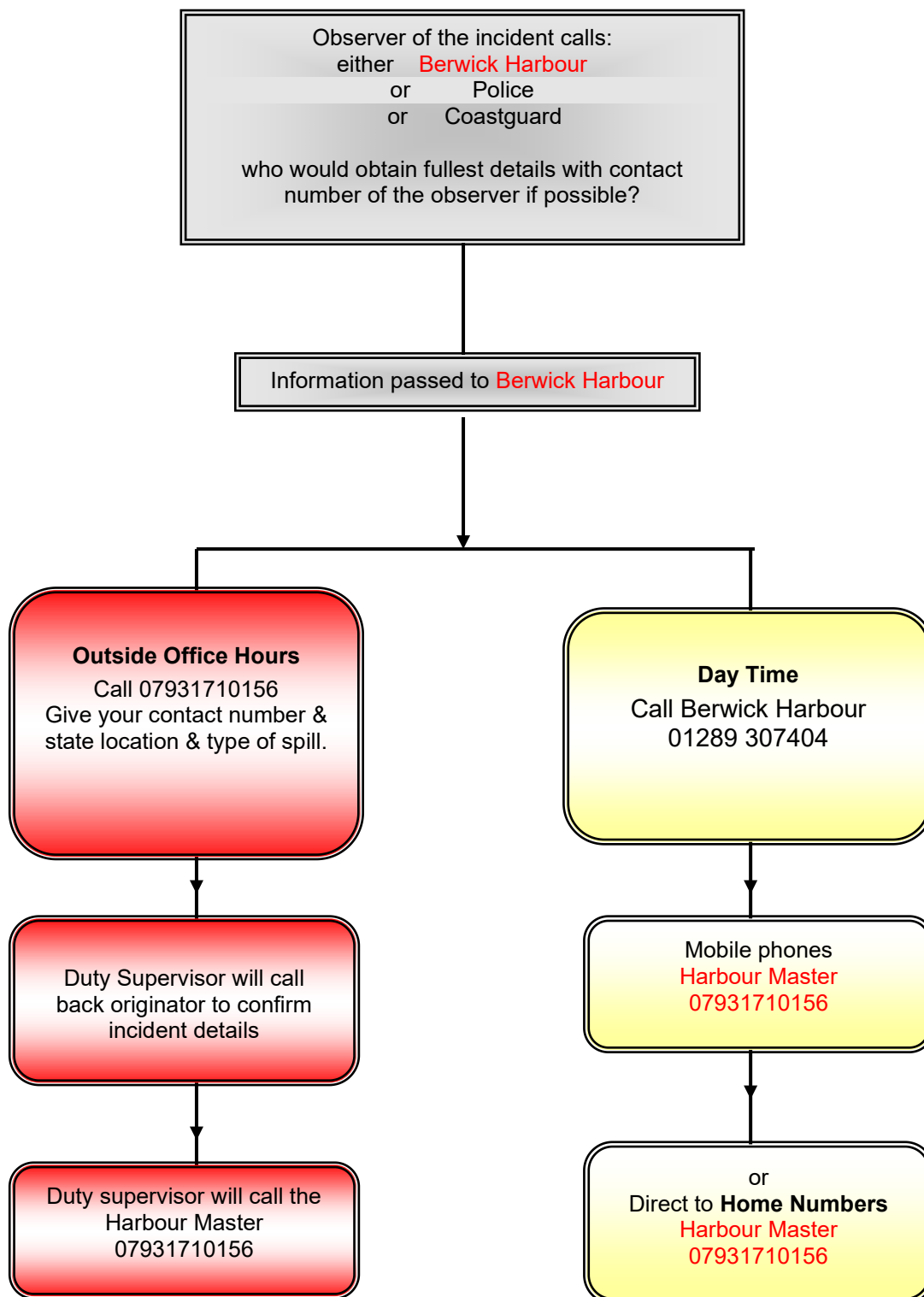
Within the resources of the plan, initial holding and storage will be possible through use of portable storage tanks as listed in Section 11 and thereafter the oil will be disposed of using a local licensed contractor.

In the event of a Tier 2 spill response, the legal disposal of recovered oil will be undertaken, through a disposal route agreed with the Environment Agency, on behalf of Berwick Harbour. This will be managed by the Berwick Harbour nominated Oil Spill Contractor duly accredited to level 3 under the Environment Agency/UK Spill.

All arisings from an oil spillage should be handled systematically and strictly in line with checklist shown in Section 8.4. Within the resources of the plan, initial holding and storage will take the form of either portable or temporary storage tanks on the quay and thereafter the oil will be disposed of using a licensed contractor.

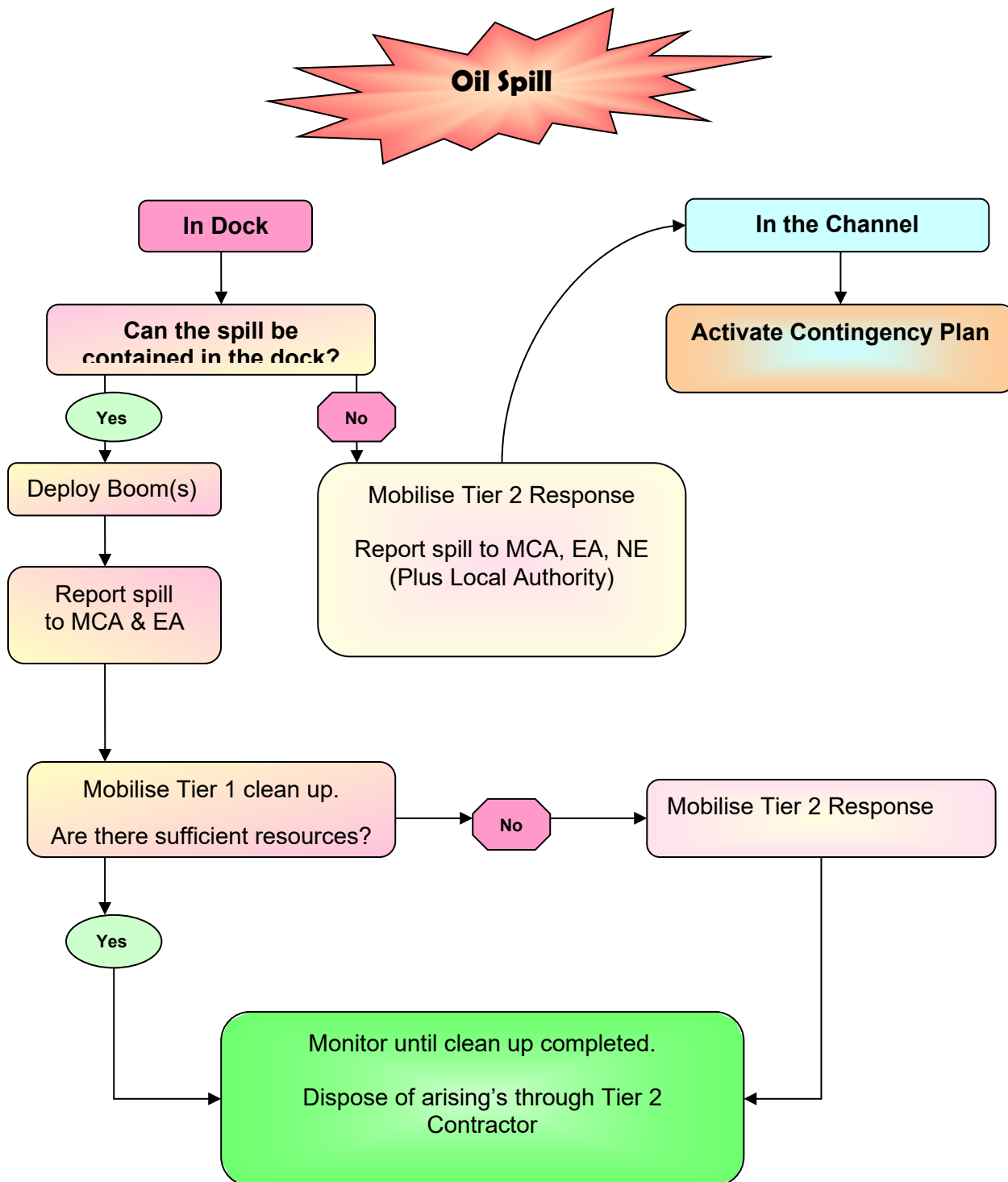
Section 5: Action Sheets

5.1 Observer of the Incident



For specific telephone numbers see Section 10.

5.2 Duty Harbour Master - Initial response upon notification of a spill



5.3 Harbour Master - Action Sheet

In the event of a call-out, the following action sheets should be used as a checklist to ensure proper cover of all aspects of response.

DUTY HARBOUR MASTER		
NO.	ACTION	REFER TO
1	Obtain all available information. Ensure that an Incident Log has been started.	
2	Determine initial level of manpower and equipment resource mobilisation required.	Tiered Response Sect. 11
3	Establish communication with all concerned parties and ensure that statutory reporting requirements have been carried out.	Statutory Notification Sects. 6 & 8
4	Determine level of response that has been initiated and inform Coastguard, EA and NE of intended response. Determine level of response required from duty personnel.	Tiered Resources Sect. 1.10
5	Contact/Call out Incident Response Team Personnel as appropriate.	Mobilisation Procedure Sect. 3.5
6	Initial containment	Contact Dir. Sect. 10
7	Ensure that a sample of spilt oil has been taken when the origin of the spill is unknown or legal proceedings are liable to be taken.	MCA's STOp Notice 1/18
TIER 1 SPILL RESPONSE		
NO.	ACTION	REFER TO
8	Call-out Duty Team to handle all additional spill notifications.	Statutory Notification Sect. 6.1
9	Monitor situation. Obtain regular briefings from Clean-up Supervisor on progress of clean up.	

10	Determine likely impact of incident. Complete and log a full report	
11	If it appears that the spill has escalated, proceed as for Tier 2 and Tier 3 incidents.	
TIER 2 AND 3 INCIDENTS		
NO.	ACTION	REFER TO
12	Contact Response Contractor and agree primary level of response required and contact Standing Environment Group simultaneously	Section 10
13	Start and maintain an accurate log of all communications with contractor.	
14	Establish communication link with the Contractor's Response Manager and issue a call back number.	
15	Determine extent of incident in terms of: <ul style="list-style-type: none"> • Any casualties • Any safety hazard • Damage to facilities • Extent of pollution • Results of any actions taken so far. 	
16	Brief Response Supervisor of actions as appropriate.	
17	Establish review / planning meetings and continue communications and briefings.	
18	When incident stood down confirm incident closure with all agencies involved.	
19	Complete incident log and ensure receipt of report from response supervisor.	

5.4 Escalation of Response

In the event that a response escalates to Tier 2/3 level. Sufficient personnel must be mobilised to establish an incident centre and room must be made available to meet with personnel from external agencies.

The Harbour Master will retain the position of On Scene Commander unless any change is agreed with the Government Agencies involved.

If the response is likely to become protracted, the Harbour Master must make arrangements for the incident centre to be managed and run according to the needs of the response team. This may entail providing catering and accommodation arrangements locally.

In the event that outside contractors are employed to assist with the clean-up, due notice must be taken of the Health and Safety Policy contained in Section 4.1 of this plan.

5.5 Chairman of Commissioners – Action Sheet

Berwick Harbour' Chairman should be ready to assist if deemed necessary by the Harbour Master and must be in a position to make corporate decisions regarding media reporting and liaising with underwriters and contracts.

<i>Chairman of Commissioners</i>		
NO.	ACTION	REFER TO
1	Obtain briefing from Harbour Master with situation report and then relocate to Port Office if required.	
2	Assess incident in terms of: <ul style="list-style-type: none"> • People • Environment • Damage to facilities • Disruption to business 	
3	Approve outline response strategy	Response Strategy Sect.4.2
4	Approve immediate and future contracted equipment requirements.	Mobilisation Procedure Sect. 11
5	Arrange initial Public Relations programme.	Utilise advice and pro-forma statement Sect 9.1
6	Attend review meetings in Incident Centre	

Section 6: Communications

6.1 Notification Matrix

	<i>Oil Spill Tier</i>			For contact numbers see Section 10 - Contact Directory	
<i>Organisation</i>	1	2	3	Method	Remarks
Commissioners' Chairman				Telephone	If additional resources required
MCA (HMCG)	 	 	 	Telephone	Coastguard will require information on the Oil Spill Report Form in Section 8. Confirm details by email. Coastguard will inform their Pollution Response Unit.
NE	 	 	 	Telephone Email	Fax all spills. Contact if spill exceeds one tonne.
Local authorities	 	 	 	Telephone Email	Contact the Oil Pollution Officer only if oil is likely to contaminate the shoreline out with dock
Environment Agency	 	 	 	Telephone	Contact if spill has originated from land-based source. Confirm by fax.
MMO (Marine Management Organisation)	 	 	 	Telephone	Only if dispersant being considered
Oil Spill Contractor	 	 	 	Telephone	Contact the 24-hr contact number
Adjoining Harbour & Port Authorities – ne ports group				Telephone	Contact if oil is likely to move into their area.

 **NOTIFY IMMEDIATELY BY TELEPHONE**

 **NOTIFY IMMEDIATELY BY EMAIL**

6.2 Communication and Reporting

6.2.1 Reporting of Oil Pollution

It is essential that all spills are reported by whatever means as quickly as possible.

Responsibility for reporting of oil pollution rests with the Master in all cases involving a vessel and with the berth Operator in the case of a berth or quayside incident. In cases involving a vessel alongside both parties are equally responsible.

Any person either ashore or afloat, seeing oil pollution on the water within Berwick Harbour' jurisdiction or liable to pose a threat to it, should report it whether or not the source is known. (Section 5.1).

The Harbour Master is responsible for ensuring mandatory notifications are made

Communication

Initially reports will be passed by telephone both landline and mobile (consideration should be given when using mobiles for security reasons). Berwick Harbour maintains VHF sets, which would be issued to supervisors once a clean-up strategy had been established.

In the event of a clean-up operation a shift system will be instituted to ensure that the main switchboard is manned on a 24-hour basis.

Records

It is essential that all events occurring during an incident are logged and recorded (sheet shown in Section 8.3). This will provide assistance if liability, compensation or reimbursement issues arise as a result of the incident. To achieve this' logs should be kept by all key personnel, namely Incident Controller, On-Scene Commander, Supervisors.

Entries in the log should detail as a minimum of events, actions taken, communications with outside agencies, decision made and points relevant to the operation.

These logs should be forwarded to the Harbour Master once the incident has ended to form part of the final incident report and provide the basis for a "wash-up" meeting.

Section 7: Sensitive Areas Response Information

Berwickshire & North Northumberland Coast European Marine Site

The Berwickshire and North Northumberland Coast European Marine Site (BNNC EMS) encompasses 635 square km of shore and sea, extending along 115km of coastline from Alnmouth in North East England, up to Fast Castle Head in South East Scotland. It includes the St Abb's and Eyemouth Voluntary Marine Reserve, the Farne Islands and Lindisfarne. The BNNC EMS comprises the Berwickshire and North Northumberland Coast Special Area of Conservation (SAC) and, for management purposes, the bird features and intertidal areas of the Lindisfarne Special Protection Area (SPA). Activities within Berwick Harbour have the potential to impact upon the qualifying features of the SAC in particular, as well as the wider EMS.

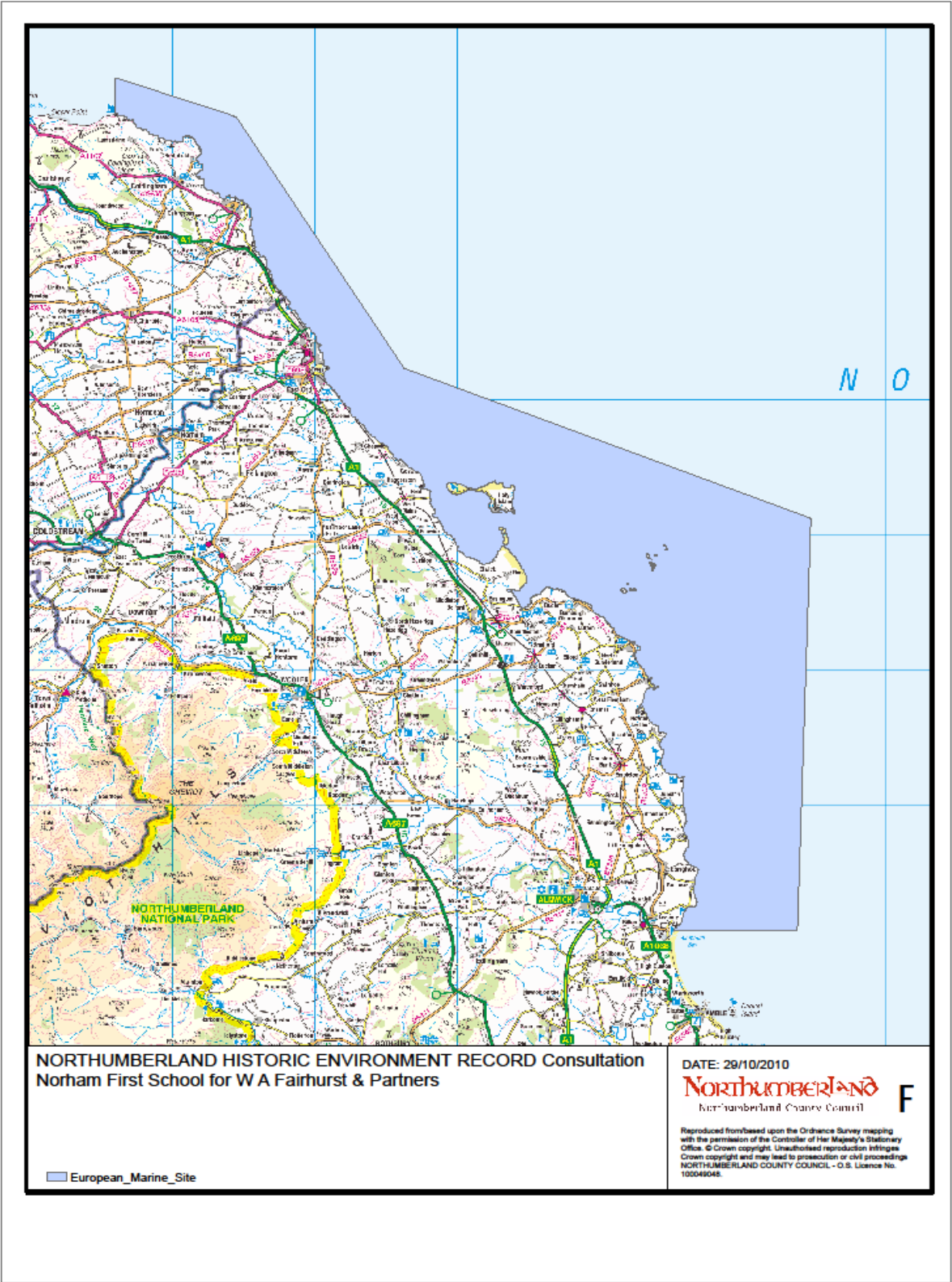
The Berwickshire and North Northumberland Coast SAC was designated in 2000 and contributes towards the important European network of Annex I habitats and Annex II species listed in the EU Habitats Directive. These include:

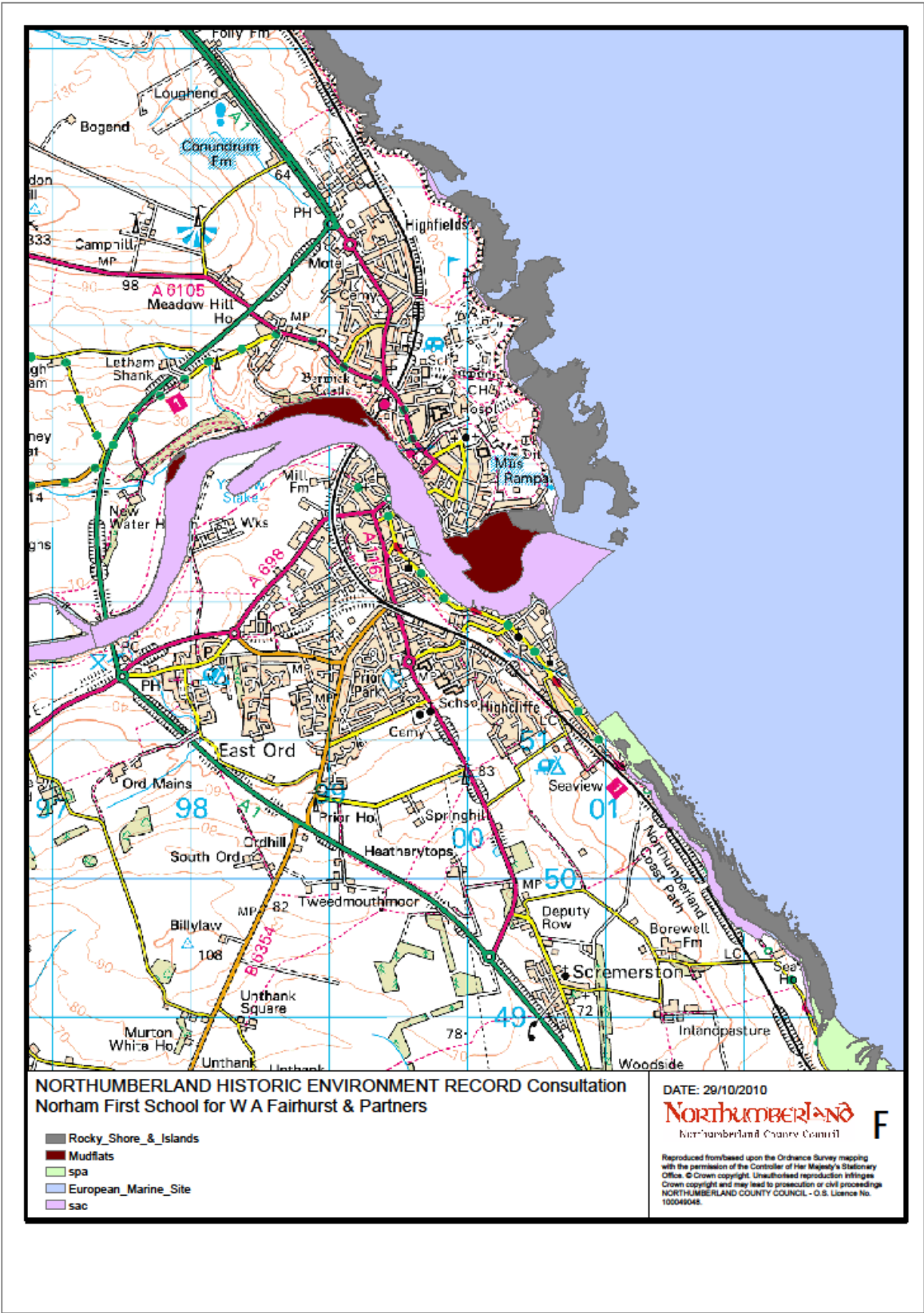
- Intertidal and subtidal rocky reefs
- Submerged and partially submerged sea caves
- Sand and mud flats
- Large shallow inlets and bays
- Grey seals

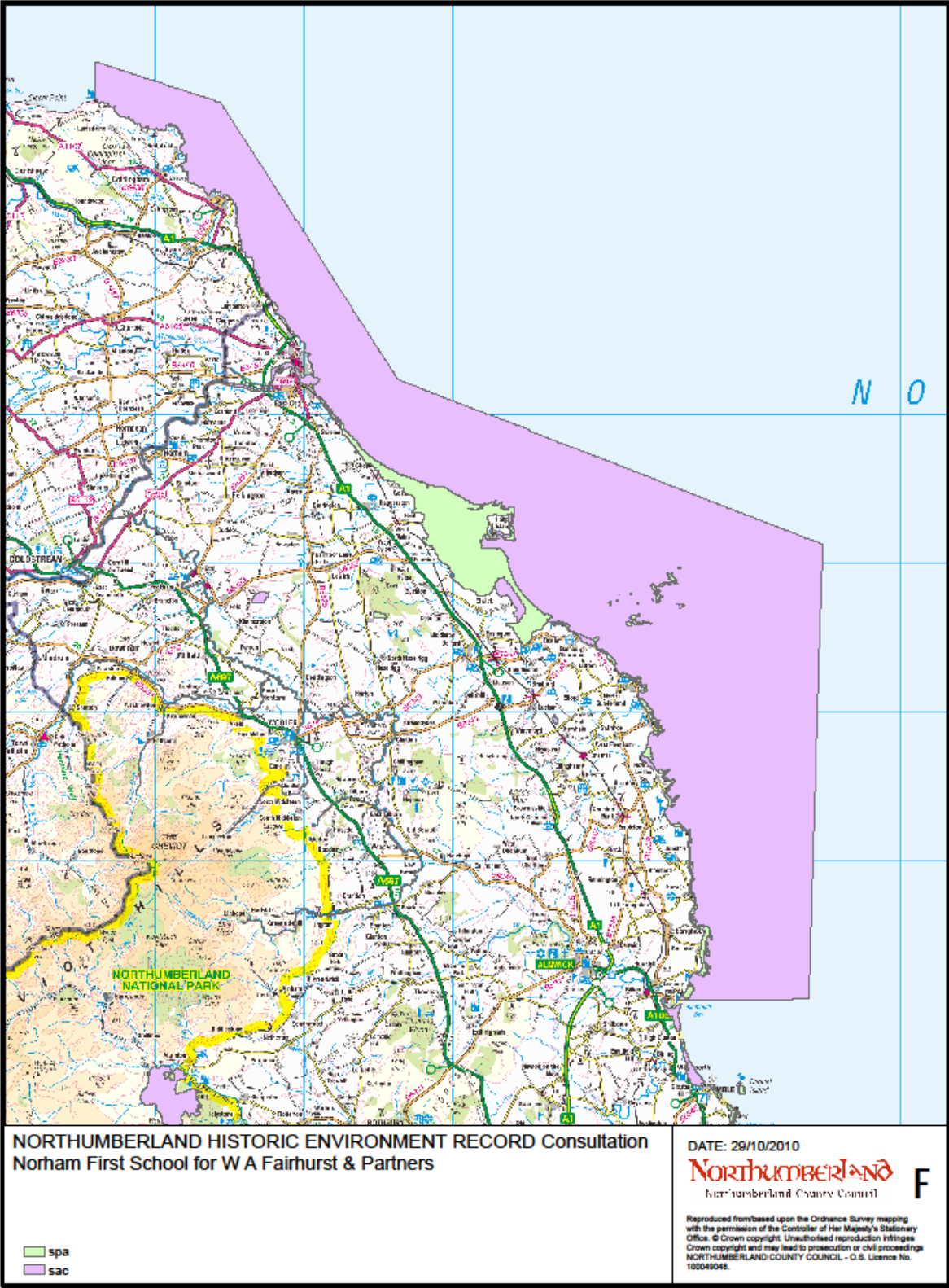
The Lindisfarne SPA lies south of Berwick Harbour. It was designated in 1992 for supporting an internationally important assemblage of waterfowl, migratory species and internationally important populations of rare bird species as identified in Annex I of the Birds Directive. The SPA is also designated under the Ramsar Convention as a wetland of international importance.

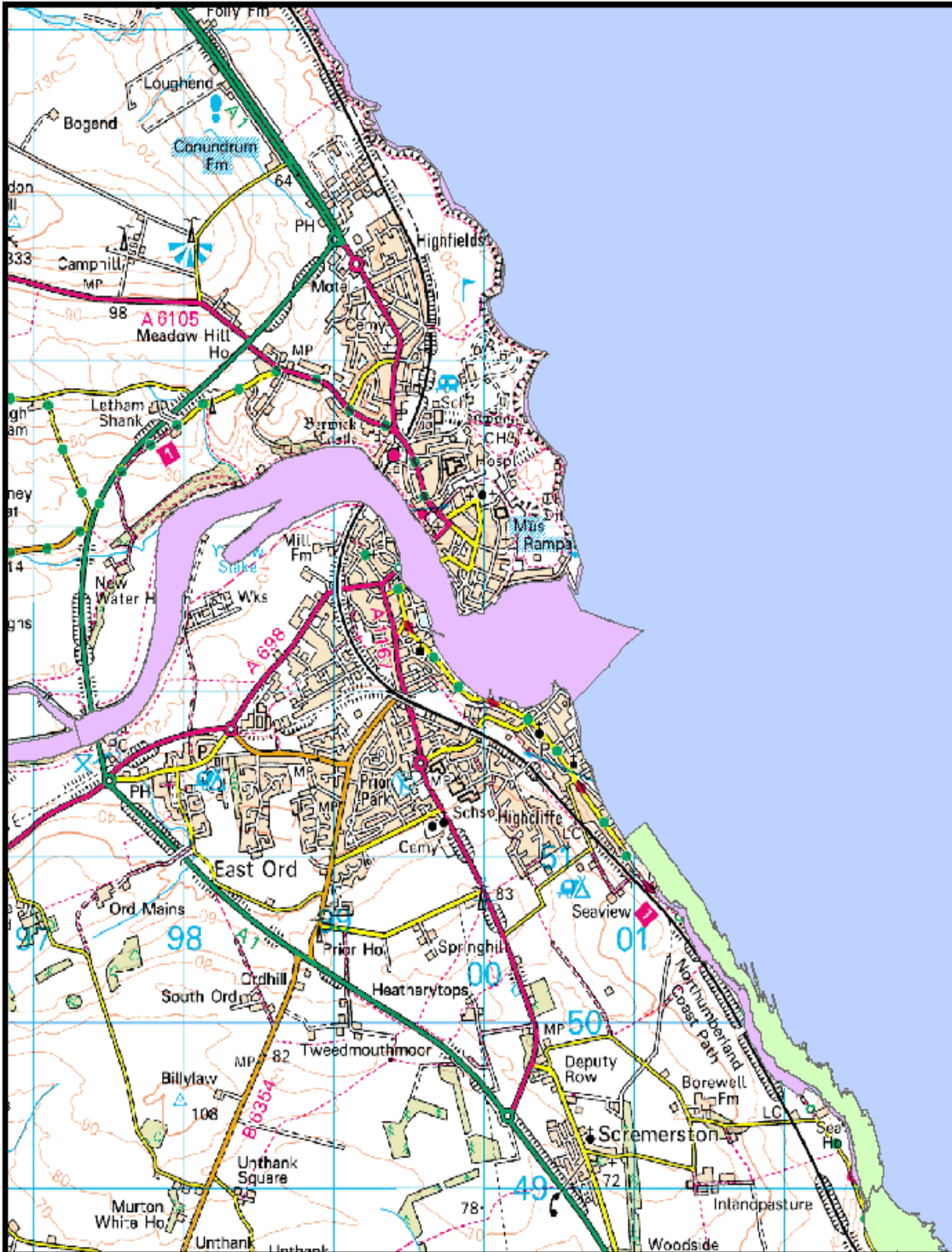
There are also other conservation designations adjacent to the port, including the Tweed Estuary SAC, the Northumberland Shore SSSI, the Marine Conservation Zone MCZ and the Tweed Catchment Rivers SSSI

The local sensitivity maps are reproduced on the following pages.









NORTHUMBERLAND HISTORIC ENVIRONMENT RECORD Consultation
Norham First School for W A Fairhurst & Partners

DATE: 29/10/2010

Northumberland
Northumberland County Council

F

- spa
- European_Marine_Site
- sac

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Scottish Natural Heritage has also advised of the following statutory designation information which can be accessed through

<http://gateway.snh.gov.uk/sitelink/index.jsp>

In addition to the European Marine Site (EMS), which you have already mentioned, there are a couple of SSSIs along the coastline adjacent to Eyemouth: Berwickshire Coast (Intertidal) SSSI; and Burnmouth Coast SSSI. Nearby at St Abb's to the north there are further designations on the coastline, including St Abb's to Fast Castle SPA which extends for a distance offshore.

St Abb's and Eyemouth Voluntary Marine Reserve (VMR) has a presence in the area. Berwick Harbour Commissioners would anticipate that in the event of an incident of oil pollution, the MCA would convene the Standing Environment Group which would have access to this information and would provide detailed, accurate and timely advice on priorities for protection so that the appropriate response strategies could be engaged.

Section 8: Report Forms and Checklists

8.1 Oil Transfer - Safety Checklist & Delivery Record, Bunkering

Company Name/Contact Details

Bunkering Safety Check List and Delivery Record

Vessel Name Number Nationality

Agents

Date Time Port/Berth

Vessel Section – To be completed by the Skipper or person responsible for fuelling the vessel – before the transfer of fuel oil commences

I certify that the following items have been checked and found to be in order:

1. My vessel is moored safely
2. There is safe access between the vessel and the shore
3. I am the crew member responsible for taking the fuel oil on board
4. All unused bunker connections are blanked off
5. All bunker tank lids are closed and secure
6. Where practicable, the scuppers are effectively plugged
7. All reception tanks have been gauged and I can take on board

..... litres of fuel oil

Signed

This section to be completed by the person making the delivery

I certify that the following has been discussed with the person responsible for taking the fuel oil on board the vessel:

1. Procedures for handling and communicating during the bunkering operation
2. Emergency shut down procedures
3. Smoking/naked light regulations are being observed

Signed

Delivery Completion

We certify that litres of fuel have been taken on board the vessel and no spillages have occurred

Signed (for vessel) (for supplier)

Print Name

8.2 CG77 POLREP Pollution Report Form email to Coastguard Operations Room on zone5@hmcg.gov.uk

To MCA –Copy to Agencies as required
From Berwick Harbour

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)

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)	

PART 2 – SUPPLEMENTARY INFORMATION TO BE PROVIDED LATER

(THIS PART MAY BE DISREGARDED WHEN POLREPS ARE FOR U.K. INTERNAL DISTRIBUTION ONLY)

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 _____

8.3 Incident Log Sheet

Incident			Date	
Name		Location		

[illegible]

8.4 Waste Disposal Action Checklist

8.4.1 Oily Liquids Recovered at Sea and Held on a Dedicated Oil Recovery Vessel:

1. Notify HM Revenue and Customs that you intend to land recovered oil.
2. Identify suitable oil handling plant (refinery) to receive the waste.
3. If 2 is not available identify a harbour with a suitable berth for handling oils.
4. Identify a suitably licensed waste carrier to take the oily liquids off the vessel.
5. Confirm the disposal route with the waste carrier.
6. Notify Regulator and confirm that the identified disposal route meets with their satisfaction. Ensure all associated paperwork, i.e. consignment notes, are retained and catalogued.

8.4.2 Oily Waste Generated from a Shoreline Clean-up Operation:

a) Direct Transportation to Appropriate Disposal Site/Treatment Site.

1. Identify suitably licensed waste carrier to remove material from site
2. Confirm with waste carrier the disposal route and ultimate disposal site. Liaise with the Regulator to ensure that the disposal strategy is acceptable.
3. Ensure all associated paperwork, i.e. consignment notes, are retained and catalogued.

b) Temporary Storage / Clean, Treat, Stabilise, Recover, Reuse.

1. Discuss requirement to establish temporary storage sites along the shoreline with the Regulator and the Local Authority.
2. If agreed, identify temporary storage sites in close liaison with the Regulator and Local Authority.
3. Instruct Oil Spill Response Contractors to construct temporary storage sites.
4. Confirm treatment methods and ultimate disposal with Regulator and Local Authority.
5. In close liaison with the Oil Spill Response Contractors agree course of action and assist with the necessary arrangements where necessary.
6. Ensure all associated paperwork is retained and catalogued.

c) Temporary Storage and then to Appropriate Disposal/Treatment Site.

1. Discuss requirement to establish temporary storage sites along the shoreline with the Regulator and the Local Authority.
2. If agreed, identify temporary storage sites in close liaison with the Regulator and Local Authority.
3. Instruct Oil Spill Response Contractors to construct temporary storage sites.
4. Identify suitably licensed waste carrier to remove material from site.
5. Confirm with waste carrier the disposal route and ultimate disposal site. Liaise with the Regulator to ensure that the disposal strategy is acceptable.
6. Ensure all associated paperwork, ie consignment notes, are retained and catalogued.

d) Take to a Refinery / Incinerator (mainly for oily liquids only).

1. Identify suitably licensed waste carrier to remove material from site.
2. Identify suitable facility to receive the waste.
3. Confirm with waste carrier the disposal route and ultimate disposal site. Liaise with the Regulator to ensure that the disposal strategy is acceptable.
4. Ensure all associated paperwork, i.e. consignment notes, are retained and catalogued.

Section 9: Press and Public Information

9.1 Press Statement

In the event of a pollution incident, it will be necessary for an efficient and comprehensive information service to be brought into action so as to:

Deal professionally with representatives of the media.

Co-ordinate and release information to the general public regarding the pollution incident and Berwick Harbour response to it.

Keep Staff and Board members informed of developments regarding the progress of the incident; in so far as it affects their responsibilities.

Minimise the pressures on those directly concerned with combating the spill.

Responsibility for media relations needs to be clearly understood and who will be required to respond.

For guidance it would be expected as follows:

Tier 1 Spill – Berwick Harbour involvement only

Tier 2 Spill – Business Unit and Berwick Harbour involvement

Tier 3 Spill – JRC established with MCA Press Office staff in attendance

It is essential that the media are provided with a “balanced” view of the incident and actions taken. Remarks like “No comment” only increase rumour and fuel unnecessary speculation. Below is the format of a Press Holding Statement that can be used by a responsible Port Authority Manager pending full details becoming available and a press release issued.

9.2 Press Holding Statement

“Berwick Harbour confirms that an incident has occurred
(State where and give brief description)at approximately (give time)hours today.

Emergency response procedures have been initiated and relevant authorities (have been/ are being) advised. All support services are being co-ordinated through the Commissioners’ incident response team and every possible effort is being made both to minimise risk to personnel at the scene and to contain and mitigate any effects.

Further information will be released, (as it becomes available at a press conference scheduled for time) today.”

Section 10: Contact Directory

10.1 Internal

Berwick Harbour:

Berwick Harbour Commission Oil Spill Contingency Plan **Initial Emergency Contact List**

Contact	Office Hours	Mobile 24hr	Email
Berwick Harbour	01289307404		info@bhcshipping.com
Scott Ferguson (Harbour Master)	01289307404	07931710156	scott.ferguson@bhcshipping.com
David Barrett (Chairman)	07852505982	07852505982	davidbarrett@mbspagriculture.co.uk
Paul Ruddick (Port Manager)	01289307404	07725860030	paul.ruddick@bhcshipping.com
Billy Johnson (Staff)	07762808024	07762808024	
Malcolm Purvis (Staff)	07596891067	07596891067	

10.2 External

Statutory Bodies:

Maritime Rescue Co-ordination Centre		
Contact	Telephone 24hr	Email
Ops room	01262 672 317	zone5@hmcg.gov.uk

MCA Counter Pollution & Response (HMCG) Counter Pollution Salvage Officer			
CPSO	Office Hours	Mobile 24hr	Email
John Woollam	020 381 72485	07824 473258	john.woollam@mcga.gov.uk

Environment Agency	0800 807060	landandwater@environment-agency.gov.uk
Emergency Services	999	
Natural England	0300 060 1200	marineincidents@naturalengland.org.uk
MMO	0300 200 2024	dispersants@marinemanagement.org.uk

Northumberland County Council Oil Contingency Planning Contacts**Civil Contingencies Team:**

Nigel Fisher is Civil Contingencies Officer with responsibility for Marine Pollution
Tel: 01670 621208 / 07747791536

For any notification of an incident whether in or out of office hours contact should be made via

Fire Control 01670 627599

who will page the Duty Civil Contingency Officer who will contact the Harbour Master

Scottish Borders Council Emergency Planning Department:	01835 824000
	01835 825056
Emergency Planning Officer	01896 752111

Marine Scotland Duty Officer	ms.spillresonse@gov.scot	07770 733423
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E: Spillresponse@marlab.ac.uk (should normally be used once initial contact has been made to the Marine Scotland-Marine Laboratory Switchboard: 01224 876544)

Met Office:	0370 900 0100	enquiries@metoffice.gov.uk
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RSPCA:	0300 1234 999
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RSPB:	01767 693680
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Northumbrian Water: 0345 717 1100

Scottish EPA:	01896 754797 / 0800 807060
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Marine Management Organisation (MMO) Emergency Contacts:

Email dispersants@marinemanagement.org.uk

Office Hours (from 0900 to 1700)

Please telephone the dedicated Spill Response Number: 0300 200 2024

A member of MMO's Marine Pollution Response Team will give immediate priority to any calls made to this dedicated number.

Outside Office House (from 1700 to 0900)

Outside office callers should call an MMO Duty Officer on:
Mobile Phone 07770 977825

If there is no reply on either of the above numbers call the 24 hours Defra Duty Room on: 0345 051 8486

The Defra Duty Room should be able to contact an officer in the Marine Management Organisation by home or mobile telephone or pager and will ask them to return your call.

Tier 2 Contractors:

Ambipar Response Ltd 01202 653558 24hr Emergency number

Ambipar Response Ltd,
Pacific House,
Hazelwick Avenue,
Three Bridges
RH10 1EX
Tel: 0203 981 4388 (General enquires)
Mobile: 07747 464384

Additional Tier 2 Resources:

Adler & Allan Limited	24/7 Emergency Response Telephone	0800 592 827 0208 555 7111
Briggs	Telephone HQ	01592 872939

Marine Assistance – North East Ports

Contact	Office Hours	After Hours	Mobile
Berwick Harbour Commissioners	01289 307404	07931710156	07931710156
Eyemouth Harbour (Scotland) Harbour Master	01890 750223	01890 751334 07758 732798	07885 742505
Holy Island Harbour Master	01289 389248	01289 389248	
North Sunderland Harbour Commission Harbour Master	01665 720033	01665 721558	
Amble – Warkworth Harbour Commission – Harbour Master	01665 710306	01665 710306	07974 898434
Blyth Harbour Commission Harbour Master	01670 352066 01670 357021	01670 352066 01670 357021	

Other:

Berwick Lifeboat 01289 306217

Swan Trust: 01289 302882 swan-trust@hotmail.co.uk

Tweed Commissioners: 01896 848294 enquiries@rtc.org.uk

Tweed Foundation: 01896 848271

National Trust: 0344 8001895 enquiries@nationaltrust.org.uk

10.3 Tier 2 Contractor

In the event of a Tier 2 or Tier 3 Incident contact:

Ambipar Response Ltd 08700 73 77 66 73

Section 11: Resources Directory

- 11.1 Tier 1** Under the direct control of Berwick Harbour.
They are situated at the dockside and are available for immediate use.

Resources:		
Absorbent Boom	49 metres	
Mini Roll	52 metres	
Absorbent Sweep	2.x 4 metres	
Absorbent Pads	450	
Fibrous Sheets	2	
lbm's	6	
Oil Spill sample kit	1	

- 11.2 Tier 2** Available from Ambipar response Ltd
Additional stocks at other bases would be utilised if required.
The call out basis for the spill contractors is within 2-4 hours.

- 11.3 Tier 3** Full Tier 3 Response back up resources -

Appendix I – STOp notices

The MCA produce guidance and information for Oil Spill contingency planning and other events in the form of STOp Notices.

Below is the complete list as of June 2021

Scientific, technical and operational advice note (STOp) 4/09

GUIDELINES FOR THE PREPARATION OF COASTAL AND ESTUARINE BOOMING PLANS

Scientific, technical and operational advice note (STOp) - 1/16

RESPONSE AND RECOVERY TO A MARITIME POLLUTION INCIDENT IMPACTING THE UK SHORELINE

Scientific, technical and operational advice note - STOp 2/16

MARITIME POLLUTION RESPONSE IN THE UK: THE ENVIRONMENT GROUP

Scientific, technical and operational advice note - STOp 3/16

WASTE MANAGEMENT GUIDANCE FOLLOWING A MARITIME POLLUTION INCIDENT IN THE UK

Scientific, technical and operational advice note - STOp 1/18

MINERAL AND VEGETABLE OIL POLLUTION – GUIDANCE FOR SHORELINE RESPONSE