



# Oil Spill Contingency Plan 2021

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## List of Plan Holders

Copy	Name	Organisation	Location
Master Copy		Associated British Ports, Ocean Gate, Atlantic Way, Southampton, S014 3QN	Harbour Master 02380 488800 <a href="mailto:steven.masters@abports.co.uk">steven.masters@abports.co.uk</a>
1	Harbour Master	Associated British Ports, Southampton	Ocean Gate
2	Deputy Harbour Master (Pilotage)	Associated British Ports, Southampton	Ocean Gate
3	Deputy Harbour Master (Marine Operations)	Associated British Ports, Southampton	Ocean Gate
4	Assistant Harbour Master (VTS)	Associated British Ports, Southampton	Ocean Gate
5	Marine Officer	Associated British Ports, Southampton	Ocean Gate
7	Coxswain (Marine Officer)	Associated British Ports, Southampton	Southampton Patrol
10	Head of Compliance	Associated British Ports, Southampton	Ocean Gate

### Revision Procedure

This plan will be reviewed annually and if required updated; such revisions/updates will take account of experience gained from exercises and/or actual spill incidents, changes in risk or port operations or legislation.

A formal review of the plan will be conducted at 5 yearly intervals and the plan re-submitted for approval.

## Amendment Record

[illegible]

## Glossary

ABP	ASSOCIATED BRITISH PORTS
AHM (VTS)	Assistant Harbour Master (VTS)
BP	British Petroleum
CCA	Civil Contingencies Act
CCTV	Closed Circuit Television
CEFAS	Centre for Environment, Fisheries and Aquaculture Science
COPO	County Oil Pollution Office
COSHH	Control of Substances Hazardous to Health
CPSO	Counter Pollution and Salvage Officer
DFT	Department for Transport
DEFRA	Department for Environment, Food and Rural Affairs
DHM	Deputy Harbour Master
EA	Environment Agency
EG	Environment Group
ELO	Environment Liaison Officer
FEPA	Food and Environmental Protection Act
FMT	Fawley Marine Terminal
HCC	Hampshire County Council
HM	Harbour Master
HMCG	Her Majesty's Coast Guard
HQ	Headquarters
HW	High Water
ITOPF	International Tanker Owners Pollution Federation
JNCC	Joint Nature Conservation Committee
LNR	Local Nature Reserve
LOPO	Local Oil Pollution Officer
LRF	Local Resilience Forum
LW	Low Water
MCA	Maritime and Coastguard Agency
MCC	Marine Control Centre
MMO	Marine Management Organisation
MOU	Memorandum of Understanding
MOD	Ministry of Defence
MPZ	Moving Prohibited Zone
MRC	Marine Response Centre
MSDS	Material Safety Data Sheet
NCP	National Contingency Plan
NE	Natural England
NGO	Non-Governmental Organisation
NMOC	National Maritime Operations Centre
NT	National Trust
OMT	Oil Spill Management Team
OSRL	Oil Spill Response Limited
P&I	Protection and Indemnity (Insurance)
PHE	Public Health England
POLREP	Pollution Report
PSP	Perenco Purbeck-Southampton Pipeline
QHM	Queens Harbour Master (Portsmouth)
RO-RO	Roll-on Roll-off vessel
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)
SCAT	Shoreline Clean up Assessment Team
SCG	Strategic Coordinating Group
SCU	Salvage Control Unit
SEG	Solent Environmental Group
SITREP	Situation Report
SMC	Sea Mounting Centre (Ministry of Defence, Marchwood)



<b>OSREP</b>	Secretary of States' Representative
<b>SPA</b>	Special Protection Area
<b>SPMUG</b>	Southampton Port Marine Users Group
<b>SSSI</b>	Site of Special Scientific Interest
<b>STOP NOTICE</b>	Scientific, Technical and Operational Advice Notice
<b>TCG</b>	Tactical Coordinating Group
<b>TPH</b>	Tonnes Per Hour
<b>VLCC</b>	Very Large Crude Carrier
<b>VTS</b>	Vessel Traffic Services

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## 1. Introduction

### 1.1 Statutory Requirement

This Oil Spill Contingency Plan has been developed to conform with the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998, No. SI 1056 (with amendment SI No 1639 of 2001), which entered effect on 15 May 1998. The plan is designed to meet the statutory responsibilities placed on the Harbour Authority for responding to oil pollution within the harbour area.

### 1.2 Purpose of the Plan

The plan is provided to assist the Harbour Authority and other relevant organisations in dealing with an accidental discharge of oil or, indeed, other polluting substances. 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.

This plan guides the Harbour Master and his Duty Officers through the decisions which will be required in an incident response. The tables, figures and checklists provide a visible form of information, thus reducing the chance of oversight or error during the early stages of dealing with an emergency.

For the plan to be effective, it must be:

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

This plan uses a tiered response to oil pollution incidents. The plan is designed to deal with Tier 1 and Tier 2 incidents, and to provide guidance for the initial response to a Tier 3 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. In this case, reference must be made to the Solent and Southampton Water Emergency Response Plan (SOLFIRE). The salvage and casualty management of any vessel, which poses a threat of pollution, are priority considerations.

During oil spill response, an 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
- decontamination
- environmental sensitivities
- record keeping
- public relations
- waste disposal

### 1.3 Scope of Plan

The plan details the contingency arrangements for responding to actual or threatened oil pollution incidents within the statutory limits of the Port of Southampton. The Port extends from its northern limit (Redbridge Causeway on the River Test and Woodmill on the River Itchen) to a line between Egypt Point and Stansore Point (south western limit) and to a line between Hillhead and Old Castle Point (eastern limit). The eastern limit of the Port of Southampton represents the western limit of the Dockyard Port of Portsmouth. The northern limit of Cowes Harbour is also the southern limit of the Port of Southampton. The statutory port area is shown in [Figure 1.1](#)

The response strategy has been developed considering the spill risks and possible sources of spillage associated with the port's operations, including those at the Esso Fawley Jetty and Refinery, the BP Hamble Jetty and Perenco Purbeck - Southampton Pipeline from Wytch Farm, the Solent Gateway, Marchwood and other marine facilities within the Port. The plan consists of three important elements:

#### **Element 1: Strategy Plan**

This describes statutory requirements and the purpose and scope of the plan, including its geographical coverage. It shows the relationship of the plan to the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP) and plans of local organisations. Also included are perceived risks, and the Incident Response Organisation and responsibilities of individuals for defined categories of spill.

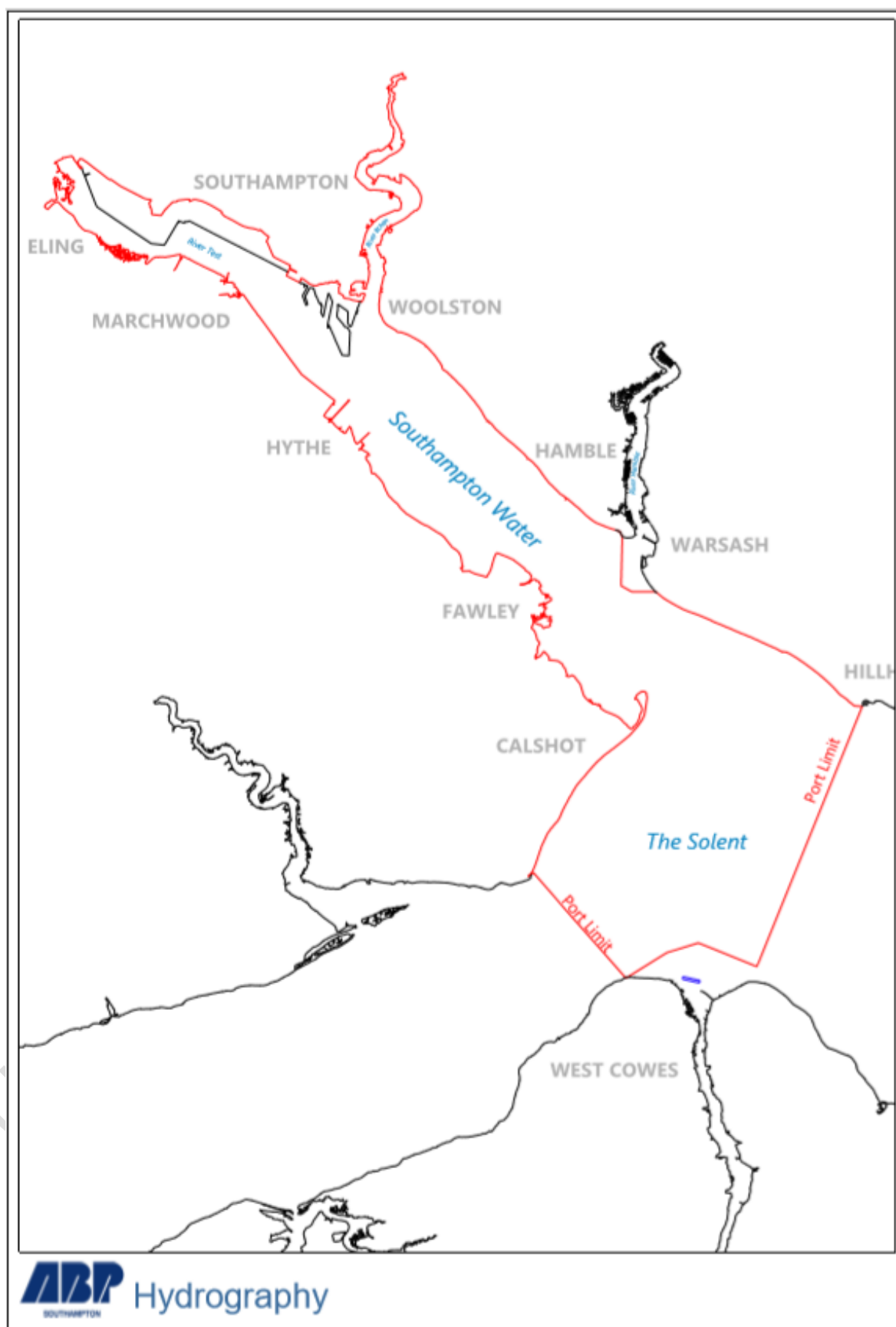
#### **Element 2: Action Plan**

This sets out the emergency procedures that will allow rapid mobilisation of resources and an early response to the situation.

#### **Element 3: Data Directory**

This contains all supplementary information relevant to the performance of the plan such as; Contact Directory, Training and Exercise Policy, Risk Assessment, Sensitivity maps, Roles and Responsibilities of Government and Other Agencies, Resources Directory and Product Information Sheets.

**Figure 1.1**



## 1.4 Interfacing Oil Spill Contingency Plans

See [Figure 1.2](#) below

### 1.4.1 Oil Company and Local Installation Plans

See [Figure 1.2](#) and Appendices [1a](#) and [1b](#)

**BP Oil UK** operates an oil installation at Hamble, importing ground fuels and jet fuel and exporting crude oil. BP has published a contingency plan which details its response to Tier 1 incidents at the Hamble site. BP will initiate the appropriate first response actions in the event of an oil spill at their installation: these will include immediately informing the Harbour Master via the Duty Assistant Harbour Master (VTS) who will activate the appropriate notification procedure. BP will either complete the clean-up to the satisfaction of the Harbour Master, or in the event of larger spills, will deploy their resources as directed by the Oil Spill Management Team (OMT) convened at Southampton VTS Marine Response Centre.

**Perenco Wytch Farm (PWF)** exports Wytch Farm crude oil to the Hamble Oil Terminal. Perenco has published a Contingency Plan which details its response to Tier 1 to Tier 3 incidents from its well sites / flow line / gathering station / pipeline operation. This plan interfaces with the Hamble Terminal OSC Plan, Fawley MT OSC plan (for the pipeline section through Essa Fawley Refinery) and ABP Southampton's OSC Plan (for the pipeline under Southampton Water). Perenco will initiate the appropriate initial response actions via its Gathering Station Central Control Room (GSCCR), which will include informing the Harbour Master, via the Duty Assistant Harbour Master (VTS), who will activate the appropriate notification procedure. Perenco will either complete the clean up to the Harbour Master's satisfaction or will deploy its resources as directed by the OMT convened at Southampton VTS.

**Esso Petroleum Company** has individually published a contingency plan which details its response to Tier 1 and Tier 2 incidents at the Fawley site. Esso will initiate the appropriate first response actions in the event of an oil spill at their installation: these will include immediately informing the Harbour Master via the Duty Assistant Harbour Master (VTS) who will activate the appropriate notification procedure. Esso will either complete the clean-up to the satisfaction of the Harbour Master, or in the event of larger spills, will deploy their resources as directed by the Oil Spill Management Team (OMT) convened at Southampton VTS, or at the Esso Site.

**Solent Gateway Limited, Marchwood** has also published its own plan for response to spill incidents at Tier 1, 2 and 3 levels. Solent Gateway will initiate the appropriate response in each case, including immediately notifying the Harbour Master via the Duty Assistant Harbour Master (VTS), for activation of the appropriate Port response, and activating call out of the MOD Emergency Spillage Response Contractor. Again, Solent Gateway will either complete the clean-up to the satisfaction of the Harbour Master, or in the event of larger spills, will deploy its resources as directed by the Oil Spill Management Team (OMT) convened at the Southampton VTS.

Copies of the Esso, SMC, Marchwood and Solent Gateway Limited plans are available on the Southampton VTS website at:

[http://www.southamptonvts.co.uk/Port\\_Information/Emergency\\_Planning/Oil\\_Spill\\_Contingency/](http://www.southamptonvts.co.uk/Port_Information/Emergency_Planning/Oil_Spill_Contingency/)

#### 1.4.2 Local Authority Plans

In the event of actual or threatened shoreline impact, the appropriate unitary, district or county authority plan(s) will be implemented. The level of activation will be dictated by the incident classification (refer to [Section 1.7](#)).

The interfacing plans are:

No.	Owner	Title
1.	Hampshire County Council	Coastal Pollution Plan
2.	Southampton City Council	Oil and Chemical Pollution Plan
3.	Eastleigh Borough Council	Oil and Chemical Pollution Plan
4.	New Forest District Council	Oil and Chemical Pollution Plan
5.	Fareham Borough Council	Emergency Response Plan
6.	River Hamble Harbour Authority	Oil Spill Contingency Plan

In addition, where there is a possibility that oil may impact on the northern shoreline of the Isle of Wight there will be close liaison with the Isle of Wight Council and an interface with the Isle of Wight Council's Marine Pollution Response Plan and Cowes Oil Spill Response Plan.

#### 1.4.3 Adjacent Harbour Authority Oil Spill Plans

The western limit of the Dockyard Port of Portsmouth also represents the eastern limit of the Port of Southampton. There are similar boundaries between Southampton and the Hamble River and Southampton and Cowes Harbour. Where the possibility exists that spilled oil may migrate to, or from, adjacent harbour areas, close liaison will be maintained between the Harbour Authorities.

While each Harbour will activate its own oil spill contingency plan for oil on its water, Southampton will act in support of the response for a spill that has originated in an adjacent harbour. Where a spill that has originated in the Southampton area threatens an adjacent harbour a representative of that harbour will be invited to attend the Oil Spill Management Team (OMT) at Southampton VTS (MRC).

#### 1.4.4 Marinas within the Port Area

The Port has several large yacht marinas within it, such as Hythe Marina Village, Ocean Village Marina, Shamrock Quay, Saxon Wharf and Town Quay. All have spill plans, assets and training levels commensurate with their activities. Marina Developments Limited (owner of the 4 first named marinas) has Tier 1 and 2 contracts with Cleansing Service Group (CSG) and spill bags and salvage pumps available at their sites. Town Quay is an ABP marina and has trained staff and suitable equipment for immediate response and access to ABP's Tier 2 contract with Adler & Allan.

#### 1.4.5 National Contingency Plan (NCP)

In the event of a large oil spill incident which calls for national resources to be deployed, a Tier 3 response, the Maritime and Coastguard Agency may decide to establish a Marine Response Centre (MRC) to contain, disperse and remove potential pollutants from the scene. This MRC will be established at the most appropriate location, which may be at Southampton VTS, MCA headquarters in Southampton or at the National Maritime Operations Centre (NMOC) at Fareham.

During a shipping incident, The Secretary of States' Representative (SOSREP) will monitor and tacitly approve response actions and proposals. SOSREP role was created as part of the Government's response to Lord Donaldson's Review of Salvage and Intervention and their command and control. SOSREP will oversee, control and, if necessary, intervene and exercise 'ultimate command and control' acting in the over-riding interest of the UK in salvage operations within UK waters, involving vessels when there is a significant risk of pollution.

In certain circumstances, SOSREP is empowered to establish a Salvage Control Unit (SCU) and to take over command of all operations. Should this situation arise, there will be a formal hand-over of responsibility for dealing with the incident and the Port's oil spill response resources and facilities will be made available to SOSREP.

The SCU's primary role 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 or on the environment. The SOSREP determines the requirement for an SCU taking into consideration the nature and scale of the incident. It will operate close to the incident site, at an appropriate location, as suggested above.

ABP Southampton's offices and all facilities would be made available to SOSREP in such circumstances.

When pollution threatens the shoreline, a Tactical Co-ordinating Group (TCG) and Strategic Co-ordinating Group (SCG) will be established and will exercise overall co-ordination of the shoreline clean-up in accordance with the procedures and guidance given in the National Contingency Plan. The appropriate members of the Port's Oil Spill Management Team will re-deploy to the TCG / SCG and/or the MCA MRC as required (See Sections [2.5](#) & [2.6](#))

#### 1.4.6 The SOLFIRE Plan

SOLFIRE is a contingency plan developed to deal with any marine emergency or non-routine incident occurring within the Dockyard Port of Portsmouth, the Port of Southampton and Cowes Harbour Areas of Responsibility. This area is known as the SOLFIRE Area.

For the purposes of the plan "marine emergency or non-routine incident" includes all forms of marine related security, counter terrorist and environmental emergencies involving vessels underway or at anchor in the SOLFIRE Area.

The SOLFIRE Plan has been produced jointly by the Harbour Authorities of ABP Southampton, QHM Portsmouth and Cowes Harbour Commission, in consultation and agreement with the Maritime and Coastguard Agency, other emergency



services and relevant local authorities. The Plan considers The National Contingency Plan, the Home Office crisis management model and responsibilities for firefighting at sea.

This plan is intended to provide the command, control and communications structure to draw together and co-ordinate adequate resources to deal with any marine emergency occurring within the SOLFIRE Area. It is interfaced with and may be supplemented by other contingency and action plans held by the emergency services, local authorities, commercial facilities and marine related companies, which will be activated as necessary in response to an incident. The SOLFIRE Plan is available at:

[http://www.southamptonvts.co.uk/Port\\_Information/Emergency\\_Planning/Solfire/](http://www.southamptonvts.co.uk/Port_Information/Emergency_Planning/Solfire/)

### 1.5 Consultation

The following authorities and organisations have been formally consulted during the preparation of this plan:

- Natural England
- Environment Agency
- Marine Management Organisation
- Hampshire County Council
- Maritime and Coastguard Agency

The requirements of these authorities and organisations have been considered and they have individually confirmed their general agreement to the plan details.

In addition, consultations have taken place with adjacent harbour authorities, local district and unitary councils and Isle of Wight Council.

### 1.6 Risk Assessment

Cause	Assessed Risk	Credible Spill Quantity (Tonnes)
Grounding in Thorn Channel	Low	>100 cargo, <50 fuel
Grounding in Southampton Water	Low	<50 fuel
Collision underway	Low	>500 crude, >100 fuel
Berthing incident	Low	<1,000 crude, <1,000 fuel
Tug impact	Low	>1,000 crude, <500 fuel
Oil Transfer Operations	Low/Moderate	<100 crude, <25 fuel oil
Oil tanker breakout	Low	>100 crude
Oil tanker hull failure	Low	>700 crude
Pipeline failure	Remote	<600 crude, <200 fuel
Bunkering Operations	Low/Moderate	<5 fuel / marine gas oil
Ship to ship transfers	Low	<5 slops / fuel

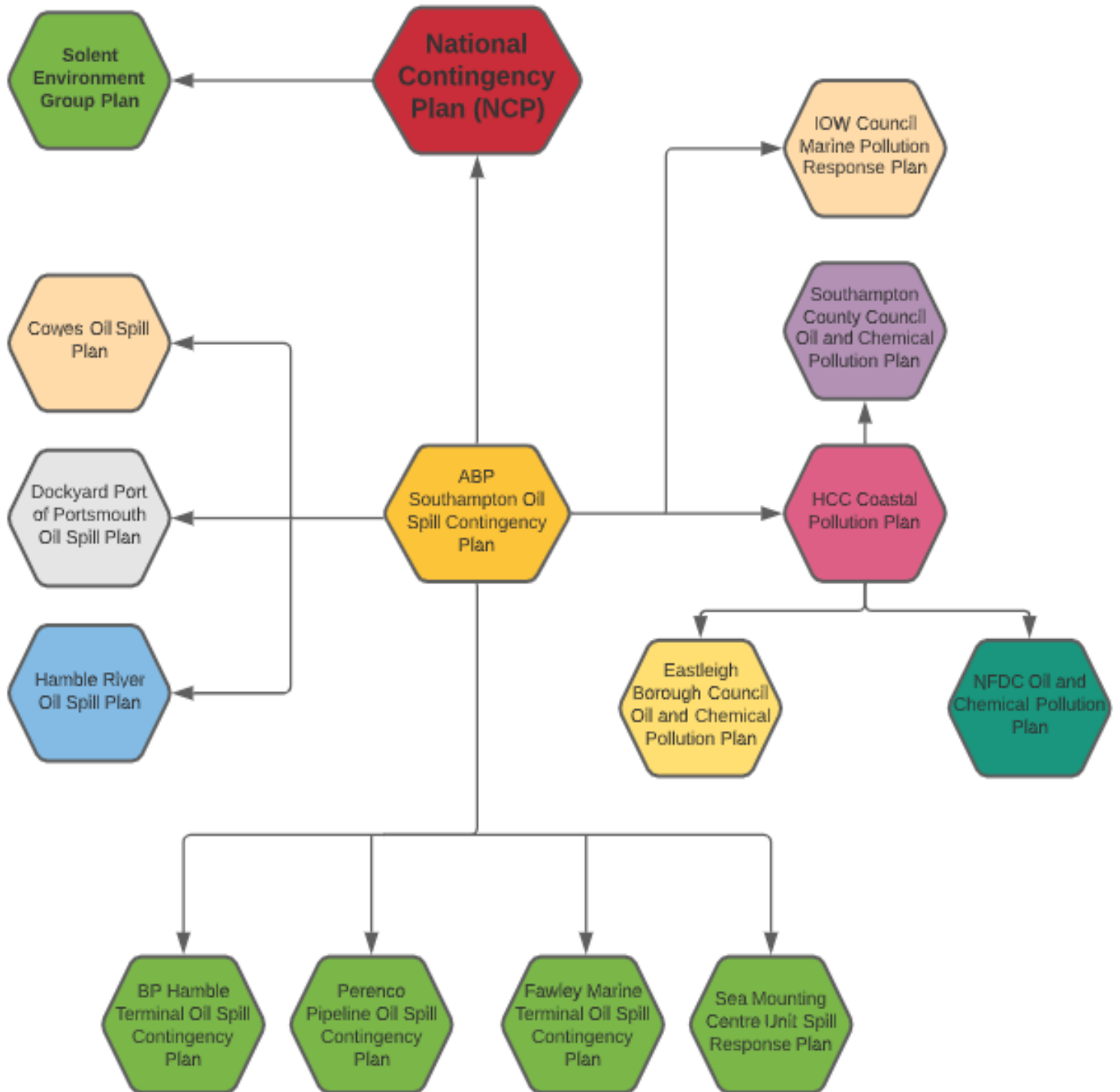


Effluent discharge	Low	<20 various
Miscellaneous sources	Moderate	<1 diesel/ lubes

**Note:** The credible spill quantities for tankers have been estimated for conventional vessels. However, the risk of spillage, and the quantities involved, as a result of grounding, collision, berthing incident or tug impact will continue to diminish as more double hulled vessels and tankers with protectively located ballast tanks enter service. Improved navigation systems and berthing tools will reduce the incidence of manoeuvring and berthing incidents.

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**Figure 1.2** Interfacing Oil Spill Contingency Plan



## 1.7 Classification of Oil Spills

<b>Tier 1</b>
Small operational type spills that may occur within a location as a result of daily activities. The level at which a response operation could be carried out successfully using individual resources and without assistance from others.
<b>Tier 2</b>
A medium sized spill within the vicinity of a company's location where immediate resources are insufficient to cope with the incident and further resources may be called in on a mutual aid basis. A Tier 2 incident may involve Local Government.
<b>Tier 3</b>
A large spill where substantial further resources are required and support from a national (Tier 3) or international cooperative stockpile may be necessary. A Tier 3 incident is beyond the capability of both local and regional resources. This is an incident that requires national assistance through the implementation of the National Contingency Plan and will be subject to Government controls.

## 1.8 Tidal Movement of Oil on Southampton Water

Southampton water is subject to the unusual phenomenon of a 'Double High Water' tidal effect. A full tidal cycle lasts approximately 13 hours with the flood tide lasting about 7 hours, a 2 hour stand at high water and an ebb tide of about 3 hours. The short duration of the ebb tide makes for a greater velocity of flow. Maximum tidal rates of up to 3.8 knots are experienced in the central Solent and 1.8 knots in Southampton Water during a spring ebb tide. Neap and flood tidal rates are considerably less.

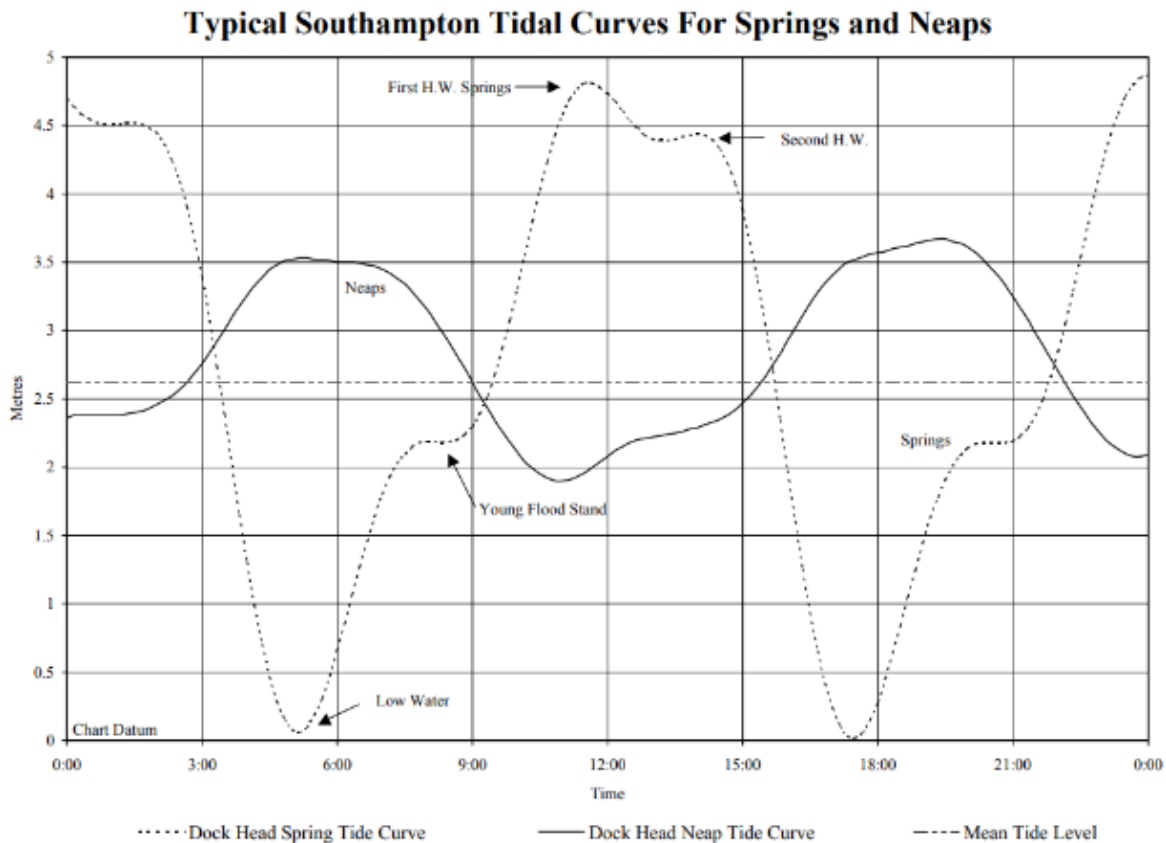
Movement of oil in Southampton Water is likely to be parallel to the shoreline. It will be either in a north-westerly or south-easterly direction, in line with the flood or ebb tidal flows, dependant also on the effect of wind force and direction. Slack water occurs for 2 hours between the Southampton 1<sup>st</sup> and 2<sup>nd</sup> High Waters. Additionally, a considerable slackening of the flood tide occurs 2 hours after Low Water in a local effect known as the 'Young Flood Stand' which is particularly pronounced over spring tides. This lasts for about 2 hours before the final accelerated rise to High Water.

Tidal flows in the Central Solent are complex but flow with maximum rate to the west on an ebb tide off Cowes Harbour, midway between the Southampton 1<sup>st</sup> and 2<sup>nd</sup> High Waters. The VTS Centre Southampton is equipped with live tidal information from tide gauges.

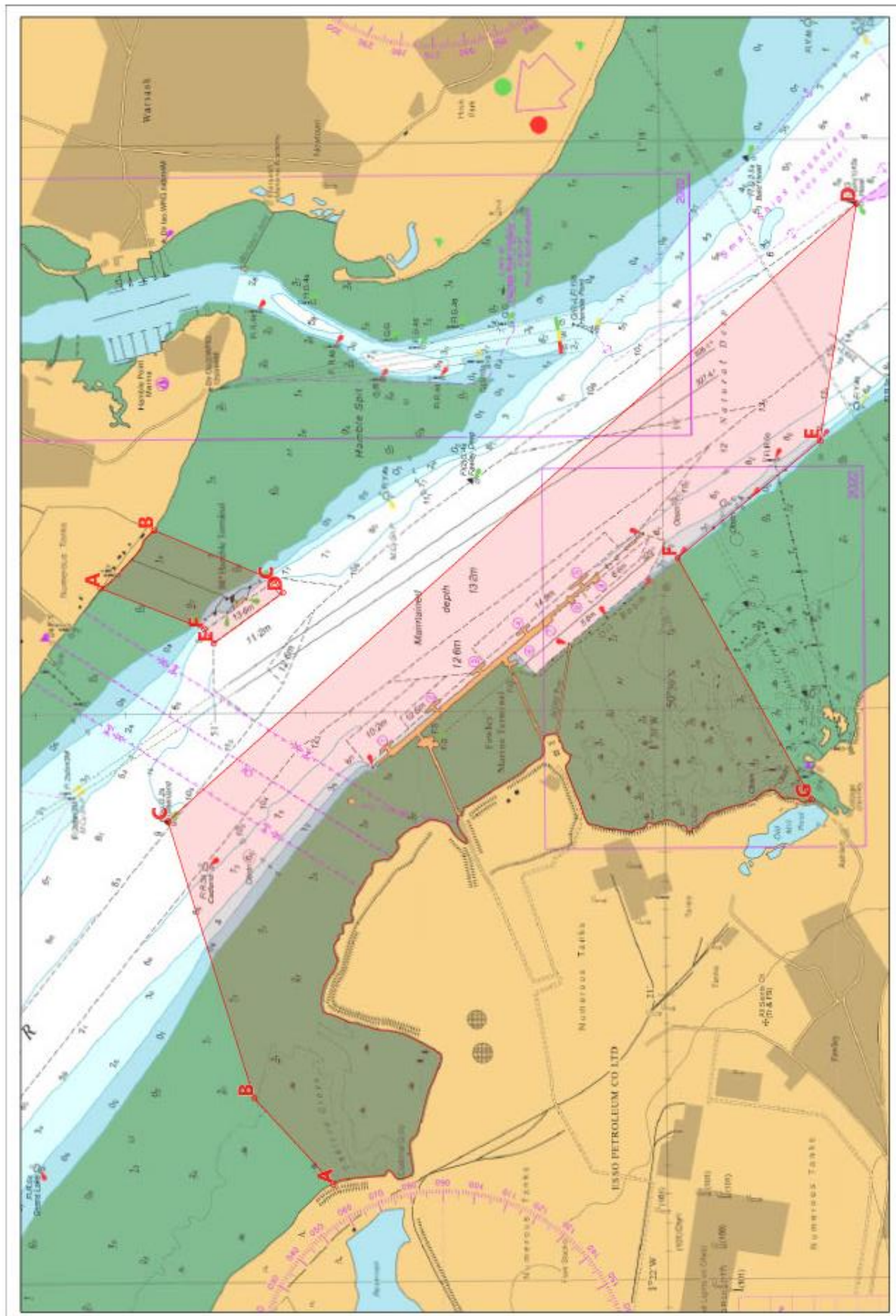
Station	Wind Dir	Wind Sp	Gust Sp	Tide	Vis
Bramble	356 N	8.5 ↑	9.1 ↑	3.91 ↓	23.1 ↓
Calshot	002 N	7.7 ↓	8.4 ↓	3.99 ↓	10.6 ↑
Hythe					13.8 ↑
Dock Head	301 WNW	4.3 ↓	5.4 ↓	4.02 ↓	
Town Quay	-	-	-	4.04 ↓	30.4 ↑
Berth 105					17.8 ↑
Marchwood	275 W	6.8 ↓	10.0 ↓	3.95 ↓	
Bury SG					30.9 ↑
Itchen (North)					5.3 ↑
Nab Tower	287 WNW	4.0 ↓	6.0 ↓		
Cowes				3.77 ↓	10.8

Additionally, for assistance in the prediction of the tidal movement of oil, experienced harbour pilots are always available and ABPmer possesses a complex mathematical model of Solent tides.

**Figure 1.3 Southampton Tidal Curves**



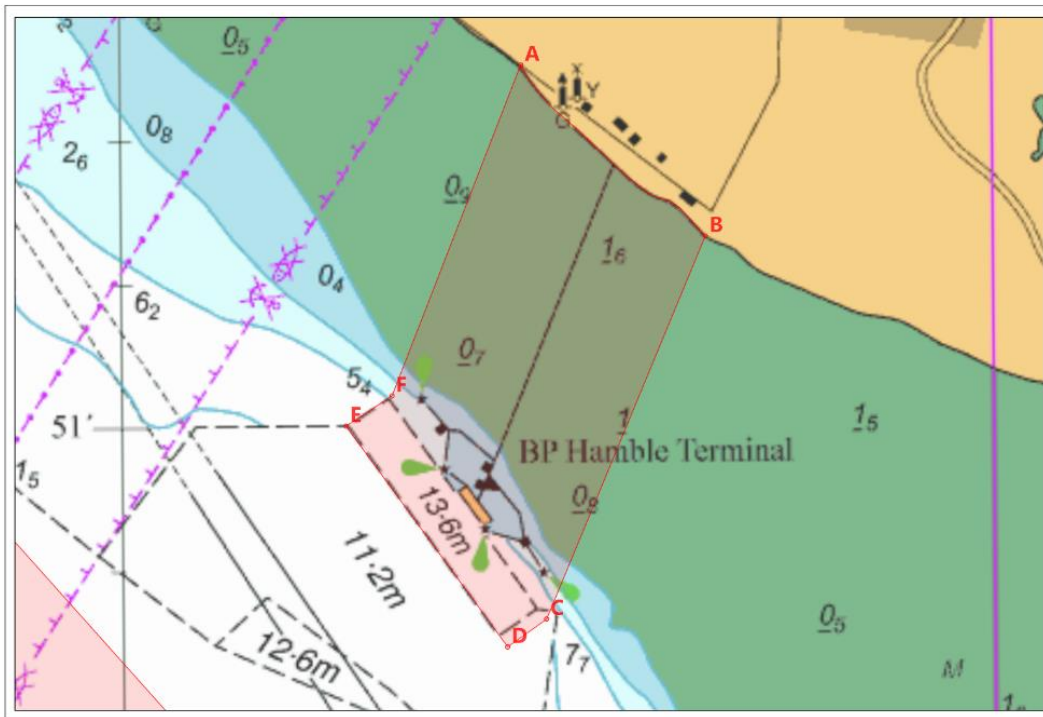
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**Appendix 1a** Fawley Marine Terminal and BP Hamble Terminal Areas of Responsibility


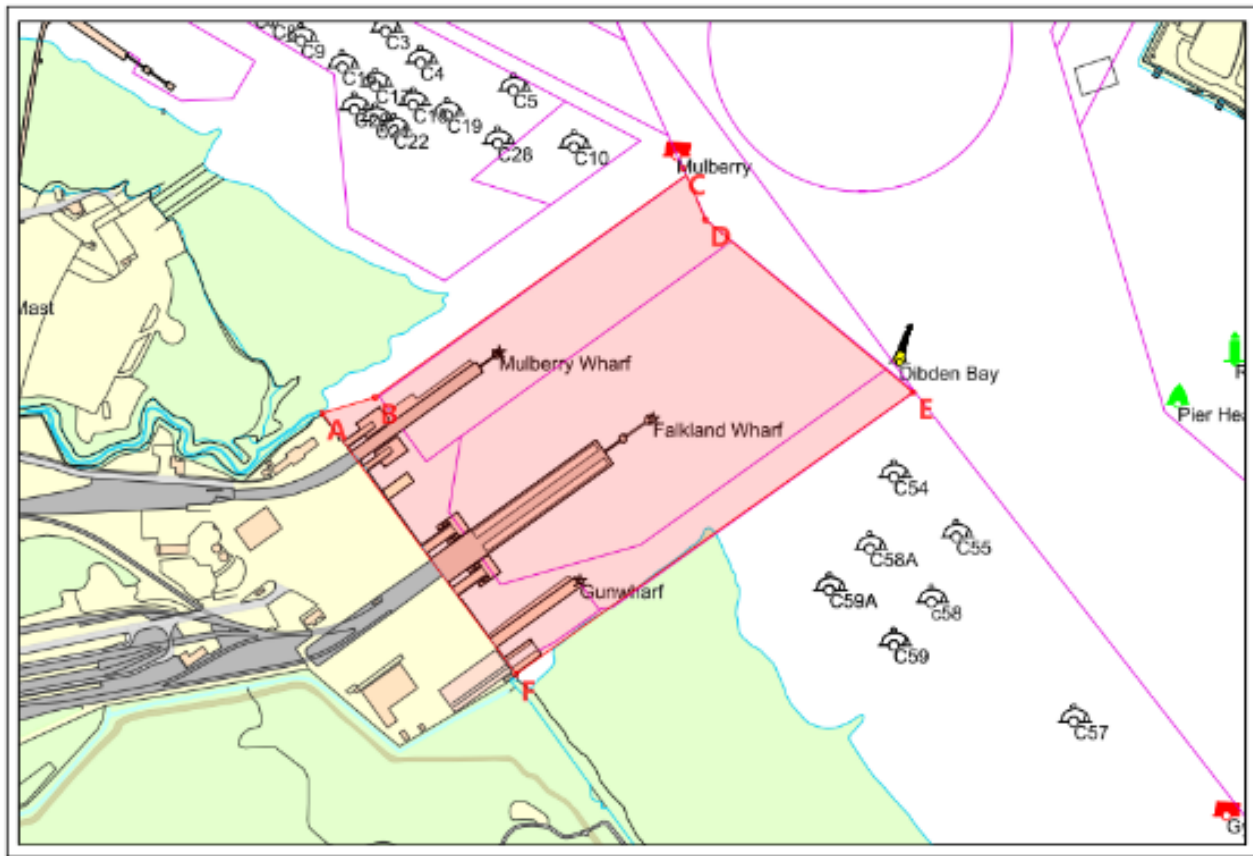


**Fawley Co-ordinates:**

	Description	Latitude	Longitude	X	Y
A	Cadland Creek	50 50.71 N	01 21.57 W	445086	105331
B	Cadland Creek Mile Marker 1	50 50.89 N	01 21.26 W	445442	105658
C	Greenland Buoy	50 51.07 N	01 20.29 W	446583	106014
D	Hook Buoy	50 49.52 N	01 18.14 W	449131	103174
E	Oil Pollution Pile 13	50 49.61 N	01 18.97 W	448153	103323
F	Oil Pollution Pile 9	50 49.93 N	01 19.38 W	447670	103911
G	Ashlett Creek North Bank	50 49.64 N	01 20.23 W	446674	103358

**BP Hamble Co-Ordinates:**


	Latitude	Longitude	X	Y
A	50 51.22 N	01 19.47 W	447543	106292
B	50 51.10 N	01 19.26 W	447783	106070
C	50 50.83 N	01 19.45 W	447577	105575
D	50 50.81 N	01 19.49 W	447526	105539
E	50 50.96 N	01 19.66 W	447317	105825
F	50 50.98 N	01 19.61 W	447376	105864

**Appendix 1b** Port of Marchwood, Area of Responsibility

**SMC Marchwood and Solent Gateway limited Co-Ordinates**

	Latitude	Longitude	X	Y
A	50 53.64 N	01 25.36 W	440594	110723
B	50 53.65 N	01 25.31 W	440651	110740
C	50 53.78 N	01 25.03 W	440987	110989
D	50 53.75 N	01 25.00 W	441011	110933
E	50 53.65 N	01 24.81 W	441237	110745
F	50 53.48 N	01 25.18 W	440805	110438

**Note:** Mulberry Wharf and Falkland Wharf are covered by Solent Gateway Limited, Gunwharf Quay is controlled by SMC, Marchwood (MoD).

## 2. Incident Response Organisation

### 2.1 Harbour Master

The Harbour Master (or his nominated deputy) has overall responsibility for the conduct of spill response operations and for casualty / salvage management within the Port. He will be supported in his role by ABP personnel and by the Oil Spill Management Team.

### 2.2 Oil Spill Management Team (OMT)

An Oil Spill Management Team (OMT) will, in general, be established at Southampton VTS, under the chairmanship of the Harbour Master for Tier 2 and Tier 3 incidents. The OMT will provide the command and control structure to co-ordinate and direct the marine response to the incident. The OMT will, as required, consist of representatives from the following organisations and authorities.

Management Team	Advisory and Support Team
Harbour Master Oil Company (if appropriate) SMC Marchwood (if appropriate) Vessel Owners P & I Club Salvor (if appropriate) MCA (if appropriate)	Adler and Allan Hampshire County Council Coastal District / Borough Councils Environment Agency Natural England MMO Associated British Ports

The OMT, under the chairmanship of the Harbour Master, may use all response agencies and available assets as necessary to deal with the incident.

In the event of a Tier 3 incident and the implementation of the National Contingency Plan, the OMT will assist the MCA and appropriate members of the OMT will re-deploy to the TCG or SCG as required.

Southampton VTS will remain active unless superseded by the MCA Marine Response Centre (MRC). 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 the MCA.

### 2.3 Protracted Incidents

Most incidents experienced in the port in recent years have been dealt with within the period of a 12-hour watch, or at longest over 2 -3 days. However, consideration must be given to a major incident which could take weeks or longer to resolve.

The Marine Department operates on a 5-watch basis for all operational staff (VTS, launch crew, Berthing Officers etc) and maintains full operational capability 24/7/365. Whilst normal out of hours numbers are limited (4 VTS staff, 2 launch crew, 1 Berthing Officer, plus a Duty Harbour Master), these can be quickly augmented from off watch staff to ensure operational capability is maintained or enhanced as necessary.

The Duty Harbour Masters' roster is 3 strong and, whilst the normal duty period is 1 week in 3, for any major incident a 2-watch roster, with 2 Duty Harbour Masters in



each, would quickly be instigated and would be sustainable over a longer period. The AHM (Leisure & Compliance) would join the 3 strong normal group to achieve this.

In the event of a major incident at one of the oil terminals within the port, port staff would be augmented on the ground by terminal staff and additionally by staff employed by respective Tier 2 Contractors.

Members of the Oil Spill Management Team would need to arrange reliefs from within their own organisations to ensure 24/7 requirements could be met. Incident response would be coordinated by the OMT leaving port operational staff to maintain the port's operations as close to normality as the incident allowed and ensure business as usual.

## 2.4 Tier 1 Incident

### 2.4.1 Oil Terminals and Local Installations

See also [Section 2.10: Response at Fawley Marine Terminal](#)

The terminal / installation involved will immediately inform the Duty Harbour Master via the Duty Assistant Harbour Master (VTS) who will in turn activate the notification procedure. The terminal/ installation will activate their own response centre and will initiate the appropriate response actions. The Harbour Master will send a senior representative to monitor the response being taken. That representative will advise the Harbour Master whether control of the response should be transferred to Southampton VTS Marine Response Centre if the spill is extending or migrating beyond the immediate vicinity of the terminal, or that the response being taken is considered inappropriate.

### 2.4.2 All Other Harbour Areas including Dock Complexes

The Duty Assistant Harbour Master (VTS) will initiate the appropriate response actions and will immediately advise the Duty Harbour Master and activate the notification procedure (Section 3). After the Duty Harbour Master has relieved the Duty Assistant Harbour Master (VTS), management of the response will be in line with the established day-to-day management structure of the Harbour Master's Department (see Figure 2.1).

## 2.5 Tier 2 Incidents

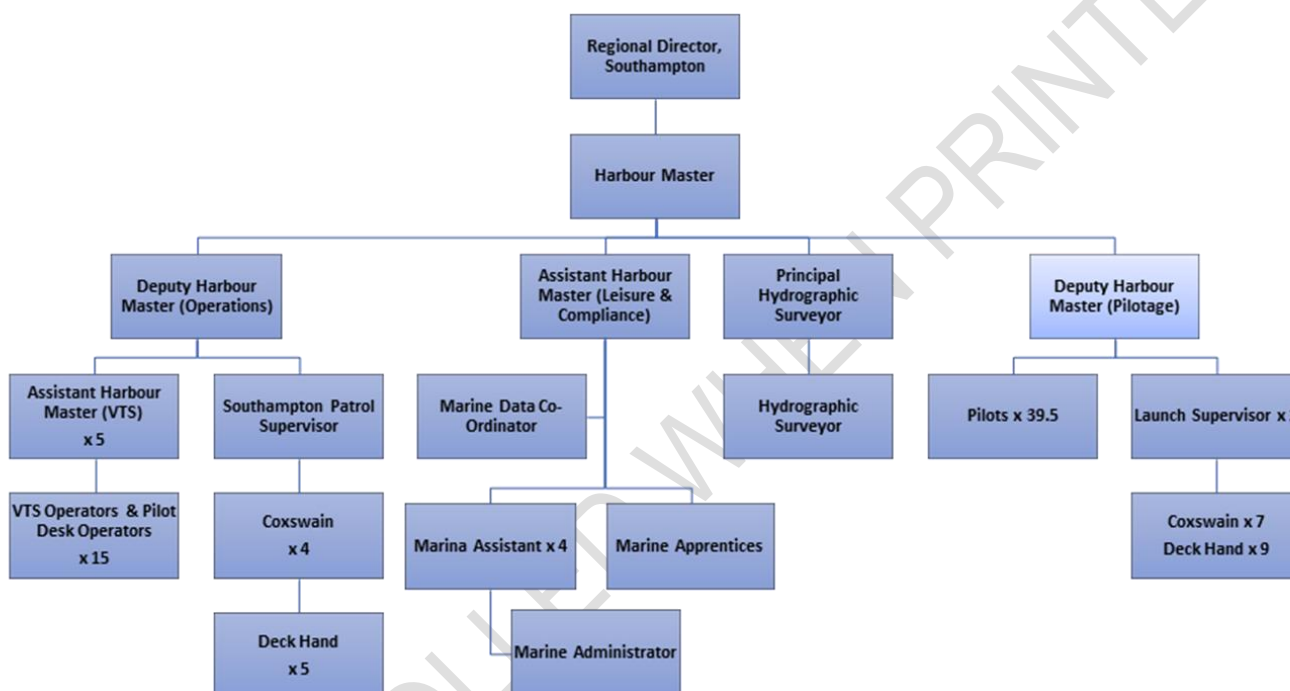
See also [Section 2.10: Response at Fawley Marine Terminal](#)

In addition to the actions described above and the activation of the notification procedure, the Harbour Master will decide whether to set up an Oil Spill Management Team and, in the event of an oil company involvement, whether the OMT will operate from the Southampton VTS Marine Response Centre or from the oil company's response centre. Depending on the circumstances of the incident, the OMT will include representatives from the following organisations and authorities:

1	Harbour Authority	<input type="checkbox"/>
2	Adler and Allan	<input type="checkbox"/>
3	Environment Agency	<input type="checkbox"/>
4	Oil Companies/ Installations (terminal spill or as required)	<input type="checkbox"/>
5	Hampshire County Council	<input type="checkbox"/>
6	Natural England	<input type="checkbox"/>

7	MMO (Marine Management Organisation)	<input type="checkbox"/>
8	Coastal District/Borough Council(s) (as appropriate)	<input type="checkbox"/>
9	Salvor	<input type="checkbox"/>
10	P & I Club / ITOPF	<input type="checkbox"/>
11	MCA	<input type="checkbox"/>
12	Vessel Owners	<input type="checkbox"/>
13	Solent Environment Group	<input type="checkbox"/>

**Figure 2.1 Normal Organisational Structure**



## 2.6 Tier 3 Incident

In addition to the actions described above for Tier 1 and Tier 2, for a Tier 3 incident an Oil Spill Management Team, under the chairmanship of the Harbour Master, will be established at the Southampton VTS Marine Response Centre and will include representatives from the following organisations and authorities:

1	Harbour Authority	<input type="checkbox"/> T/S CG
2	Adler and Allan	<input type="checkbox"/> T/S CG
3	Environment Agency	<input type="checkbox"/> T/S CG
4	Oil Companies/ Installations (terminal spill or as required)	<input type="checkbox"/> T/S CG
5	Hampshire County Council	<input type="checkbox"/> T/S CG
6	Natural England	<input type="checkbox"/> T/S CG
7	MMO (Marine Management Organisation)	<input type="checkbox"/> T/S CG
8	Coastal District/Borough Council(s) (as appropriate)	<input type="checkbox"/> T/S CG
9	ITOPF (International Tanker Owners Pollution Federation)	<input type="checkbox"/> T/S CG
10	P & I Club	<input type="checkbox"/> T/S CG

11	Salver (if appointed)	<input type="checkbox"/>
12	Police	<input type="checkbox"/> T/S CG
13	Hampshire Fire & Rescue Service	<input type="checkbox"/> T/S CG
14	MCA Counter Pollution and Salvage Officer	<input type="checkbox"/> T/S CG
15	MCA - HM Coastguard	<input type="checkbox"/>
16	Vessel Owners	<input type="checkbox"/>
17	Adjacent Harbour Authorities (as appropriate)	<input type="checkbox"/>
18	Solent Environment Group	<input type="checkbox"/>

## 2.7 Tactical Coordinating Group (TCG) and Strategic Coordinating Group (SCG)

The implementation of the National Contingency Plan will involve establishment of a Tactical Coordinating Group (TCG) and a Strategic Coordinating Group (SCG) under the chairmanship of a senior police officer, or senior local authority officer if there is no immediate threat to life. These Groups will cover many of the functions previously carried out by the Shoreline Response Centre when pollution threatens the coastline. The SCG's primary function is to co-ordinate the overall strategic shoreline response and clean-up activity. For an incident within ABP Southampton's statutory area, it is highly likely that the SCG will be established at Hampshire Police HQ at Netley, with a fall-back location at Hampshire County Council's Offices in Winchester. Appropriate members of the OMT (as indicated at 2.2 above) will re-deploy as requested by the MCA and Hampshire County Council. The OMT / TCG will retain responsibility for tactical marine response to the incident. Hampshire and Isle of Wight Local Resilience Forum Emergency Response Arrangements will also be activated at the TCG and SCG.

## 2.8 Environment Group

The Environment Group provides a single advisory line on public health and environmental issues at sea to all response cells. 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) and this may be integrated with the Environment Group. At the outset of an incident, at sea, the MCA triggers the formation of an Environment Group to provide advice requiring a local, regional or national response. The local Standing Environment Group, the Solent Environment Group (SEG), covers The Solent area and the MCA co-ordinates its contact details and call out arrangements. The SEG comprises the statutory environmental regulators, fisheries departments, nature conservation bodies and public health bodies plus a range of specialist public sector and non-government organisations. The SEG enables a co-ordinated and timely environmental input to more localised or specialised incidents.

The SEG may be stood up as a precautionary approach when there is potential for incident escalation. In more minor incidents, the SEG remains a 'virtual' group responding with advice when requested. The SEG's remit is advisory and it has no powers of direction or enforcement. The regulatory functions of individual members of the SEG will be exercised outside the Group structure and function.

Further detail on The Environment Group in Maritime Pollution Response in the UK may be found in STOp Notice 2/16 at

<https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>).

## 2.9 Simultaneous Oil Spills

If a second simultaneous oil spill occurs within the harbour area, then the Duty Assistant Harbour Master (VTS) will make an initial assessment of the priority for response based on the initial report. He/she will task the Harbour Patrol launch to the spill of greater priority and a second launch, as available, to the other spill. Following reports from the scene of the spills the response priorities will be re-assessed. Adler and Allan have the capability to respond to two simultaneous oil spills.

## 2.10 Response Specific to Fawley Marine Terminal (FMT)

### 2.10.1 Specific to Fawley Marine Terminal.

There are several different elements to the response to an oil spill at the Terminal. Spills are categorized as per the table below:

Category	Management Team Location		Lead
Tier 1	ESSO Fawley		Esso
Tier 2	'A'	ESSO Fawley	Esso
	'B'	ESSO Fawley or Southampton VTS Marine Response Centre (MRC)	Harbour Master
Tier3	Southampton VTS MRC		Harbour Master

In the event of a spill, FMT will inform VTS by phone, followed by a faxed / emailed copy of the Spill Report Form (template at [2.10.11](#)) which will confirm the nature and extent of the spill and the Tier allocated. The Assistant Harbour Master (VTS) to commence spill actions, as per this Plan, relevant to the indicated Tier - thus Tier 1, Tier 2 etc. Notifications should be commenced based on the assessment provided.

FMT will clarify the required Tier 2 response by suffixing Tier 2 with 'A' or 'B' - Tier 2 A indicates that the spill remains within the Fawley Marine Terminal

Area of Responsibility and capability to recover and Tier 2 B that the spill extends beyond the FMT Area of Responsibility and capability to recover. As can be seen above, depending on whether Tier 2A or 2B will dictate where the Oil Spill Management Team will close-up and who will be the lead.

The Defined Area of Responsibility is detailed in the following table:

	Latitude	Longitude	Description	X	Y
<b>A</b>	50 50.74 N	01 21.66 W	Cadland Creek	445086	105331
<b>B</b>	50 50.92 N	01 21.35 W	Cadland Creek Mile Marker 1	445442	105658
<b>C</b>	50 51.11 N	01 20.38 W	Greenland Buoy	446583	106014
<b>D</b>	50 49.56 N	01 18.23 W	Hook Buoy	449131	103174
<b>E</b>	50 49.65 N	01 19.06 W	Oil Pollution Pile 13	448153	103323
<b>F</b>	50 49.97 N	01 19.47 W	Oil Pollution Pile 9	447670	103911
<b>G</b>	50 49.67 N	01 20.32 W	Ashlett Creek North Bank	446674	103358

The area of responsibility is derived from the expected location an oil slick would migrate to within 1 hour, from its source at FMT.

The reference points detailed above are physical, easily identifiable land & sea marks.

[Appendix 1A](#) above illustrates the location of Fawley Marine Terminal & the boundary for Tier 1 & 2 incidents.

### 2.10.2 Harbour Master

At Tier 2A level (as defined in [2.10.1](#)), FMT has overall responsibility for the conduct of spill response operations with the Harbour Master's assistance. At Tier 2B level the Harbour Master (or his nominated deputy) has overall responsibility for the conduct of spill response operations and for casualty/salvage management within the Port and Southampton Water.

### 2.10.3 Oil Spill Management Team (OMT) for Fawley based Incidents

The OMT will provide the command and control structure to co-ordinate and direct the incident response. The OMT will typically consist of representatives from the following organisations and Authorities:

MANAGEMENT TEAM	ADVISORY/ SUPPORT TEAM
Harbour Master Environment Agency Oil Company (if appropriate) Hampshire County Council	Oil Spill Response (OSR)/Adler and Allan District/ Borough Councils Vessel Owners Natural England Marine Management Organisation (MMO) P & I Club Salver (if appropriate) MCA (if appropriate) Associated British Ports (ABP): Administration Public Relations Finance and Accounts

The OMT, under the chairmanship of the Harbour Master, irrespective of where located may use all response agencies and available assets as necessary to deal with the incident.

The table below shows the preferred location of the OMT dependent upon the category of the spill incident.

Category	Management Team Location		Lead
Tier 1	ESSO Fawley		Esso
Tier 2	'A'	ESSO Fawley	Esso
	'B'	ESSO Fawley or Southampton VTS Marine Response Centre (MRC)	Harbour Master
Tier 3	Southampton VTS MRC		Harbour Master

Respective organisation charts are shown in Section [2.10.10](#).

In the event of a Tier 3 incident and the implementation of the National Contingency Plan, the OMT will assist the MCA and appropriate members of the OMT will deploy to the MCA MRC, TCG and SCG.

The Southampton VTS MRC or Fawley Marine Terminal Control Room will remain active unless superseded by the MCA MRC.

#### 2.10.4 Tier 1 Incidents

Response will be as per [Section 2.4](#)

#### 2.10.5 Tier 2 Incidents

##### TIER 2

Medium release within defined area of responsibility, which is likely to impact on the shoreline or migrate outside of the defined area.

Tier 2 is divided into two levels of response:

**Tier 2 'A'** a release which can be contained, recovered and dispersed by the use of support personnel and equipment that can be readily deployed. e.g. tugs, sorbent boom etc. by Fawley Refinery and its associated specialist contractor (OSR).

**Tier 2 'B'** a release which requires substantial commitment of the ABP Southampton Oil Spill Contingency Plan and may involve regional assistance with the response being managed under the chairmanship of the Harbour Master.

FMT will activate the response for a Tier 2 category in the same way as a Tier 1 or, may re- categorise a Tier 1 if the pollution is likely to migrate outside the Tier 1 area of responsibility, or if it is likely that the pollution will reach the shoreline.

#### 2.10.6 Tier 2A Incident

An Oil Spill Management Team will include representatives from the following organisations. The team will be in **Room 4B EPCo Admin building**.

Organisation	
1	Port of Southampton (Duty Harbour Master)
2	Hampshire County Council & Coastal District/Borough Council(s) (as advised by HCC)
3	Environment Agency
4	Fawley Site Representative (Environmental Group Head)
5	Hamble Harbour Master
6	Natural England



**2.10.7 Tier 2B Incident**

An Oil Spill Management team, under the Chairmanship of the Harbour Master, will be established at the Southampton VTS Marine Response Centre or at the MCC at FMT.

Depending on the circumstances of the incident, the OMT will typically include representatives from the following organisations and authorities:

Organisation	
1	Port of Southampton (Duty Harbour Master)
2	Environment Agency
3	ESSO Fawley Site Management Representative
4	Hampshire County Council
5	Hamble Harbour Master
6	Natural England

The following organizations and authorities will be included within the OMT as required:

7	Marine Management Organisation (MMO)
8	Coastal District/Borough Council(s) (as advised by HCC)
9	Salvor
10	P & I Club / ITOPF
11	MCA
12	Vessel Owners
13	Oil Spill Response / Adler and Allan
14	Solent Environment Group

The above list is not exhaustive. Further contacts may be appropriate as the incident develops.

**2.10.8 Tier 3 Incident**

An Oil Spill Management Team, under the chairmanship of the Harbour Master, will be established at the Southampton VTS MRC and will typically include representatives from the following organisations and authorities:



1	Port of Southampton (Harbour Master)
2	Oil Spill Response Ltd / Adler and Allan
3	Environment Agency
4	ESSO Fawley Site OSR Team or other Oil/Terminal OSR Team (if applicable)
5	Hampshire County Council
6	Natural England
7	Marine Management Organisation (MMO)
8	Coastal District/Borough Council(s) (as advised by HCC)
9	ITOPF (International Tanker Owners Pollution Federation)
10	P & I Club

11	Salvor (if appointed)
12	Police
13	Hampshire Fire and Rescue Service
14	British Telecom
15	MCA - Principal Counter Pollution & Salvage Officer.
16	HM Coastguard
17	Vessel Owners
18	Adjacent Harbour Authorities (as appropriate).
19	Solent Environment Group

**NB.** Any oil spill volume calculations should be made in accordance with the Bonn Agreement Oil Appearance Code - Reference Part 3, Annex A of the Bonn Agreement Aerial Operations Handbook, 2016.

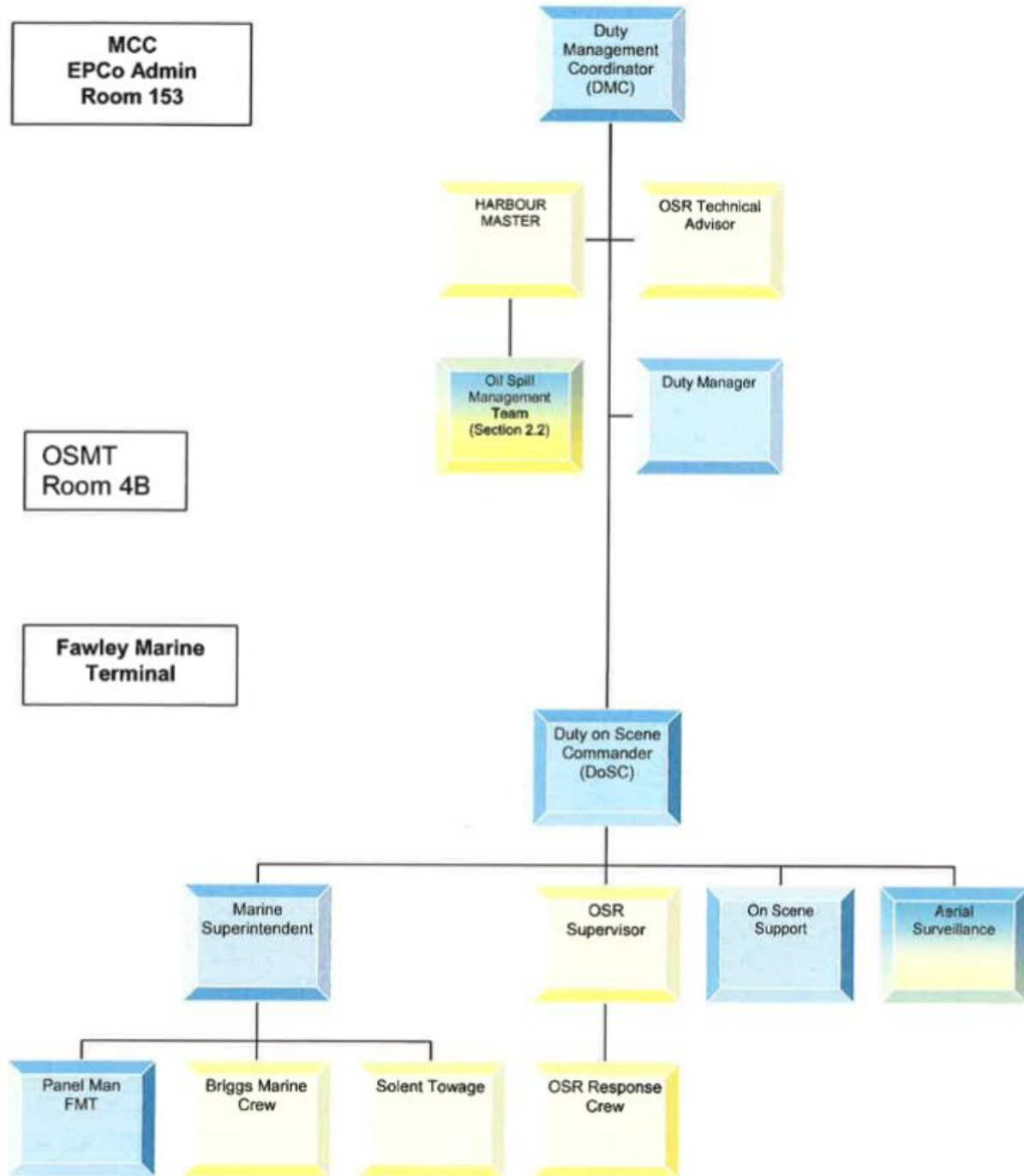
The full handbook can be downloaded from:

[https://www.bonnagreement.org/site/assets/files/1081/aerial\\_operations\\_handbook.pdf](https://www.bonnagreement.org/site/assets/files/1081/aerial_operations_handbook.pdf)

**In a declared Tier 3 incident, the Oil Spill Management Team will remain in charge until the MCA implements the National Contingency Plan and establishes a Marine Response Centre.**

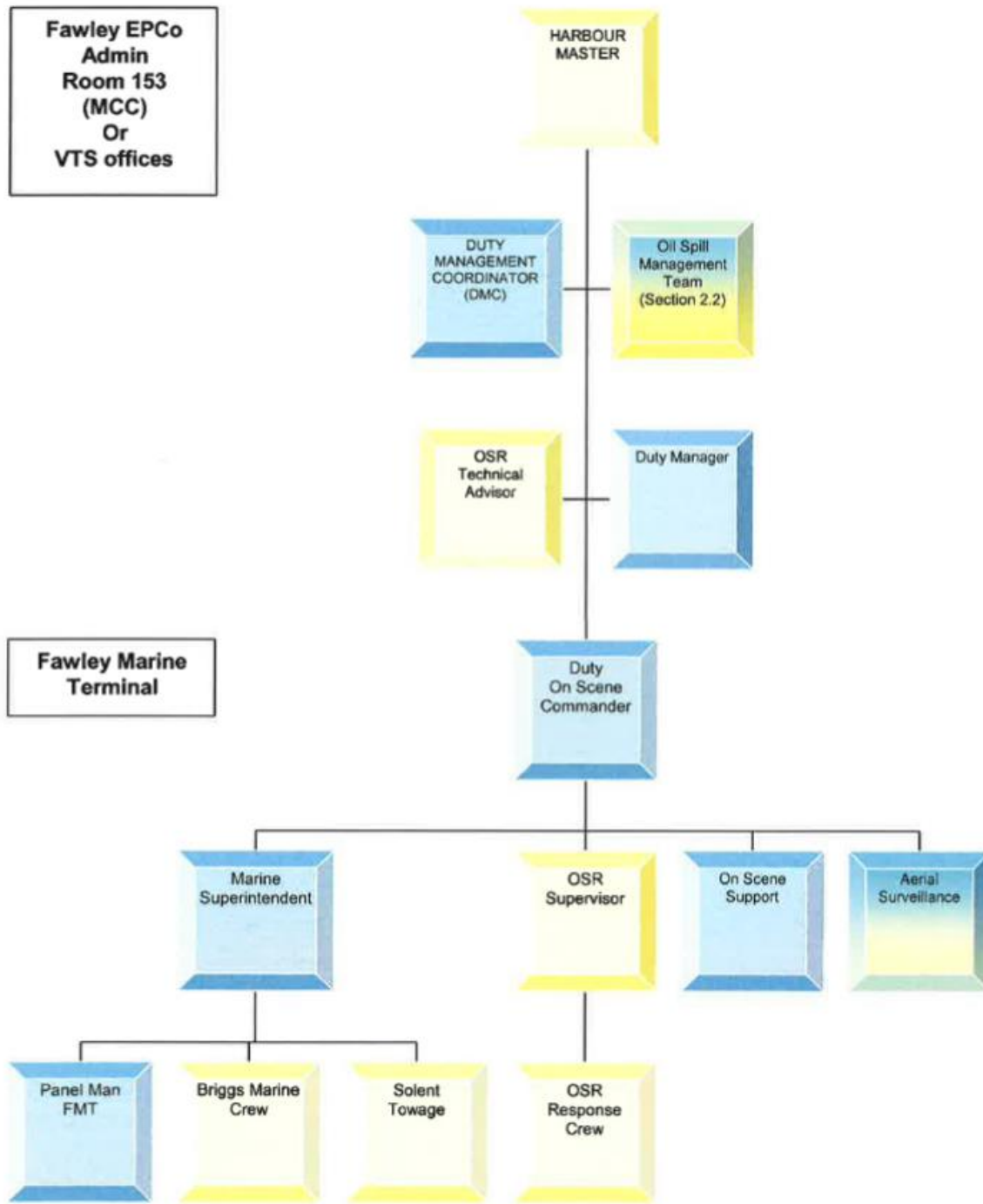
## 2.10.9 Tier 2A Response – Organisational Chart

# TIER 2A



### 2.10.10 Tier 2B Response – Organisational Chart

Oil Spill Management Team Organisation Chart – Fawley Site



### 2.10.11 Oil Spill Reporting Form

This form can be found on the Oil Spill Contingency Plan 2021: Supporting forms document, section 1.1

### 2.10.12 Oil Spill Progress Report for FMT

This form can be found on the Oil Spill Contingency Plan 2021: Supporting forms document, section 1.2

## 3. Reporting Procedures

### 3.1 Use of Section

This section sets out the reporting and notification procedures which should be followed if an oil spill occurs within the harbour area. Copies of reporting forms can be found in the supplementary document Oil Spill Contingency Plan 2021: Supporting Forms.

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 the Duty Assistant Harbour Master (VTS). The POLREP CG77 form can be found at the Oil Spill Contingency Plan 2021: Supporting Forms document, section 3.1.**

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 MCA-HM Coastguard is noted in the appendices to this section; the appendices also include POLREP CG77 and an Oil Spill Progress Report.

### 3.2 Prevention of Oil Pollution Acts 1971 & 1986

These Acts place an obligation on persons to immediately report to the Harbour Master an oil spill which enters, or threatens to enter, Southampton Water. Persons include port users, vessel Masters, oil companies and industrial firms with water frontage.

### 3.3 Notification Matrices

The Duty Assistant Harbour Master (VTS) will implement the following notification matrix in accordance with the category of oil spill incident declared.

*Note: The matrices below give the primary telephone contact numbers; alternative telephone and facsimile numbers are included in Section 9.*

#### Tier 1 Incident

2.1 Contact checklist can be found in the OSCP: Supporting Forms document, section

#### Tier 2 Incident

2.2 Contact checklist can be found in the OSCP: Supporting Forms document, section

**Note 1:** On notification of a Tier 2 incident the VTS Assistant Harbour Master (VTS) will confirm that an Oil Spill Management Team (OMT) will be established at Southampton VTS Marine Response Centre (or an alternative location if appropriate) and that, having been notified, attendance at the OMT is required.

**Note 2:** For all Tier 1 and Tier 2 incidents, the Contact Check List in the supporting document is to be used to record the notification time for each authority informed.

### Tier 3 Incident

Contact checklist can be found in the OSCP: Supporting Forms document, section 2.3.

Hampshire County Council will additionally alert the following for Tier 2 and 3 Incidents:

- British Telecom (Emergency Installation)
- County Departments as necessary
- West Sussex County Council
- Dorset County Council
- Waste Disposal Contractors

**Note 1:** On notification of a Tier 3 incident the VTS Assistant Harbour Master (VTS) will confirm that an Oil Spill Management Team (OMT) will be established at Southampton VTS Marine Response Centre (or an alternative location if appropriate) and that, having been notified, attendance at the OMT is required.

### Appendix 3A: Regulation Extract

Extract from Statutory Instrument 1998 No. 1056 Regulation 4 Paragraph 6

#### 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.

and as amended by SI 2015 No 386 Regulation 6 Paragraph 12:

“(9) Every responsible person must-

- (a) maintain equipment and expertise relevant to the oil pollution emergency plan which is approved in respect of matters for which the person is responsible;
- (b) ensure that such equipment and expertise is available for use at all times;
- (c) make such equipment and expertise available to the authorities

responsible for the execution of the National Contingency Plan;

- (d) undertake exercises to maintain relevant expertise for the implementation of the plan, including interaction with the National Contingency Plan;
- (e) retain evidence of those exercises; and
- (f) provide such evidence to the Secretary of State, if so required by the Secretary of State by written notice.

### **Appendix 3B - Guidelines to Information Required by MMO in Considering Request for Dispersant Spraying Approval**

As much of the following information as possible should be provided when requesting approval.

- Name of authority or organisation requiring approval.
- Name of contact and telephone and fax number used.
- Locality of spill preferably in degrees (but could be grid reference or description such as "Western end of King George Dock" or "Length of river between power station and oil refinery").
- Oil type or description of appearance if not known. If crude - what type?
- Quantity of oil spilled - preferably in tonnes.
- Source of spill.
- Potential for further spill.
- Description of slick - including dimensions and colour.
- Volume and name of dispersant for which approval is requested.
- Other methods of response being applied or considered and assistance being sought (e.g. MFA, Environment Agency).
- Local fisheries considerations (such as seasonal fisheries, advice given to fishermen).
- Local wildlife considerations (e.g. whether migrant birds are present).
- Tide - type and speed, and time of HW/LW particularly.
- Wind and weather (such as "Moderate breeze NW" "Overcast drizzle").
- Sea state.

## 4. Action Sheets

Action Sheets must be used for the following positions. All Action Sheet Templates can be found at the Oil Spill Response Contingency Plan 2021: Supporting Forms document, in section 5.

- Duty Assistant Harbour Master (VTS)
- Duty Coxswain (Marine Officer) - Southampton Patrol
- Duty Harbour Master
- Oil Terminal Representative (Oil Terminal Spill)  
*Fawley Marine Terminal, BP Hamble Terminal and Solent Gateway, Marchwood Spill*

### 4.1 Oil Spill Incident Checklist

The checklists are intended to promote consistency of approach by all personnel involved in the incident response. All checklists can be found on the Oil Spill Contingency Plan 2021: Supporting Forms document

- **Oil Spill Assessment Checklist {C1}.**

This checklist ensures that the initial assessment of the oil spill is accurate and all aspects likely to affect the classification such as quantity, oil type and likely fate of the spilled oil, are investigated thoroughly. Form can be found at OSCP 2021: Supporting Form section 4.5

- **Incident Briefing Checklist {C2}.**

This checklist ensures that all personnel involved in the management of the incident are given a thorough briefing and are then able to give a consistent and effective briefing to personnel under their control during the incident. Form can be found at OSCP 2021: Supporting Form section 4.6

- **Personal Log Checklist {C3}.**

This checklist ensures that all personnel involved in the incident response record correct and relevant information throughout the operation; consistent logs and records can then be submitted to the Harbour Master for his use in subsequent reports and actions. Form can be found at OSCP 2021: Supporting Form section 4.7

- **Oil Spill Sampling Checklist {C4}.**

This checklist outlines the sampling procedure to be followed by ABP Berthing/Marine Officers attending an oil spill. It also summarises the guidance given in MCA STOp Notice 4/2001, "... Collection and Handling of Oil Samples". Following the guidance ensures that samples of enough quantity will be taken, sealed, labelled and handled correctly. Form can be found at OSCP 2021: Supporting Form section 4.8



**Appendix 4A: Adler and Allan Activation and Notification Procedure****Adler & Allan ACTIVATION PROCEDURE****CONTACT NUMBERS**

In order to access Adler & Allan services in the event of an oil spill incident please call: -

**Adler & Allan - Tel: +44 (0)800 592827**

*If calling from outside of the United Kingdom ensure that your country code precedes the telephone number.*

These telephones will be manned on a 24-hrs basis. The caller will be asked to provide: -

- 1) Name of Caller
- 2) Name of Company
- 3) Location of Caller
- 4) Telephone Number including prefixes
- 5) Brief details of the incident

The Duty Manager will then be contacted and contact the requesting party. Once contact has been made further details will be collected to enable a response strategy to be determined.

**AN EMAIL / FAX AUTHORISING THE RESPONSE WILL BE REQUIRED FROM ONE OF THE NOMINATED REPRESENTATIVES OF THE COMPANY.**

**Adler & Allan Fax: +44 (0) 208 5193090**

**Duty Manager email:**

**[dutymanagers@adlerandallan.co.uk](mailto:dutymanagers@adlerandallan.co.uk)**

**\*NOTIFICATION FORM CAN BE FOUND AT OSCP 2021: SUPPORTING FORMS DOCUMENT, SECTION 4.9\***



**Appendix 4B Contact Checklist**

Tier: .....

Called: .....

Date: .....

Notified ABP		Time
Harbour Master		
Deputv Harbour Master (Marine Ops)		
Deputv Harbour Master (Pilotage)		

Alert List - Person Contacted	Time	Initiate Tier			D'grade Tier		Cancelled
		1	2	3	2	1	
OHM Portsmouth							
HMCG							
ABP Group Comms							
Hampshire County*							
IoW County Council *							
Adler and Allan							
Southampton City Council							
New Forest District							
Eastleigh Borough *							
Fareham Borough *							
Hamble HM*							
Cowes HM*							
Beaulieu HM *							
MMO							
Environment Agency							
Natural England							
Southern IFCA							
Essa Marine Terminal							
BP Oil Hamble							
Perenco							
Hants Police							
Sea Mounting Centre, Marchwood							
Hants Fire and Rescue							
Marchwood Power Station							

\* Alert as Geographically appropriate

Note: AHM (VTS) please ensure that at Tier 2, all authorities notified are informed that their presence is required at the OMT in VTS Centre MRC.

## 5. Response Guide

This section provides strategy guidelines for three oil types:

No.	Oil Type	Strategy Guideline	Specific Gravity	Genre	Characteristics	Examples
1	Light oils	5.1	< 0.8	White oils	Non-persistent, Volatile	Diesel Gas oil Aviation fuel, Kerosene Motor spirit
3	Medium oils	5.2	0.8 - 0.95	Black oils	Persistent, Fluid	Crude oils
2	Heavy oils	5.3	> 0.95	Black oils	Persistent, Viscous, Emulsion	Fuel oils Bunker oils bitumens

By selecting the appropriate Strategy Guideline, the user can derive an indicative strategy path to mitigate the effects of an oil spill, consistent with safe practice and net environmental benefit.

Additional environmental advice, including Environmental Sensitivity Maps and Priority Protection Areas, is given in Section 12.

Although the guidelines offer the option of a dispersant response, the Port of Southampton does not maintain stocks of chemical dispersant and does not hold a Standing Approval for the application of dispersant within the port area. (See section 13.4)

Esso / Fawley Marine Terminal has a derogation to spray up to 150 gallons of Type 3 approved dispersant in an area extending from the marker buoys at the deep-water intake of the now closed Fawley Power Station to a line across Southampton Water from Hythe Ferry to Weston Hard. This standing approval from MMO HQ exists for certain types of oil under certain conditions only.

### 5.1 Natural England Recommendations on Response Guidelines

A general principle of any clean-up operation is not to cause further damage than leaving the oil in situ. Therefore, Natural England recommends:

For shorelines that are comprised of loose material, boulders, cobbles etc. the recommended technique is for low pressure, high volume washing to be used in combination with booms and sorbent material.

Caution should be used when using heavy plant machinery on mud or sand habitats even those that are thought to be hard packed to avoid entraining oil deeper into the mud/ sand.

Natural England also recommends that authority to use dispersants should not be assumed (as suggested at recommendations 5 & 6 of Table 12.5) especially as not all

types of heavy or crude oil are responsive to dispersant use. Natural England cautions against these blanket assumptions and advises that incident specific advice should always be sought from the local Environment Group / Natural England before deciding any incident specific clean up strategy. Natural England also recommends that the collection of any loose material, where possible, should always be undertaken to minimise the potential spread of the oil.

[Table 5.1](#) below details Sites of Special Scientific Interest within the port area, which require consideration in devising a response strategy.

## 5.2 Oil Sampling

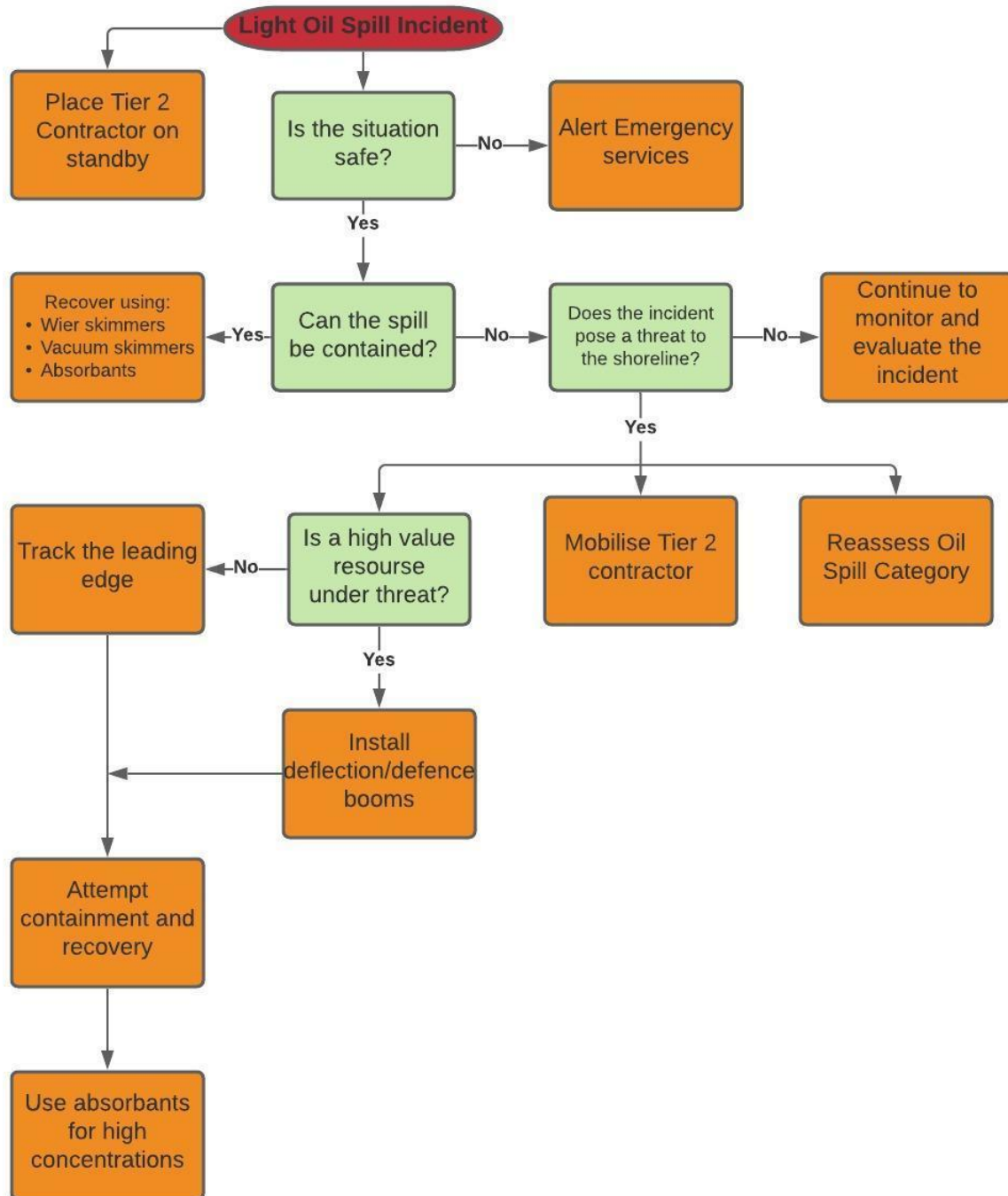
On all feasible occasions, the Southampton Patrol launch (call sign 'SP') will be deployed to the scene of a spill to gather information on the nature and extent of the spill and, if possible, to obtain samples of the oil spilled. Sampling kits are held in both patrol launches for this purpose, with spare bottles being available in store at 22 Berth.

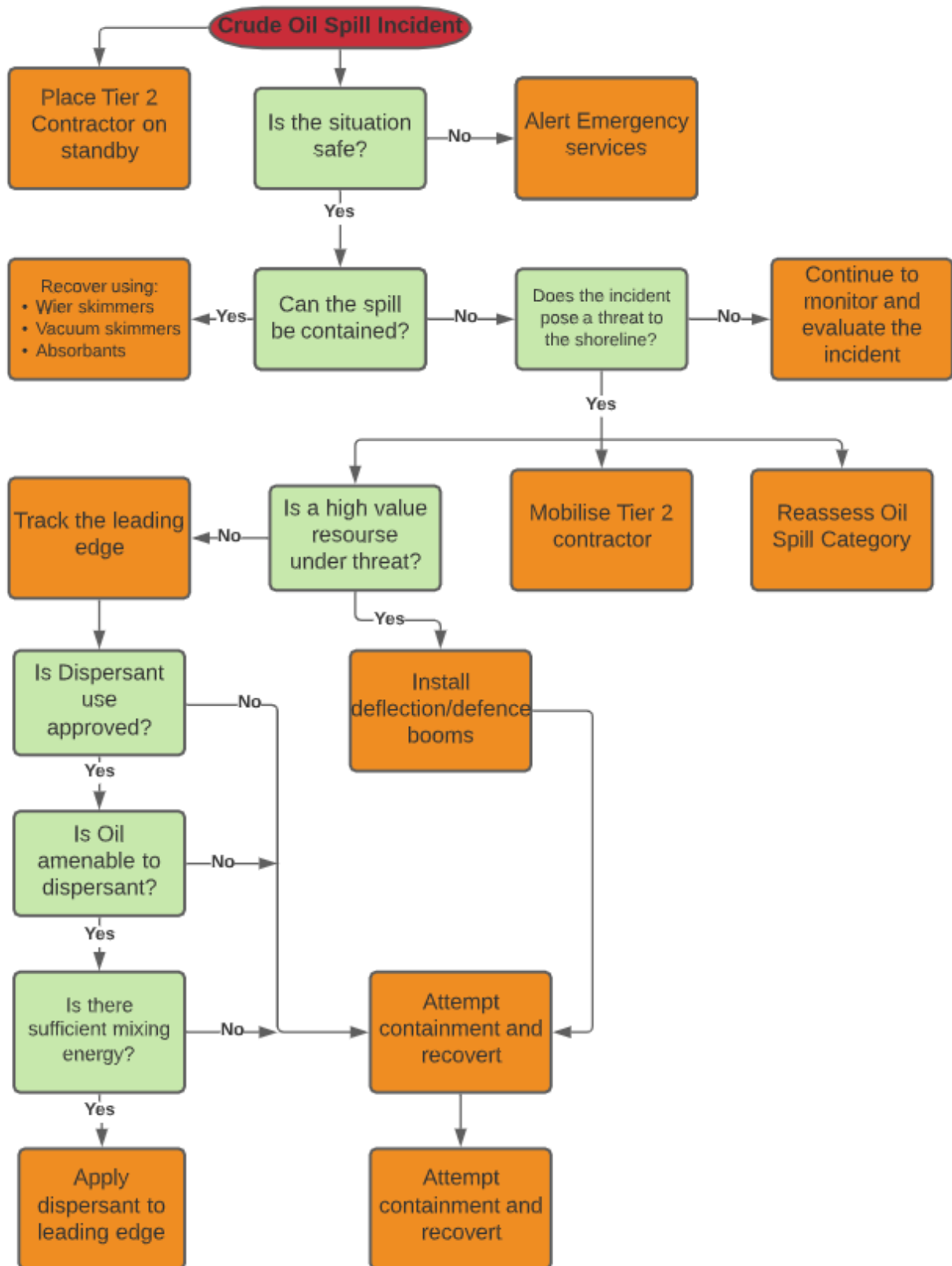
Instructions on how to collect and handle oil samples are at STOp Notice No 4/2001 - at [Appendix 5A](#).

**Table 5.1** Sites of Special Interest (SSSI's) within Harbour Areas

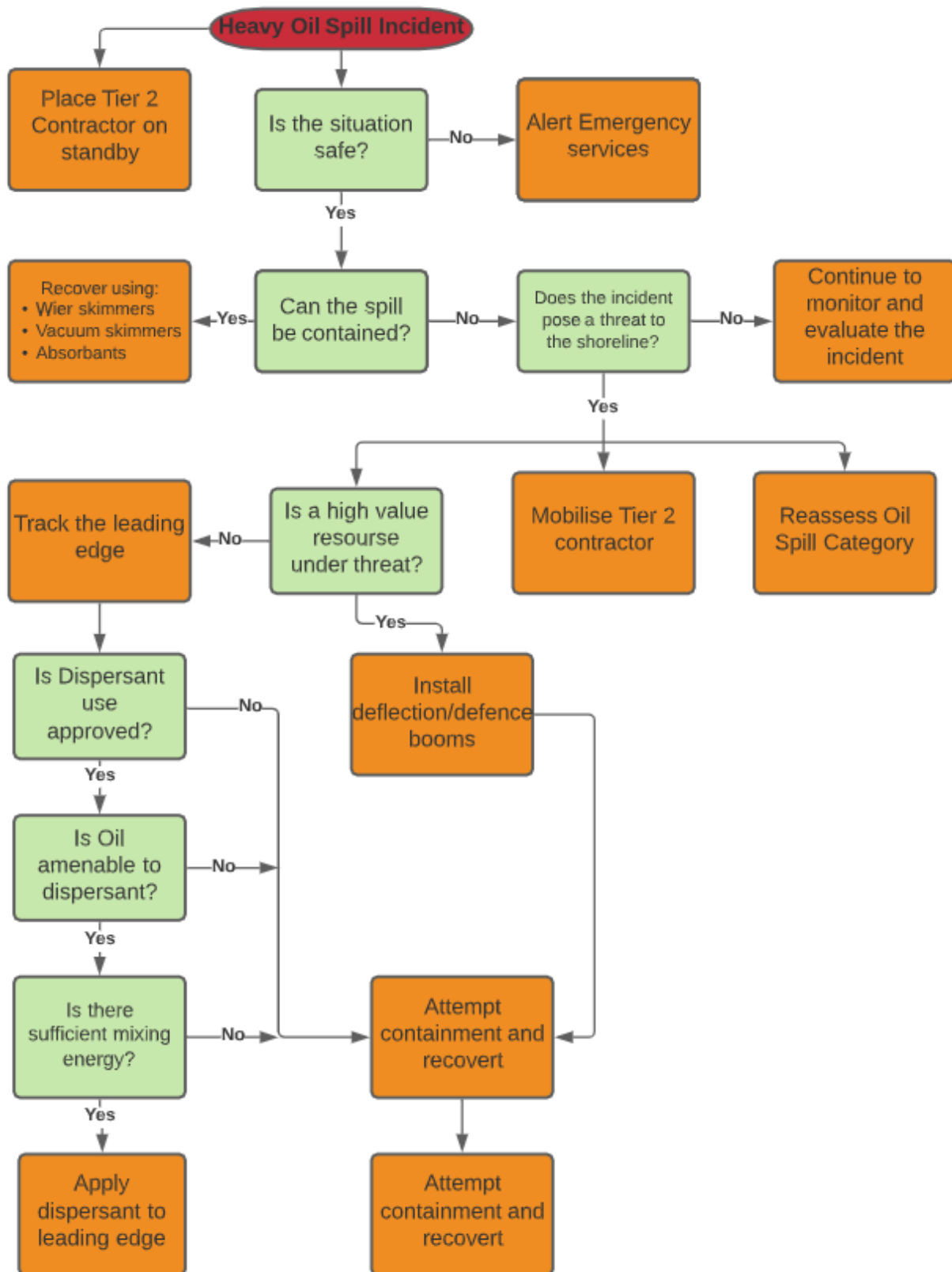
Sensitivity Map Page No	Name
Sect 12 Page 20	Lower Test Valley
Sect 12 Page 20	Eling and Bury Marshes
Sect 12 Page 20/21	Lee on Solent to Itchen Estuary
Sect 12 Page 20/21	Hythe to Calshot Marshes
Sect 12 Page 21	Titchfield Haven
Sect 12 Page 21	North Solent (Beaulieu River and Lepe to Calshot)

**Note:** Refer to Sensitivity Maps in [Section 11](#) for locations of SSSIs, Special Protection Areas (SPA's) and Special Area's of Conservation (SAC's)

**Figure 5.1 Light Oil Response Strategy Guideline**


**Figure 5.2** Medium Oil Response Strategy Guideline


**Figure 5.3** Heavy Oil Response Strategy Guideline



## Appendix 5A STOp Notice 4/2001

SCIENTIFIC, TECHNICAL AND OPERATIONAL ADVICE NOTE -  
STOp Notice 4/2001 Advice to Local Authorities on the Collection and Handling of Oil Samples.

[https://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0029/183863/APPENDIX-5-mcga-stop4\\_2001.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0029/183863/APPENDIX-5-mcga-stop4_2001.pdf)

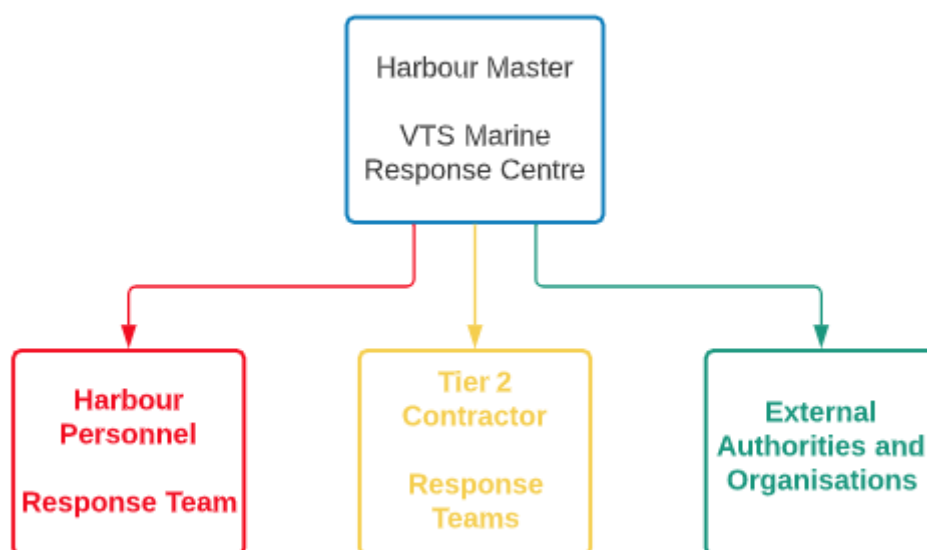
## 6. Communications/Public Relations Plan

### 6.1 Communications Plan

Communications between the Harbour Master, the **VTS** Marine Response Centre (if activated), harbour craft and personnel engaged in the response to a Tier 1 incident will be primarily by private channel marine VHF radio, channel 103A. This channel will be supported using more secure digital mobile phones and marine VHF channel 10.

In Tier 2 incidents, additional private channel UHF and VHF communications facilities will be provided by the Tier 2 Contractor.

Communications between the Harbour Master, the **VTS** Marine Response Centre and external authorities and organisations will be undertaken by telephone and facsimile.



Key: **Private Channel VHF Radio**    **Private Channel UHF Radio**    **Telephone/Facsimile**

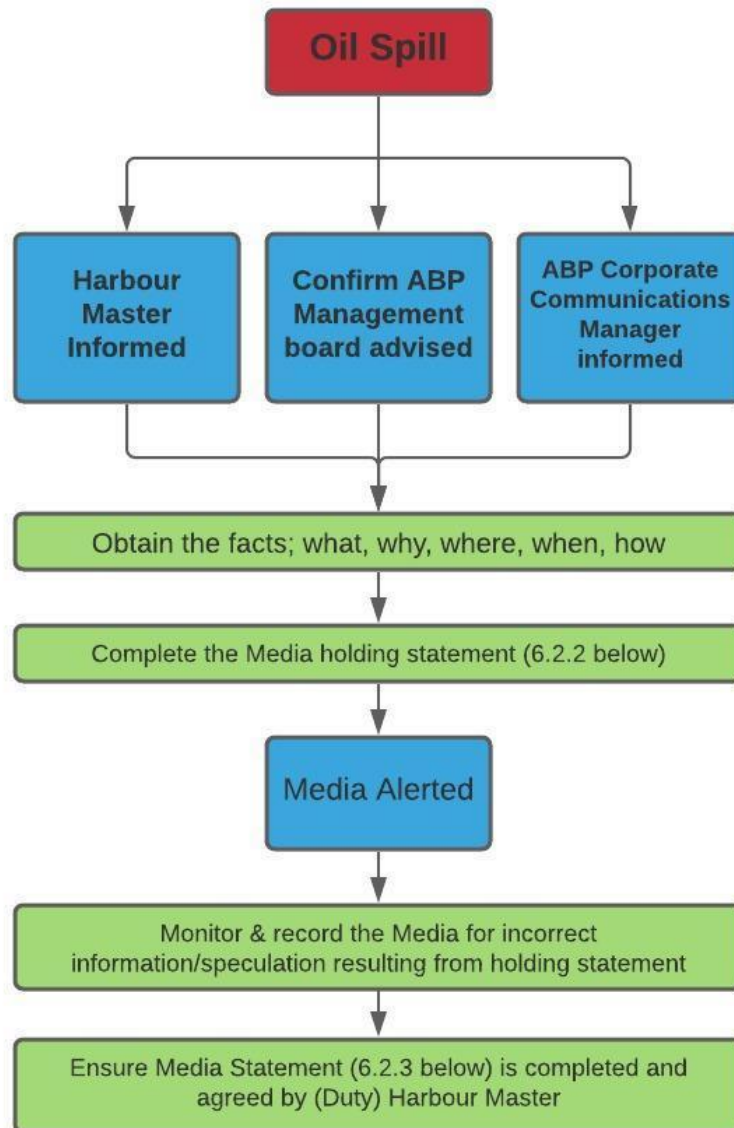
NOTE: The Hampshire and Isle of Wight Local Resilience Forum Warning and Informing Plan will be used for communications with and between external authorities and organisations.



## 6.2 Public Relations Plan

The Media Holding Statement and Media Statement forms can be found at OSCP 2021: Supporting forms, section 5.

### 6.2.1 Media Release Procedure



## 7. Health and Safety Plan

Full account must be taken of the health and safety requirements for all personnel involved in oil spill response activities. The Site-Specific Health and Safety Plan Assessment Form (OSCP 2021: Supporting Forms section 6) lists site characteristics, site hazards and personal protective equipment and site facility needs. This plan is intended to act as an aide-memoire to ensure that all applicable health and safety requirements are considered, and appropriate actions are taken.

Sections 7.1 and 7.2 summarise legislative requirements and give guidance on specific oil spill clean-up tasks and hazards. In Tier 2 and Tier 3 incidents, the Harbour Master will be supported in the control and management of the health and safety function by a member of the ABP Compliance team.

### 7.1 Legislative Requirements

#### 7.1.1 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 risk assessments 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;
- 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 and training 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.

### 7.1.2 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.

## 7.2 Site Hazards

### 7.2.1 Bird Handling

Handling of birds must be undertaken by properly trained personnel to ensure the protection of both bird and handler; wild birds have no way of understanding human intentions. Even a greatly weakened bird can inflict serious injury to handlers, especially to their eyes. Open wounds on hands and arms from such injuries can present opportunities for oily contaminants and disease to enter the handler's blood stream.

Handling of oiled birds is usually best left to experts, or to volunteers who have received some training. Chasing and man handling birds puts them under additional stress. If oiled birds are found, the Beach Master should be notified, and he/she will seek advice on what action to take. If a decision is made to catch an oiled bird take the following actions:

#### Equipment:

- Thick gloves (able to withstand pecks)
- Overalls
- Safety footwear
- Cardboard Box with lid of a suitable size to give the bird some room for movement
- Goggles to protect eyes
- Optional long-handled net to help catch bird.

**Procedures:**

- Do not let the bird get close to the head, as it may try to peck at eyes.
- Catch the bird by hand or with the aid of a long-handled net. Do not put the birds under any more stress than necessary. Only attempt capture if it can be done quickly and efficiently.
- Hold the bird with both hands to hold the wings in.
- Put the bird in a cardboard box lined with absorbent material (e.g. newspaper), with a lid.
- Do not wrap the bird up in anything - it may get too hot and too stressed.
- Take the bird to a cleaning station as soon as possible. Let cleaning station staff know where and when the bird was caught.
- Keep a note of all birds caught and sent to the cleaning station. Make a note of species if possible.

**7.2.2 Boat Safety**

- Boat operators must familiarise themselves and their passengers with safety features and equipment on their boats.
- Boats must be operated by qualified individuals.
- Lifejackets must be worn by all personnel on boats.
- Use of cold-water immersion suits is particularly critical under conditions of cold stress.
- Boats should generally not be used after sunset for oil recovery. If this is required or poses minimal risk, areas of operation should be carefully prescribed and individual boat operators should maintain a communication schedule with a shore base. Each boat should be fully equipped with appropriate navigation lights.
- Distress signals should be carried on all vessels.
- Boat operators must keep their supervisors informed of their area of operation, especially when they change their work area (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).
- Portable fuel tanks should be filled outside of the boat. All sources of ignition in the area of refuelling should be isolated.
- Personnel working in or operating boats should wear appropriate non-slip footwear.
- Fixed ladders or other substantial access/egress should be provided at boat transfer locations from low water line to platform.
- 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 structure

### 7.2.3 Chemical Hazards

\*Attach appropriate Material Safety Data and COSHH Sheets for all hazardous substances likely to be used at a spill site\*

### 7.2.4 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 several adverse effects including frostbite, chilblain and hypothermia. The single most important aspect of life-threatening hypothermia is the 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 will wear immersion suits if the water temperature is below 15° Celsius, or the combined water and air temperature is less than 48° Celsius. Refer to the wind chill chart below for more information

**Figure 7.1 Wind Chill Chart**

Strength	Speed	Temperature (in celsius)											
Calm	0km	10	4	-1	-7	-12	-18	-23	-29	-34	-40	-45	
Breeze	16km	4	-2	-9	-15	-23	-31	-44	-51	-51	-57	-64	
Moderate	32km	0	-8	-15	-23	-32	-40	-48	-55	-64	-72	-80	
Near Gale	48km	-2	-10	-19	-28	-36	-45	-53	-62	-71	-79	-87	
Gale	64km	-4	-12	-21	-31	-38	-48	-57	-66	-74	-83	-92	

Little to no danger to properly dressed personnel

*Danger of freezing exposed flesh*

**Greatest  
danger**

### 7.2.5 Drum Handling/Manual Handling

Drum handling at a spill site will primarily involve drums of waste and contaminated clothing. Several types of drums and containers may be used ranging 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 moving 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 capability. 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 has to be set down. Ensure that the load does not block visibility when carrying it.
- Look out for any splinters, projecting nails or sharp edges or wire.
- Stand close to the object and with feet 20 to 30 cm apart, place one foot in advance of the other, pointing in the direction it is intended to move.

- Put the chin in - avoid moving the head backwards or forwards.
- Bend the knees to a crouch position, keeping 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 as close to the body as possible.
- Lift with the thigh muscles by looking up and straightening the legs.
- Apply the above principles, to any movement such as pushing, pulling, digging, shovelling etc.
- Use the reverse procedure when setting down the load.

## 7.2.6 Equipment Operations

### Heavy Equipment

Operators of heavy equipment, such as frontend loaders, graders, bulldozers etc 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 trucks in use. 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.

## 7.2.7 Electrical Hazards

Electrical hazards shall be identified and marked with suitable placards, barricades, or warning tape as necessary.

## 7.2.8 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, 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.

## 7.2.9 Fire, Explosion and In-Situ Burning

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.

In-situ burning presents health and safety hazards not only to the workers engaged in the burning activities, but also to individuals downwind of the burn site. Health and safety hazards include:

- Physical hazards: explosions, heat, loss of control of burning oil.
- Inhalation of airborne burn products: These may include toxic and irritating substances such as smoke particles, carbon monoxide, carbon dioxide, sulphur oxides, nitrogen dioxide, polycyclic aromatic hydrocarbons, acid aerosols, aldehydes, acrolein, polynucleic aromatic hydrocarbons, volatile organic hydrocarbons.

Safety factors include the status of the spill; weather and sea conditions; distance of intended burn location to the spill source; type and condition of oil; proximity of ignitable vegetation, docks and other facilities; and control measures.

A detailed Burn Plan should be prepared. This should include a summary of safety and control measures. Care must be taken to protect all personnel from any harmful exposure to heat and or combustion products.

#### 7.2.10 Heat Stress

Heat stress can result as responders perform heavy labour work in protective and/or impermeable clothing that does not breathe or allow for the normal dissipation of body heat. Heat build-up can lead to several adverse health effects including heat rash, heat cramps, dehydration, heat exhaustion or heat stroke.

The incidence of heat stress is dependent on several 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 (see figure below for guidance).

Fluids shall always be available, and personnel will be encouraged to drink these during rest periods. Shaded rest areas will be made available where feasible.

**Figure 7.2 Heat Index Chart**

Heat Index Chart											
Relative Humidity	Air Temperature (in celcius)										
	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°					

Little or no danger to properly equipped personnel

*Heat cramps or exhaustion like. Heat stroke possible*

**Heat stroke highly likely**



### 7.2.11 Helicopter Operations

Helicopters may be used at the spill site for overflight surveillance; site characterization; 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 take-off. 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 draught, must be secured or removed within 100 feet of operating helicopters.
- Passengers shall always wear seat belts and personal flotation devices when flying over water.
- Passengers and ground crew shall wear hearing protection (which may include communication headsets), always 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.

### 7.2.12 Crane Operations

Cranes must be operated in accordance with the manufacturers' instructions. 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.

### 7.2.13 Motor Vehicles

Drivers shall always maintain a safe speed and shall not be allowed to operate vehicles in a reckless manner.

### 7.2.14 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 work shift / period.

### 7.2.15 Overhead and Buried Utilities

If work must 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.

### 7.2.16 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.

### 7.2.17 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 realise the conditions and begin to take precautionary measures. 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 better to clear an access/egress route than to walk through oiled areas.

## 8. General Waste Management Plan

*Note: Oiled waste is classed as hazardous waste and the transfer and disposal of such material is governed by The Hazardous Waste (England and Wales) Regulations 2005 as amended.*

### 8.1 Responsibility for Clean Up

Ship owners, operators of oil handling facilities and the harbour masters of ports/harbours bear the primary responsibility for operating in a manner that avoids marine pollution. They are equally responsible for ensuring that they have the means at their disposal to respond to pollution incidents within the limits of their stipulated area of jurisdiction. The table below gives guidance on who would assume the lead for ensuring responsibility for clean up:

Location of pollution	Responsibility for ensuring clean up
On the water, jetties, wharves, structures, beach or shoreline owned by the harbour authority within the port/harbour area	Harbour Authority
Shoreline (including land exposed by falling tide)	Local Authority
Jetties, wharves, structures, beach or shoreline which is privately owned	Owner of the property/land
All other areas at sea (inside the EEZ/UK Pollution Control Zone and the UK Continental Shelf)	<b>MCA</b>

## 8.2 Waste Management Strategy

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 for clean-up. It is paramount that the disposal strategy is integrated with the response overall, from the outset, and is not developed in isolation. The strategy should include bulk waste removal and decontamination.

Guidance for contingency planning and operation of a waste management sub-group in a major incident may be found at Scientific, Technical and Operational Advice Note STOp 1/2009.

## 8.3 Duty of Care

Wherever possible, spilled oil should be recovered for recycling and re-use. However, any shoreline clean-up operation is likely to result in amounts of oily waste far in excess of the original oil on the shoreline.

The responsibility for the arrangements to dispose of oil recovered from the Dock or Harbour waters, rests with the Statutory Harbour Authority and its Tier 2 Response Contractor (Adler and Allan).

Additionally, the arrangements for disposal of shoreline pollution wastes will be agreed between the Statutory Harbour Authority, Southampton City Council, Hampshire County Council and the Environment Agency.

When dealing with an incident, The Environment Agency recognises that even where there is likelihood of serious environmental damage the situation should be controlled first. However, 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 light of their enforcement policy. There is a defence for actions taken in an emergency under Regulation 40 of the Environmental Permitting (England and Wales) Regulations 2007. The Environment Agency would not normally take enforcement action in case of such emergency. An emergency only applies if it is proven that the acts were carried out in order to avoid danger to public health and steps were taken to minimise pollution. The Environment Agency must be notified of the acts as soon as reasonably practicable.

## 8.4 Duty of Care – Hazardous Waste

All movements of hazardous waste will be required to comply with the Control of Pollution (Amendment) Act 1989 and the Statutory Harbour Authority and waste carrier (Local Licensed Waste Disposal Contractors) have a duty of care under the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991.

In terms of the Hazardous Waste (England and Wales) Regulations 2005 as amended, there is a defence for actions taken in an emergency or where there is a risk of grave danger, as defined in the Regulations:

**“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 Environment Agency will not normally take enforcement action in these circumstances, but it must be recognised that under Section 62 of the Hazardous Waste Regulations 2005, holders of hazardous waste must take steps to avert an emergency or danger.

## 8.5 Waste Arising

By no means an exclusive list, the types of waste described below are amongst those that may arise from any spillage.

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

*The above substances are classed as Hazardous Waste*

## 8.6 Records

Notwithstanding the above defenses, movements of all hazardous waste should be appropriately recorded, and Consignment Notes completed, signed and retained for future audit.

## 8.7 Temporary Storage

### 8.7.1 Oiled Waste

Clean-up activities may produce quantities of oil and oily debris at a faster rate than they can be properly disposed of and temporary storage will frequently be necessary. ABP Southampton may be able to make limited hard standing available for temporary storage purposes; such areas will require to be temporarily bunded or provided with portable tanks and will require the

agreement of The Environment Agency on an incident by incident basis.

Areas which could possibly be made available, on a case by case basis, are:

- Berth 37 Quay Apron  
1 x 40m x 10m area on east side of quay
- Berth 40 block paved storage area  
1 x 100m x 6m area along  
southern face of quay 1 x 20m x  
20m area on southern end of quay
- Berth 43 block paved storage area  
1 x 50m x 20m area on southern end of quay

*Above areas outlined in [figure 8.1](#)*

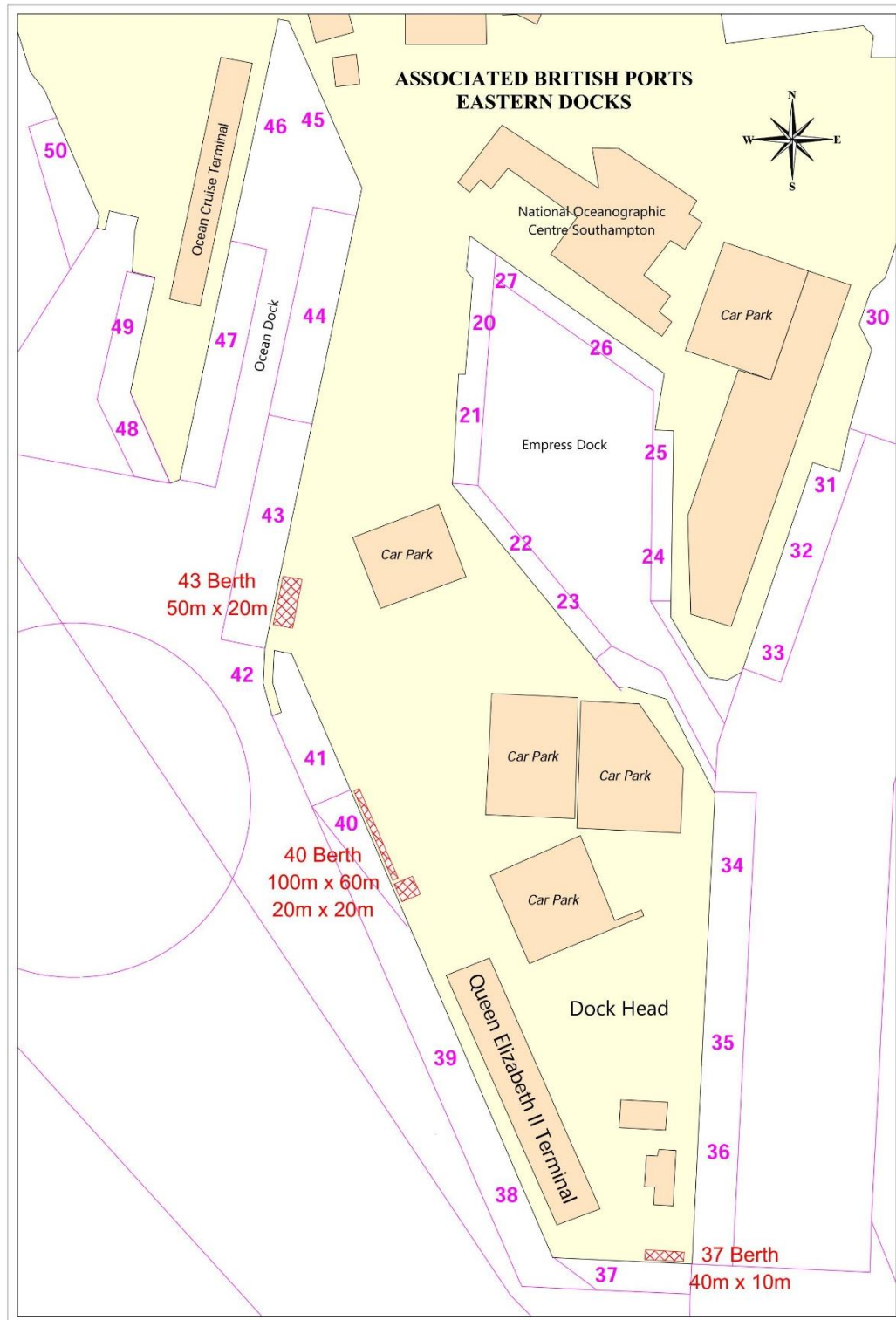
The following table summarises the temporary storage methods that can be used:

Type of Oil/Waste	Storage Facility	Comments
Liquid	Barges	Suitable for initial storage
	Road Tankers	Ideal for routing to final disposal site
	Tanks	Portable such as 'Fastank' or similar
	Bunds	Cheaper than pits. Liners required
Liquid/solid mixture	Bunds	As above
	Skips	Versatile, robust and cheap
	Oil Drums	Difficult to handle when full
	Plastic Containers	Quick deployment. Useful for inaccessible areas
	Heavy Duty Plastic Bags	Ideal for manual clean-up. Cheap, easy to deploy. Can create disposal problems.
Solids	Lorries	Restricted to solid debris. Access problems.
	Skips	Restricted to solid debris. Access problems.
Dead birds and wildlife	Heavy Duty Plastic Bags	Dead birds should be separated from other waste and retained for collection and further analysis.
	Cardboard boxes / wire cages	For live birds and wildlife awaiting treatment or collection.

### 8.8 Oiled Birds and Wildlife

38 Berth Shed (southern end) will be available for use as a bird-washing facility for live oiled birds and as a storage area for all dead birds and other wildlife. Dead birds, whether showing visible evidence of oiling or not, will need to be separated into the geographical areas in which they were found. They should be retained for collection later and for subsequent analysis.

Figure 8.1 – Oiled Waste Temporary Storage Areas





## 8.9 Waste Oil Recovery and Disposal

### 8.9.1 Minimizing Waste

The arrangements for disposal of pollution wastes, whether removed from Dock or Harbour waters or from the shoreline, will be agreed between the Statutory Harbour Authority, Southampton City Council, Hampshire County Council and The Environment Agency.

Minimisation techniques should be employed to reduce the amount of waste entering the waste stream. This can reduce the amount of waste for final disposal and limit environmental and economic impact. Efficient methods should be employed for oil spill clean up to ensure that the minimum material is used and/or contaminated during the process. Several methods can be used:

- recovery equipment should be cleaned and reused rather than discarded. reusable personal protective equipment (**PPE**) should be utilised where appropriate, for example, products such as rubber boots that can be cleaned and reused.
- sorbents should be used sparingly and effectively.
- production of a marketable product from waste eg taking waste oil to a power generating station for use as a fuel.

Adding to the waste stream is the least desirable option. If none of the above methods can be carried out, for whatever reason, the waste must be disposed of effectively following guidance from The Environment Agency.

### 8.9.2 Local Licensed Waste Disposal Contractors

The Waste Contractors listed below are approved to operate in the Port of Southampton by virtue of their Waste Management Licence/Environmental Permit issued in accordance with Section 35 of the Environmental Protection Act 1990 (as amended) or Disposal Licence issued under Section 5 of the Control of Pollution (Amendment) Act 1989.

By law, a Waste Transfer Note or Consignment Note must be generated by the Waste Contractor when waste is collected from the port and a copy left with the organisation employing the contractor (i.e.. Harbour Master, Tier 2 Contractor, Local Authority etc). The details in the Note will constitute the record of the quantity of waste transferred from the port during the incident.

Contractor	Contact Numbers
Veolia Environmental Services Ltd	023 8042 7100
Biffa Waste Services Ltd	023 8066 7140
Cleansing Service Group Ltd	01489 782232



## 8.10 Recovery and Disposal Methods

### Minimization and Pre – Treatment

As previously stated, waste minimisation is a key principle within the Port's waste management strategy. ABP Southampton's Port Waste Management Plan may be accessed at:

[www.southamptonvts.co.uk](http://www.southamptonvts.co.uk)

Under Port Information – Regulations – Port Waste

### Recovery to Oil Processing Installations

Reprocessing is the preferred option. In general, only pure oil and possibly oil/water mixtures will be acceptable. Several Local Licensed Waste Disposal Contractors (listed at [section 8.9.2](#) above) can accept recovered oil for recycling or reprocessing.

### Chemical Stabilization

This is a recovery and containment method that involves mixing a powdered chemical such as calcium oxide ("quicklime") or poly iso-butylene ("Elastol") with the oil spill. This coagulates or solidifies the Oil on the surface for easy recovery and containment. These chemicals are also non-toxic, so pose little risk to aquatic wildlife. This is an expensive alternative for recovery and containment.

### Land Farming

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

### Combustion

Uncontrolled combustion is unsatisfactory because of the air pollution it causes. Commercial waste incinerators can dispose of only limited quantities of oily waste.

### Disposal to Landfill

This is no longer the principle disposal method and can only be used in limited circumstances.

The Landfill (England and Wales) Regulations 2002, The Landfill (England and Wales) (Amendment) Regulations 2004 and The Landfill (England and Wales) (Amendment) Regulations 2005 require waste to be pre-treated prior to disposal at landfill. Waste is considered to have been pre-treated if it has undergone a physical, thermal or biological process, including sorting, that:

- i) changes the characteristics of the waste; and
- ii) does so in order to reduce its mass or reduce its hazardous nature or facilitate its handling or enhance its recovery.
- iii)

In practice, this requirement will be implemented by ABP Southampton's Tier 2 Contractor and appointed waste contractors. Some of the pre-treatment may be undertaken at an off- site facility.

Waste disposal criteria and guidance for disposal of waste to landfill can be found at:

[www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

Wastes banned from landfill include:

- any liquid waste
- any waste that does not meet the waste acceptance criteria for that class of landfill.

Information on the landfilling of hazardous waste, and which Landfill Sites in the UK that can accept hazardous waste, can be found at; [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

### **8.11 Considerations regarding waste management issues**

Make initial contact with Local Licensed Waste Disposal Contractors to decide for the ultimate disposal of waste materials.

Ensure that all Contractors' vehicles are carrying valid Registered Carriers Registration Certificates before they arrive on site.

Obtain data on likely quantities of liquid oily wastes that are being collected by any recovery operations.

Estimate quantities of non-liquid oiled wastes created primarily on shorelines. Initiate appropriate Duty of Care and Hazardous Waste documentation to cover all waste transportation used and ensure drivers are clearly briefed on their destination.

Ensure that transport of oily waste is of a frequency enough to prevent the temporary storage from being overwhelmed.

Confirm with all waste disposal facilities used that they have received all documentation required.

Plans for handling and temporary storage of wastes arising during the oil spill response must be discussed with The Environment Agency at the earliest opportunity.

The disposal site for the waste must have a licence to receive that type of waste.

The Harbour Authority and Tier 2 Contractor must ensure that all relevant regulations have been complied with.

### **Appendix 8A – STOp Notice 3/2016 Guidance for Waste Management**

SCIENTIFIC, TECHNICAL AND OPERATIONAL ADVICE NOTE- STOp Notice 03/2016

Guidance for Contingency Planning and Operation of the Technical Team Waste Management Sub-Group within a National Contingency Plan Shoreline Response Centre in England and Wales

<https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>

## 9. Training and Exercise Policy

### Training

The importance of training for harbour personnel who may become involved in the response to oil spill incidents is recognised and acknowledged. All members of the Management Team and Supervisors will undergo periodic training in line with the matrices below.

Members of the Duty Harbour Master's Roster (4 - Harbour Master, Deputy Harbour Master, Pilotage Manager and Harbour Control Manager) are trained, in date, to MCA 5p level. All staff likely to be directly involved in a spill response (Assistant Harbour Master (VTS) (5), Berthing Officers (5), Moorings Officer (1), Marine Chargehand (1) and Patrol Launch crew (10)) are all trained, to date, to MCA 2p level.

The training courses are accredited by the Nautical Institute for the Maritime and Coastguard Agency; the syllabus of the courses matches the requirements of UK oil spill training standards.

### Exercises

A series of annual exercises already take place within the Port and this practice will continue. Harbour personnel also participate in oil company exercises and an oil pollution element is regularly included in the major exercises of the Marine Emergency Plan (SOLFIRE) which are held each year.

In-house exercises will also be conducted at the approximate frequency noted in the exercise matrix.

Other organisations will be invited to participate in these exercises as appropriate and lessons learnt will be shared.

### 9.1 Post Incident and Post Exercise Evaluation Reports

Statutory Instrument 1998 No 1056 Regulation 4, as amended by Statutory Instrument 2015 No 386 Regulation 6 (12) (extracts at [Appendix 3A](#)), requires that details of all incidents and of all exercises conducted by the port authority are to be reported to the MCA, on behalf of the Secretary of State.

Thus, the circumstances of all incidents should be appropriately investigated, and the details recorded in the MarNIS Incident Database. Investigation reports should be forwarded to the MCA as required.

All exercises conducted by the port authority are to have an aim and appropriate objective. Post exercise reporting should comment on whether the aim and objectives were met or not.

All lessons learned should be incorporated in this Plan at the earliest opportunity

**Appendix 9A – Training Policy Table**

Course Name	Duration	Duty Harbour Masters Roaster  HM, DHM, AHM (as identified by training matrix)	Marine Staff (as identified by group marine training matrix)	Frequency
Oil Spill Response (Ports) Induction  1P	1-2 days			Initial Induction then once every 5 years
Oil Spill Operator  2P	2-3 days		✓	Initial Induction then once every 3 years
Oil Spill Operations Commander (Ports)  4P	4 – 5 days	✓		Once every 3 years

**Appendix 9B - Exercise Policy Table**

Exercise	Duration	Management	Supervisors	Operators	Frequency	Notes
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	Consists of interactive discussions of a simulated scenario among members of a response team and may involve the mobilization of personnel or equipment.
Incident Management Exercise	8-10 hours	✓	✓	✓	Every 3 years	Demonstrate spill response management capabilities, integration of roles of different parties, focus on overall incident management aspects.

## 10. Risk Assessment

The Port of Southampton is a large multi-user port. Local ferry traffic is extensive with services operating between Southampton and the Isle of Wight and Southampton and Hythe for up to 20 hours per day. Both dedicated passenger and Ro-Ro services operate to and from Cowes.

The BP Hamble and Esso Fawley oil terminals lie within the port area and are serviced by tankers of up to VLCC size - at up to 330 metres LOA, 60 metres beam and +15 metres draught - for the import and export of crude oil; both terminals also handle a wide range of products.

The level of deep-sea Ro-Ro traffic using the port is increasing year on year and services operate both within the European area and worldwide. These vessels are on average 200 metres LOA and 32 metres beam but changes in design have seen an increase in size in recent years, with 240 metres LOA or 36 metres beam no longer being unusual. Southampton has upwards of 1 million units being moved through the Docks annually.

Dubai Ports World (Southampton) Terminal lies in the River Test and can accept the largest container ships in the world, currently at up to 399 metres LOA, 61 metres beam and +16 metres draught. Many of the vessels are on loop routes from the Far East and call regularly at the port every 8 - 10 weeks.

Bulk cargo vessels are regular visitors to the Bulks terminals in the Western Docks and to King George V Dock, for the delivery of salt, animal feeds or woodchip and loading of scrap. Again, these can be significant vessels at up to 200 metres LOA and 32 metres beam.

Southampton is the 'home port' for the Carnival UK stable of cruise ships, as well as Royal Caribbean, MSC, Fred Olsen and Saga Cruise Lines and, in general, is a turnaround port - being the start and end point for many cruises. The cruise season is largely between March and October but, more and more, cruise visits are occurring all year round. Again, these are generally very sizeable vessels, at up to 360 metres LOA, 47 metres beam and up to 10 metres draught.

Except for vessels berthed at the Fawley jetties, most bunkering operations within the port are undertaken by bunker barge.

Recreational use of the harbour waters is extensive. Activities and events are co-ordinated through the Southampton Port Marine Users Group (SPMUG) chaired by the Harbour Master. Numerous sailing clubs and marinas are located within, or adjacent to, the harbour limits.

Much of the shoreline is designated as Sites of Special Scientific Interest. Additionally there are a number of other environmental designations including Ramsar sites, SPAs and SACs.

Southampton Water is subject to the unusual phenomenon of a 'Double High Water' tidal effect. A full tidal cycle lasts approximately 13 hours with the flood tide lasting about 7 hours, a 2-hour stand at High Water and an ebb tide of about 3 hours. The short duration of the ebb makes for a greater velocity of flow. Maximum tidal rates of up to 3.8 knots are experienced in the Central Solent and 1.8 knots in Southampton Water during a spring ebb tide. Neap and flood tidal rates are considerably less.

## 10.1 Port Operations

### 10.1.1 Pilotage

Pilotage is compulsory for all vessels over 61 metres in length and for vessels over 20 metres in length carrying more than 12 passengers, other than those which trade regularly to the port and whose masters have been granted pilotage exemption certificates. Certain categories of vessel including Naval and MOD vessels are exempt from compulsory pilotage but may take pilots on a voluntary basis.

### 10.1.2 Vessel Traffic Service (VTS)

The Port operates a modern Vessel Traffic Services control centre equipped with radar surveillance, communications and vessel traffic management systems. All vessels of 20 metres or more in length entering, leaving or manoeuvring within the port fall under the direction, co-ordination and management of Southampton VTS.

Pilots of large and/or deep draught vessels maintain a close liaison with the Duty Assistant Harbour Master (VTS) who closely monitors their passage while underway. While risk cannot be wholly eliminated from any transport operation, the provision of a traffic management service considerably reduces the likelihood of collision between vessels underway within the port.

### 10.1.3 Thorn Channel

There are several traffic rules governing the movement of vessels through the Thorn Channel entrance to Southampton Water. Vessels constrained by their draught are afforded sole occupancy status of the main shipping channel when entering or leaving the port. Additionally, all large tankers carrying crude oil cargoes are under active tug escort while transiting the Thorn Channel.

No two vessels, each having a length of 180 metres or more, shall pass or overtake each other within the Thorn Channel. All vessels greater than 150 metres in length are assigned a Moving Prohibited Zone (MPZ) extending 1000 metres ahead and 100 metres either side of the vessel from which sailing craft and small vessels are excluded. Most large vessel movements through the Thorn Channel are assigned a harbour patrol escort launch.

### 10.1.4 Main Channel

The risk of grounding in Southampton Water is considerably lower than that which applies to transiting the Thorn Channel. The main channel is straight with the channel margins clearly marked and large loaded and partly-loaded tankers are under active tug escort while proceeding to and from the berths at Fawley and Hamble. Recent dredging has increased the available depths in the main channel to 13.2 metres.

While the risk of grounding is low, it cannot be wholly eliminated; the most probable risk is steering or propulsion system failure where resultant damage to the mid-body plating of tankers is unlikely, but tankers, container vessels and passenger ships could sustain damage to bunker tanks in the fore part of the vessel leading to small releases of fuel oil.

Loaded tankers do not navigate north of the berths at Fawley and Hamble and, if exceptionally required to do so, are required to be gas-free.



### 10.1.5 Collision between Vessels Underway

Many movements within the Port of Southampton limits involved conventional oil tankers, many of which were not entitled to sole occupancy of the Thorn Channel. Smaller tankers, including bunkering vessels and others carrying persistent oils, also operate north of the Fawley Reach. The potential for a spillage of fuel or other persistent oil as a direct result of a ship collision must be acknowledged.

Large container ships and passenger vessels can also carry substantial quantities of fuel oil; collision impact could result in hull damage in way of bunker tanks with a consequent risk of spillage.

Given the controls which are imposed on ship movements within the port and the fact that there have been no collisions between vessels underway since 1988, that has involved the release of cargo oil or fuel oil, the risk of oil spillage as a direct result of ship collisions must be regarded as low.

### 10.1.6 Tug Impact

There are well-documented incidents where cargo or bunker oil has been released as a result of hull impact damage by tugs. This can occur when tugs are approaching a vessel underway prior to berthing, or when coming alongside a moored vessel prior to unberthing.

The potential spill quantities again depend on the location and extent of the impact damage but can be over 500 tonnes for bunker oil and 2,000 tonnes for cargo oil.

There is a small risk of a spill occurring during towage, but the risk is acknowledged and mitigated as much as possible by Tug operators.

### 10.1.7 Berthing Incident

Oil spills can occur as a result of hull contact with the knuckle end of quay walls or breasting dolphins during ship berthing or unberthing manoeuvres. Such incidents are generally due to failure of a vessel's main propulsion or steering systems, loss of control onboard an attendant tug or pilot error or misjudgement. The potential spill quantities involved depend on the vessel type and the location and the extent of the impact damage; hull damage to a large crude oil tanker in way of a mid-body wing tank, for example, could give rise to a release of some 5,000 tonnes. The potential spill quantity should hull plating be ruptured in way of an aft wing fuel oil bunker tank can, historically, be in excess of 1,000 tonnes.

## 10.2 Oil Transfer Options

The BP Hamble and Esso Fawley installations handle crude oil at flow rates of up to 10,000 m<sup>3</sup> /hr; additionally, fuel oil is exported and imported at the Fawley Marine Terminal. Both installations also handle a range of refined products.

This section summarises the potential sources of oil spills during cargo handling operations; the summary is based on information published in the Fawley Marine Terminal Oil Spill Contingency Plan, oil industry data and ITOPF statistics. It should be noted that the ITOPF statistics demonstrate that most oil spill incidents occur during routine cargo handling operations and that some 91% of these incidents resulted in spillages of less than 7 tonnes.



Cause	Assessed Risk	Credible Spill Quantity (Tonnes)
Cargo tank overflow	Low	100
Slop tank overflow	Low	25
Loading arms	Moderate	<50
Ballast water discharge	Low	<50
Sea/overboard discharge valves	Moderate	<25
Vessel breakout	Low	>100
Hull failure	Low	>700

### 10.3 Pipelines

The pipe bundle trenched in the pipeline crossing of Southampton Water includes pipelines which transport both non-persistent and persistent oils. The Esso Fawley Refinery supplies fuel oil and refined products via pipelines which connect with the UK pipeline network. Crude oil production from the Wytch Farm oilfield is transferred to the BP Hamble Terminal via the Perenco Purbeck-Southampton Pipeline (PSP). The pipeline crossing is clearly indicated on navigational charts as a Prohibited Anchorage Area and is also delineated by shore marks. The likelihood of third-party impact damage to any of the pipelines must be considered remote but is, nonetheless, acknowledged as a risk. The worst-case scenario is failure of the crude oil pipeline as a result of third-party impact damage; this could lead to a release of some 600 tonnes of crude oil. Similar damage to the black oil pipeline could give rise to a release of some 200 tonnes of fuel oil.

### 10.4 Bunkering and Bulk Liquids Transfer Operations

Except for those vessels which refuel at the Esso Refinery berths, all other ships are bunkered ex-barge while alongside their berths. Bunkering at anchor is now no longer allowed. Heavy, intermediate and light fuel oils together with marine gas oil are supplied. Transfer rates of up to 500 tph can be achieved. Although flexible hoses are tested at six monthly intervals and all bunkering craft are equipped with emergency shut down facilities, the possibility of hose failure or a bunker tank overflow onboard the receiving vessel must be recognised. In estimating the potential spill quantities, the facts that Check Lists are completed prior to each operation and that a continuous deck watch is maintained on board bunkering craft have been considered.

Occasionally, road tanker deliveries of gas oil and transfer of bulk liquids, in general, takes place at alongside berths and procedures are in place to ensure that permission is gained prior to delivery/collection. The fact that a comprehensive Check List is completed before bunkering commences, and the Duty Assistant Harbour Master (VTS) is informed prior to commencement and on completion of the evolution, minimises the potential for a significant spill. The Bulk Liquids Transfer Request Form (MF012) can be found on the SharePoint site under Quick Links – Marine Forms.

Cause	Assessed Risk	Potential Spill Quantity (Tonnes)
Hose failure	Low	<5
Tank overflow	Moderate	<2

### 10.5 Effluent Discharges to Harbour Waters

Treated effluent from several industrial sites, including the two oil terminals, is discharged into harbour waters. The discharge consent levels are set and monitored by the Environment Agency and the site operators regularly test for effluent quality.

Instrumentation malfunction, failure of in-line samplers or operator error can result in the entrainment of oil in the final discharge to harbour waters. Most spillages of this nature are not substantial and, based on port records and industry experience elsewhere, are unlikely to exceed 25m<sup>3</sup> in volume.

### 10.6 Miscellaneous Spill Sources

Given the level and range of activity within the port, there are several other potential sources of oil or chemical spills. Examples include the refuelling of leisure craft from marina forecourt type pumps, leakage from dockside storage tanks, discharges of engine compartment bilge water and spills arising during the transfer of cargo, for example, from the puncturing of flexitanks within containers during crane operations.

Additionally, the Port has a surface water drainage infrastructure which flows directly into the River Test. Several storm water outfalls carrying storm water from the City of Southampton flow directly into the River Test and these are not, in general, equipped with shut-off valves or penstocks (See Appendix 10A). Heavy rain following a dry spell of weather may result in a sheen developing locally in the outfall locations from road oil and tyre dust.

### 10.7 Place of Refuge

A 'Place of Refuge' means a place where a ship in need of assistance can act to enable it to stabilise its condition, reduce the hazard it presents to navigation, protect human life and protect the environment.

The process of identifying an appropriate place of refuge is driven by the circumstances of the incident, including such event-specific data as the weather, the geographical whereabouts of the incident and the type of threat posed by the ship and its cargo. The MCA Counter Pollution and Salvage Branch will identify and, in consultation with the Solent Environment Group and the Port when necessary and as far as is practicable, carefully consider Southampton as a place of refuge. They will conduct a risk assessment of this location prior to submission to SOSREP, who will make the final decision to assign the port as a 'Place of Refuge'. The extent of the risk assessment and measures put in place to prepare for the casualty's arrival will very much depend on the nature of the incident, level of damage to the casualty and time available before arrival.

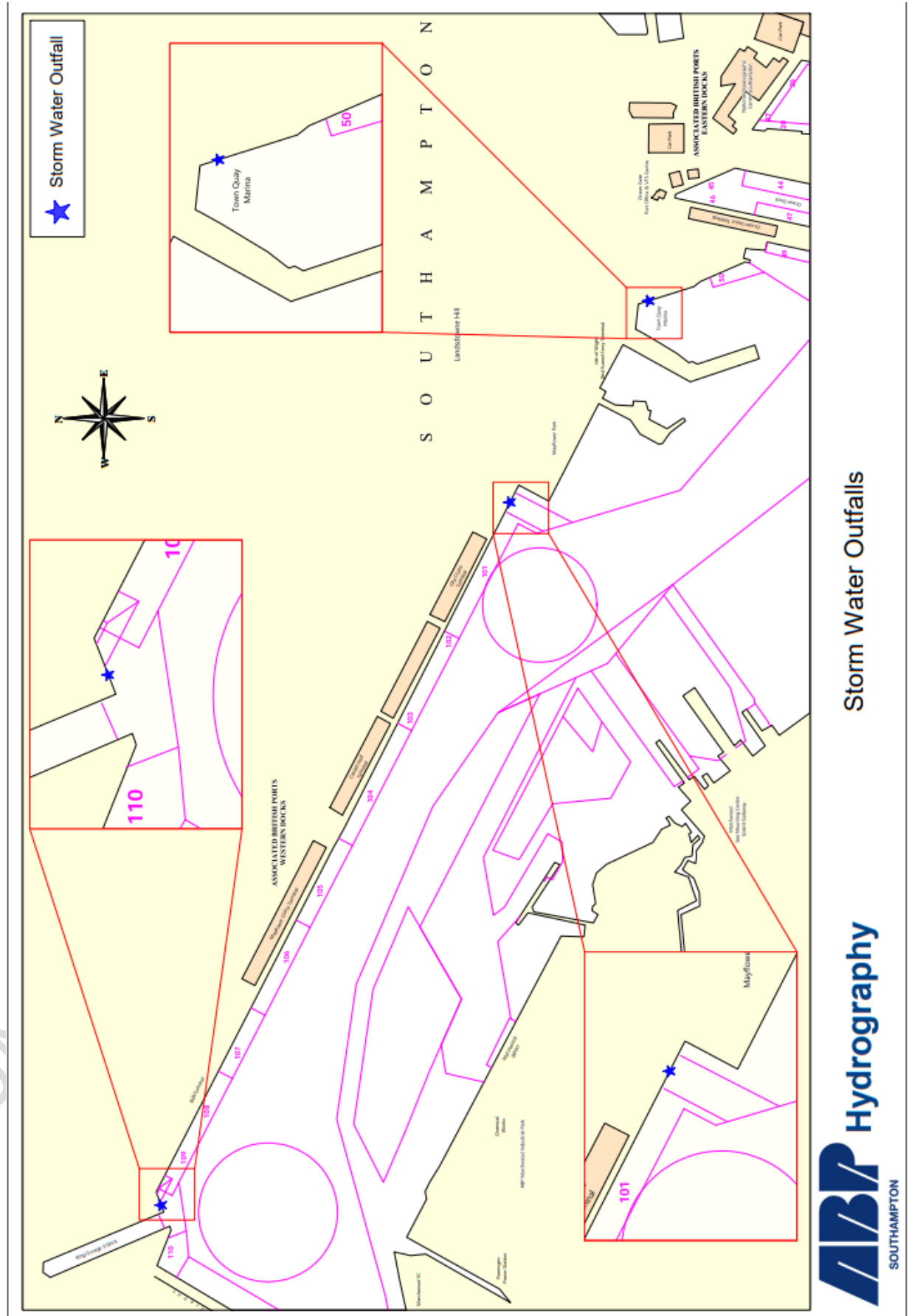
The wider Solent and the Port of Southampton have been used as a place of refuge on several occasions in the past and thus this can be expected to occur in the future. The

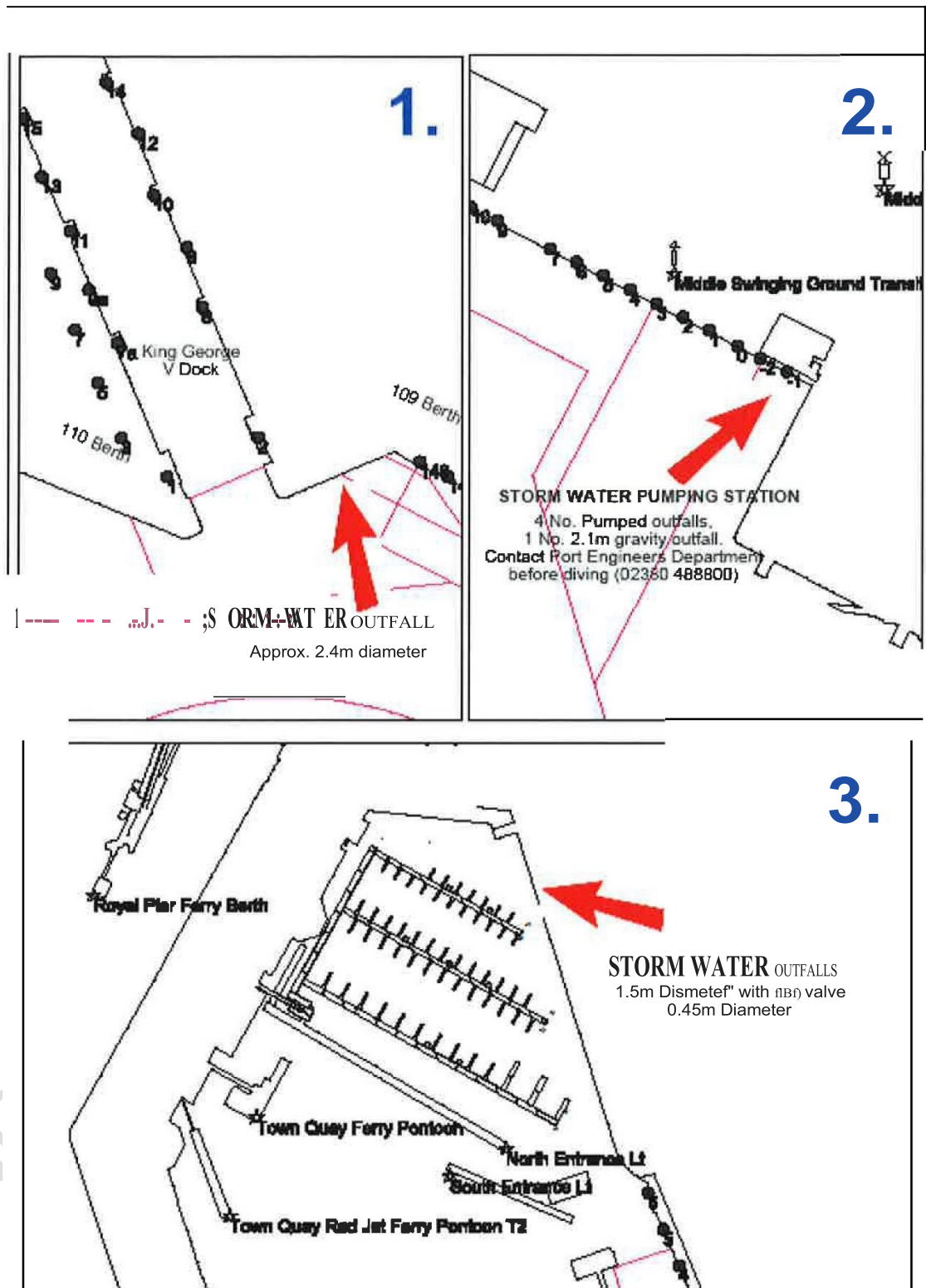
Solent can offer a deep-water approach channel and sheltered anchorages with easy access to towage assets. Additionally, the port can offer berths capable of accepting vessels up to 400 meters in length overall, with draughts in excess of 11.5 metres, with ready and close access by the emergency services and MCA headquarters.

Depending on the nature of the ship casualty, the Port's Oil Spill Contingency Plan would be placed at notice and would be fully supported by SOSREP and the MCA, were a spill to occur, or in the event of a risk of significant pollution.

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## Appendix 10A Storm Water Outfalls





## 11. Sensitivity Maps and Environmental Information

This section contains Environmental Sensitivity Maps depicting the Sites of Special Scientific Interest, Special Protection Areas and Special Areas of Conservation which lie within, or immediately adjacent to, the statutory Harbour area. Priority protection areas have been identified as it is recognized that not all sensitive areas may be capable of protection in a large oil spill incident. The information given in this section should be used in conjunction with Response Guidelines included in [Section 5](#).

### 11.1 Priority Sensitive Areas

The priority sensitive areas for Southampton Water, River Test, River Itchen and River Hamble have been divided into two groups:

**Group A** - identified as sensitive because of the habitat types or species found at each site. These designated areas should receive priority protection. "A" priority habitats are saltmarshes, sheltered tidal flats and sheltered rock coasts. Although all "A" habitats require priority protection, it may be necessary to have a further breakdown of "A" sites in case all such areas cannot be protected, and choices have to be made. "A" sites have therefore been divided into A1, A2 and A3 categories; division into these 3 categories has been made on the basis of the presence of nationally or locally important sites for bird concentrations, botanical species, important sites for agriculture and major water intakes.

**Group B** - these areas are generally less sensitive to oil pollution effects, have a shorter recovery time and greater successful clean-up potential than Group A sites or are sites that have been ranked as such because it is not possible to protect them with the downstream booming sites. "B" Priority Protection Areas are listed in section 11.1.1 below. Certain ecological sites, primarily on the Rivers Itchen and Test, have been included in the B priority areas.

#### 11.1.1 Site Specific Priority Sensitive Areas

Active times are highlight in yellow

##### A1 AREAS

- **Upper Hamble Estuary & Woods:** Large Population of invertebrates in intertidal flats as well as a rich feeding ground for waders, ducks and grey heron (Sept – March). Country park located at Upper Hamble.
- **Lower Test Valley:** Rich in flowering plant species including rare bulbous foxtail in the Saltmarsh. Important wetland breeding ground for wetland birds (Aug – March) as well as feeding and roosting ground for ducks & waders (Sept – March). Large breeding population of reed and sedge warblers and autumn roosting site for passerine birds (Aug – March). Wildlife Reserve at Lower Test.
- **Eling & Bury Marshes:** Feeding and roosting areas for autumn & winter populations of waders, ducks and grey heron (Sept – March). Regionally & Nationally important species composition as well as the only *Puccinellia* saltmarsh on the central south coast.
- **Hythe & Calshot Marshes:** Nationally important migratory and over winter site for waders (Sept – March) and a breeding colony of black headed gulls are at Fawley Power Station (April – July). Important feeding and roosting area for wildfowl as well as Spartina Saltmarsh (scientific importance). Wildlife Trust Reserve at Hythe and Local Nature Reserve at Calshot, as well as 2 nationally rare species of shingle plant at Calshot Castle.



- **Lincegrove & Hackett Marshes:** Saltmarsh and mudflats of international importance.
- **Hamble River:** Large majority of mudflat and saltmarshes is of international importance for waterfowl.
- **Chesell Bay on River Itchen:** Sheltered mudflats of international importance for waterfowl
- **Titchfield Haven Reedbeds:** Large reedbed connected to Southampton water by sluice, as well as being of international importance for waterfowl. All year but especially **Sept – March.**

#### A2 AREAS

- **Marchwood & Fawley:** Water Intake at respective Power Stations.

#### A3 AREAS

- **Hamble River:** Local Nature Reserve at Mercury Marshes and National Trust site at Curbridge.
- **South Netley:** Royal Victoria Country Park.

#### B1 AREAS

- **Hamble River:** Local Nature Reserve at Hook with Warsash
- **Southampton Water:** Inshore fisheries of native oysters and hard-shelled clams for harvesting and Bass nursery grounds (**May – Nov**). Nationally rare benthic sponge *Suberites Massa* and Lagoon cockle *Cerastoderma Glaucum* occur in Southampton Water **all year.**

#### B2 AREAS

- **Hill Head:** Approx 75 moorings and 2 sailing clubs – **all year.**
- **Titchfield Haven:** Small Harbour and sailing clubs – **all year**
- **River Hamble:** 4 Marinas: Port Hamble, Hamble Point, Mercury Yacht Club and Swanwick aswell as 8 public slipways – **all year but peak periods April – Sept.**
- **Hamble Quay:** 4 sailing clubs, 3 canoe clubs with total capacity of 3200 (1867 moorings, 1273 marina berths, 470 boats ashore, 30 visitor berths). **All year but peak periods April – Sept.**
- **Woolston to Hamble Point:** 3 sailing clubs, angling club and public slipway at Weston Point, Weston Shore, Netley and Royal Victoria Country Park. **All year but peak periods April – Sept.**
- **River Itchen:** Multiple Marinas including Bluffs Quay, Kemps Quay, Quayside Marina, Saxon Wharf, Ocean Quay Marina and Ocean Village. 8 public slipways, 2 sailing clubs, 6 rowing clubs, angling club and Southampton Waterborne Activities centre. **All year but peak periods April – Sept.**
- **Totton – Calshot:** Hythe Marina village, Hythe Pier, 9 sailing clubs, 5 public slipways and Solent canoe club. **All year but peak periods April – Sept.**

#### B3 AREAS

- **Hill Head:** Bathing beach. **Peak April – Sept**
- **Calshot:** Bathing beach. **Peak April - Sept**



## 11.2 Priority Protection Areas

Establishing priorities for protection of areas of the coastal zone of Southampton Water, River Itchen, River Hamble and Test River has been based on the principle of greatest net environmental benefit by assessing, in combination, the following key parameters: environmental sensitivity; areas where oil concentration is likely to have the longest term effects; and areas where clean up options are most restricted meaning that prevention, and therefore priority protection, will be the primary means to minimize pollution effects. In [Table 11.2](#), sensitivity has been assessed using as a basis the widely accepted index of shores developed by Gundlach and Hayes (1979).

The length of recovery time from pollution effects and susceptibility to adverse impact from clean-up operations are bound up with two key variables: the energy level of the shoreline (essentially degree of exposure to wave energy) and the substratum type. On exposed rocky shores effects on shore life tend to be minimal and recovery rates rapid because oil does not stick easily to such shores and if it does it tends to be quickly cleaned off by vigorous wave action. With increasing shelter, the likelihood of persistence increases as does the biomass to trap the oil. The most sheltered shores tend to be the sedimentary mud flats and saltmarshes. Such areas have a high biological productivity, are also the worst oil traps and are amongst the most susceptible to damage by beach clean-up methods. In estuarine areas, oil pollution damage will thus be most pronounced in the sheltered estuarine bays, inlets and creeks.

Combining energy levels, substratum types and sensitivity it is possible to derive shoreline protection and clean-up methods ordered according to sensitivity and requirement for protection as a priority over clean-up. This has been done and the results reproduced in Table 11.2 which presents a sequence from exposed rocky headlands where active shoreline protection and beach clean-up are likely to be needed through to sheltered tidal flats and saltmarshes where the priority is for protection and avoidance of clean-up.

**Table 11.2** Vulnerability of Shoreline Habitats and their general physical and biological characteristics

Shoreline Habitat	Characteristic and vulnerability
Exposed rocky headland	Wave reflections keeps more oil offshore; active shoreline protection and beach clean-up necessary
Eroding wave cut platforms/intertidal and sub tidal rocky shores	Shoreline protection is unlikely to be necessary. Most oil removed by natural processes within weeks
Fine-grained sand beaches	Oil does not penetrate the sediment, facilitating mechanical removal if necessary. Otherwise oil persists for several months
Coarse-grained sand beaches	Oil may sink into and/or be buried rapidly, making clean up difficult. Under moderate to high energy conditions, oil will be removed naturally.
Exposed compacted tidal flats	Recovery sand/mud flats may be facilitated by nearshore releases of dispersants. Most oil will not adhere to, nor penetrate, the compacted tidal flat. Clean up usually necessary.
Mixed sand and gravel beaches	Dispersant in nearshore areas may be an effective protection. Manual removal if heavily oiled.
Gravel beaches	Natural clean up or physical collection are the best options

Sheltered rocky coasts	Protection/diversionary booming. Areas of reduced wave action. Oil may persist for many years. Clean up is not recommended unless oil concentrations are very heavy
Sheltered tidal flats	Protection/diversionary booming. Clean up is not recommended unless oil accumulation is very heavy. Bioremediation techniques can be considered.
Salt marshes	Protection options: Protection/diversionary booming. Avoid dispersants. If oil enters marshes; containment and recovery in creeks; absorbents

### 11.3 Port of Southampton Coastline

#### 11.3.1 Lepe to Calshot

- **Length of Shoreline:** 4 miles
- **Description:** Mud, sand and shingle beach, backed by Lepe country park; some MOD land, woodland and grassland; some groins at Lepe
- **Adjacent sea areas:** Major oyster beds particularly at Stanswood Bay and Calshot, and at Bramble bank and Thorn Knoll in mid channel.
- **Ecological Sensitivity:** An SSSI, part of the Solent and Southampton Water SPA, part of the Solent Maritime SAC and, in large part, a National Nature Reserve. The SSSI supports the largest British colony of black headed gulls and is a nationally important ternary. The inter-tidal area at Calshot Spit has *Zostera Marina* eelgrass beds. The whole site is an important wild fowl refuge and is of national importance as a coastal ecosystem. The coastline also forms part of the New Forest National Park. There is an inshore nature sanctuary at Calshot.
- **Main Uses:** Shoreline for recreation and water for sailing, water sports, bathing, fisheries and sea angling
- **Access to Shoreline:** Access points at Lepe and Calshot but movement of mechanical equipment along the beach is inhibited in places by groins and fencing.
- **Clean up plan:** Physical removal of contaminated shingle, dispersants **MUST NOT** be used. Set up bird scarers if necessary

#### 11.3.2 Calshot Spit to Ashlett Creek

- **Length of shoreline:** 1 Mile
- **Description:** Some shingle but mainly mudflats and saltmarsh backed by grassland and Fawley Power Station.
- **Adjacent sea area:** Oyster cleansing area off Calshot spit.
- **Ecological sensitivity:** Designated SSSI, an SPA and a SAC. A local Nature Reserve in part and the coastline also forms part of the New Forest National Park.
- **Main uses:** Shoreline for recreation (particularly Calshot), water for sailing with moorings at Calshot and Ashlett creek, water sports, bathing at Calshot, fisheries and sea angling.
- **Access to Shoreline:** Access points at Calshot Activities Centre and Ashlett Creek.
- **Clean up plan:** Leave to natural cleaning processes, shingle shorelines may be cleaned manually. No dispersant use, particularly on saltmarsh of mudflats,

or near Calshot. Heavy equipment mustn't be put on saltmarsh and absorbent booms should be deployed at saltmarsh and Ashlett creek if accessible.

#### 11.3.3 Ashlett Creek to Esso Outfall 1

- **Length of shoreline:** 1.2 miles
- **Description:** Mudflats and saltmarsh backed by Esso refinery landscaping area.
- **Adjacent sea area:** Water intakes for Fawley refinery.
- **Ecological Sensitivity:** Whole area designated an SSSI, SPA and SAC.
- **Main Uses:** Nothing on shoreline, sailing in water.
- **Access to shoreline:** At Ashlett Creek and via Ashlett Club, elsewhere, across seawall at Esso. Not suitable for mechanical equipment.
- **Clean up plan:** Leave to natural cleaning processes. Manually clean oil from Solent view area if practical, no dispersant to be used (particularly on saltmarsh) and deploy absorbent booms if accessible and necessary.

#### 11.3.4 Esso Outfall 1 to Hythe Park Marina

- **Length of shoreline:** 2.2 miles
- **Description:** Extensive saltmarsh backed mainly by the industrial land and beech wood.
- **Adjacent sea areas:** Clam fisheries in the whole area as well as nearby Yacht marina.
- **Ecological Sensitivity:** An SSSI, SPA and SAC along with a Nature Reserve at Hythe end. A major wildfowl refuge for winter migrants and marshes dominated by *Spartina*. Flats dominated at times by green algae supporting large percentages of national populations of ringed plover, grey plover, curlew and dunlin. Feeding grounds for teal, shelduck and brent geese.
- **Main uses:** Water used for sailing
- **Access to shoreline:** Numerous access sites but not suitable for mechanical equipment. Access with Esso zone 2 or Frost Lane (Hythe).
- **Clean up plan:** Leave to nature, no dispersant to be used and deploy absorbent booms at saltmarsh creeks if accessible. No personnel or heavy equipment on the saltmarshes.

#### 11.3.5 Hythe Marine Park to SMC, Marchwood.

- **Length of shoreline:** 2 miles
- **Description of coastline:** Mainly shingle and boulder shoreline, with intertidal mudflat, backed by Hythe Marine and rough grassland,
- **Adjacent sea areas:** Clam fisheries in the whole area as well as major marine usage at Hythe. Offshore yacht anchorages in the area.
- **Ecological Sensitivity:** Whole area designated an SSSI and SPA. Valuable as a feeding resource for birds.
- **Main uses:** Sailing and some angling at Hythe.
- **Access to shoreline:** Via Marina or minor footpaths from Hythe area. Vehicle access to the Dibden Bay foreshore is possible via West Cliff Hall.
- **Clean up plan:** Physical removal where possible and dispersants could be used with the agreement of MMO and Natural England.

### 11.3.6 Port of Marchwood to Bury Creek

- **Length of shoreline:** 1.3 miles
- **Description of coastline:** Part mud and shingle beach with open pile quay line backed by urban and industrial development. Husbands shipyard, Marchwood aggregate wharf with sailing clubs at Cracknore and Marchwood.
- **Adjacent sea areas:** Small craft mooring areas and shellfish beds. Water intake for Marchwood Power station.
- **Ecological sensitivities:** Although not designated, the mudflats are used by SPA and SSSI birds as a feeding resource and are important to the function of nearby designated sites. The mudflats are locally designated as a Site of Importance for Nature Conservation (SINC).
- **Main uses:** Shoreline is predominately industrial and water is used for sailing, commercial vessel movements and some angling.
- **Access to shoreline:** Slipways at Cracknore and Marchwood.
- **Clean up plan:** Physical removal and treat shingle with dispersant before advancing tide subject to agreement of MMO and Natural England.

### 11.3.7 Bury Creek to Eling and Redbridge Causeway

- **Length of shoreline:** 3 miles
- **Description of coastline:** Some shingle but mainly mudflats and saltmarsh backed by woodland, grassland and industrial development.
- **Adjacent sea areas:** Small craft moorings in Eling creek, jet ski, PWC and water ski area in Redbridge channel.
- **Ecological sensitivity:** Whole coastline designated an SSSI, SPA and SAC.
- **Main uses:** Shoreline used as recreation at Goatee beach, Eling channel. Sailing, water skiing and jet skiing on the water along with some angling.
- **Access to shoreline:** Via slipway at Eling creek or footpaths to Goatee beach and Bury marshes.
- **Clean up plan:** Leave to natural cleaning processes. No dispersant use, particularly on saltmarsh and no personnel or heavy equipment to be put on saltmarshes. Deploy absorbent booms at saltmarsh creeks if accessible and necessary. Physical removal of cleaning of contaminated shingle at Goatee beach. Set up bird scarers if necessary.

### 11.3.8 Southampton Docks SCT1 to 30 Berth

- **Length of shoreline:** 4.5 miles
- **Description of coastline:** Industrial commercial dock complex with public access to civic Mayflower Park and recreational/office development at Town Quay backed by urban and industrial development.
- **Adjacent sea areas:** Marina at Town Quay
- **Access to waterfront:** Western docks via dock gates 20, 10 and 8 is subjected to restricted access (generally late August to end September for boat show). All other gates are 24-hour access. Eastern docks via dock gate 4 with slipways at Mayflower park and Town Quay.
- **Clean up plan:** Physical removal where possible. Some dispersant can be used but only with the agreement of the MMO and Natural England.

### 11.3.9 River Itchen, 30 berth to Woodmill

- **Length of shoreline:** 6.5 miles
- **Description of coastline:** Mainly mud and some shingle backed by urban and industrial development. Numerous private commercial wharfs in lower reaches below Northam Bridge and marinas at Ocean village, Shamrock Quay and Kemps Quay. Numerous small boat yards above Northam Bridge with sewerage treatment plant at Portswood. Woods and parkland above Cobden Bridge.
- **Adjacent water areas:** Shellfish beds and numerous small craft moorings below Riverside park.
- **Ecological sensitivity:** Local nature reserve at Chessel Bay and some reed beds above Riverside park. East bank is a SPA between Spitfire Quay and Hawkeswood Road.
- **Main uses:** Light industrial, urban and recreation on shoreline. Sailing, rowing, canoeing and angling on the water as well as commercial ship operations below Northam Bridge.
- **Access to shoreline:** Public slipways at Crosshouse Hard, Itchen Ferry Hard, Belvidere Hard, Millbank Hard, Priory Road Hard and Riverside Park.
- **Clean up plan:** Physical removal. Absorbent booms around reed beds where accessible, no dispersant use.

### 11.3.10 Mouth of River Itchen, Woolston to River Hamble (West Bank)

- **Length of shoreline:** 4.2 miles
- **Description of coastline:** Mudflats backed with shingle beach, in turn backed by urban and industrial development as well as the Royal Victoria Country Park.
- **Adjacent water areas:** Oyster fisheries in the whole area and yacht anchorages near mouth of River Itchen.
- **Ecological sensitivity:** Whole coastline designated a SSSI and SPA
- **Main uses:** Shoreline used for recreation and water used for sailing, water sports, fisheries and sea angling.
- **Access to shoreline:** Via Copse Lane in Hamble and gate to west of BP Hamble Terminal. Access to small beach at Netley sailing club and extensive access at Weston.
- **Clean up plan:** Physical removal. Shingle may be treated with dispersant before advancing tide subject to agreement from the MMO and Natural England. Set up bird scarers if necessary.

### 11.3.11 River Hamble (West Bank) to Hillhead

- **Length of shoreline:** 3.9 miles
- **Description of coastline:** Mudflats backed by shingle beach and coastal rough land. Groins at Hillhead. Some rocks on beach, River Meon mouth (fast flowing)
- **Adjacent sea areas:** Oyster beds in the whole area, particularly off Chilling.
- **Ecological sensitivity:** Titchfield Haven is largely a National Nature Reserve with a small selection outside this being a Local Nature Reserve. It is protected by a tidal flap and is an important wildfowl refuge. There is also a Local Nature

Reserve near Warsash. Whole coastline designated a SSSI and SPA. Mouth of the River Hamble is a designated SAC.

- **Main uses:** Recreational beach at Hillhead end and sailing and fisheries in the water.
- **Access to shoreline:** Access for mechanical equipment at Warsash, Solent Breezes Caravan park and Hillhead. Access at Warsash (near old maritime school site) is via a locked gate – key held by environment agency. Movement along beach at Hillhead is impeded by groins and there are locked gates around the river mouth. Additional gated access at Chilling Substation and the key is held by National Power, Nursling (tel: 01703 732125).

#### 11.3.12 Hillhead to Lee-on-Solent

- **Length of shoreline:** 1.9 miles
- **Description of coastline:** Mudflats and shingle backed by urban areas and MoD land.
- **Adjacent sea areas:** Oyster beds in the whole area
- **Ecological sensitivity:** Coastline designated a SSSI and SPA.
- **Main uses:** Recreation on shoreline. Sailing, water sports, fisheries and sea angling on the water.
- **Access to shoreline:** Good access for mechanical equipment via large slipway at Lee-on-Solent and other minor slipways. Movement along beach impeded by groins. Good access along whole beach for manual clean up.
- **Clean up plan:** Physical removal. Treat shingle with dispersant before advancing tide subject to agreement of the MMO and Natural England.



## 12. Roles and Responsibilities

### 12.1 Harbour Authority

The Harbour Authority is responsible for the conservancy of its area together with the safety of navigation, pilotage and movement of all vessels. Its powers are derived from Principal and Local Harbour Acts and are exercised through bye-laws and Harbour Master directions.

It has responsibility for responding to Oil Pollution within its area under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 No. SI 1056 (with amendment SI No 1639 of 2001). The regulations state that "any Harbour for which there is a SHA having an annual turnover of more than £1 million"

The SHA 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.

### 12.2 Local Authorities

#### 12.2.1 District Councils & Borough Councils

The 3 District and Borough councils in the plan area have accepted a non-statutory responsibility for dealing with oil on the shoreline and beaches down to the low water line, within the limit of their resources.

#### 12.2.2 County Council and Unitary Authorities

Southampton City Council is a Unitary Authority and, along with other local authorities, will be responsible for dealing with oiled shorelines in the City area. Hampshire County Council assumes responsibility for co-ordinating the local authority action in the event of widespread pollution affecting more than one district. The County Council may be able to provide support to Districts for clean-up activities, District Councils remain responsible for physical clearance in their respective areas of jurisdictions.

### 12.3 Maritime and Coastguard Agency

The Maritime and Coastguard Agency (an executive agency of the DfT) discharges DfT's responsibility for both the coordination of civil maritime Search and Rescue and counter-pollution operations in UK waters.

In the event of an oil spill incident which calls for a Tier 3 response, the National Contingency Plan may be implemented. In this event, and after the formal transfer of responsibility, the MCA will take control of at sea counter pollution measures exercising this from a Marine Response Centre (MRC) at MCA HQ Southampton or from the NMOC at Fareham. The Ports oil spill response resources and facilities will be made available to the MCA.



## 12.4 Marine Management Organisation

The MMO plays a major role in the protection of the marine environment, particularly in respect of fisheries and in ensuring the safety of the aquatic food chain, including the safety of consumers of fish and shellfish. The MMO is the statutory authority for approving deposits in the sea.

Under the terms of the Marine and Coastal Access Act 2009 and The Marine Licensing (Exempted Activities) Order 2011, it is a legal requirement that oil treatment products may only be used in English or Welsh waters if they have been formally approved for this purpose by the MMO.

In addition, specific permission from the MMO must be obtained before any such products are used in shallow waters – these are defined as any area of the sea which is less than 20 meters deep, or within one nautical mile of such an area. This includes any use in tidal docks, locks and on beaches, shorelines or structures such as piers and breakwaters.

MMO's representation in the EG will be from local MMO offices – the role of local MMO staff is to give advice on fisheries, shellfisheries, marine conservation zones, marine licensing and dispersant use, but not dispersant approval. In addition, other local MMO staff may be called upon to act as an environmental liaison officer in the EG.

## 12.5 Natural England

Natural England is the organization responsible for advising the Government on nature conservation policies in England. When an incident occurs, Natural England provides advice to local authorities, the counter pollution branch of the MCA and other relevant bodies on the likely environmental impacts and the best methods of treating oil to minimize damage to wildlife. The advice would normally be provided through their representative on the established Solent Environment Group, more information on this can be found in [Section 2.8](#).

Natural England will provide advice on location and features of designated sites, sensitivity of those features to marine pollution, priorities for protection and suitability of various clean up techniques.

## 12.6 Environment Agency

The Environment Agency is a non-departmental public body with the statutory duties and powers in relations to water resources, pollution control, flood defences, fisheries, recreation, conservation and navigation in England and Wales. Under the Water Resources Act 1991, the EA is responsible for the control of pollution and water quality in all controlled waters which include groundwaters, fresh waters, estuaries and coastal waters up to 3 nautical miles offshore.

The EA has powers to both control and remedy pollution. It has powers to prosecute for pollution offences under Section 85 of the Water Resources Act 1991 and under section 161, the EA can act to prevent pollution entering controlled waters. Under section 161 the EA may also remove and dispose of polluting matter which has entered controlled waters, remedy or mitigate its presence and restore the water to its previous condition.

With regards to marine/estuary pollution, the EA may take the lead for land based pollution sources, or where there is no other Harbour or Local Authority plan already in place (e.g Harbour Plans).

During a marine incident, the EA will:

- Advise on environmental sensitivity, impact and action required to mitigate pollution.
- Regulate and provide advise on any waste management activities
- Advise on necessary remedial actions
- Investigate offences.

### 12.8 Oil Spill Management Team

Oil Spill Management Team (OMT) is the nomenclature used to describe the command and control team established for the spill incident within the Port of Southampton, with representatives of organisations attending in accordance with the category of oil spill response established, as described in [section 2.2](#).

### 12.9 Marine Response Centre

The MRC for the Port of Southampton (not to be confused with an MCA MRC) is a dedicated facility in the VTS offices with communications, IT and radar links to the Port Operations room and is where the OMT will convene.

## 13 Resource Directory

Inventory of available equipment at organizations within the Port of Southampton

### Port of Southampton

- 100m floating boom
- 100m absorbent boom
- Various absorbent materials (nongranular chemical nature)
- 3 in service harbour/pilot launches
- 5 additional work boats/harbour launches available at notice.
- 5 VTS operators on duty 24 hours a day
- Communications, Radar and CCTV equipped VTS Centre
- Equipped Marine Response Centre
- Contracted Tier 2 Responder Adler and Allan Limited

As well as the above, Town Quay Marina under ABP Management has the following resources:

- 4 x 5m by 200mm floating booms
- 12 x 3m by 125mm floating booms
- Absorbent pads for small landside spillages
- PPE including protective gloves and goggles
- Absorbent granules for small landside spillages
- Miscellaneous small booms and absorbent pads for smaller oil spills from yachts

### Adler and Allan (Tier 2 Contractor)

Extensive stockpile of booms, pump, skimmers and other equipment capable of dealing with Tier 1, 2 and 3 spillages include crude and fuel oils, diesel, MGO, shoreline clean up equipment and landside HNS spillages. Full Adler and Allan equipment inventory is held by the Harbour Master.

**BP Oil UK Limited**

- 1 x semi rigid inflatable boat
- 100m Shore guardian boom
- 300m bay boom
- 250m permanent buoyancy boom
- 300m Frogmat
- 2 x Fastanks (2000 gal)
- 1 x spare pump
- Miscellaneous Items including water pumps, air blowers, anchors, absorbent booms and materials.

**Perenco (Hamble Terminal)**

- Road trailer for anti-pollution (oil recovery, boom deployment)
- 100m Vikoma Shore guardian (5 x 20m)
- 30m Vikoma shore guardian (3 x 10m)
- Miscellaneous items including water pumps, air blowers, anchors and absorbent booms.

*Note: Road trailers from Sway and Well Sites X, D or F, with similar resources would respond to any incident involving the Purbeck – Southampton Pipeline*

**SMC Marchwood and Solent Gateway Limited**

2 trailer mounted mobile response kits and 6 static containers with pollution control kit within the site.

**Itchen Marine Limited**

9 assorted workboats, tugs and barges

**Williams Shipping Limited**

2 launches, 1 tug and 1 store barge (300 tonnes)

**Solent Towage Limited**

- Tugs Lomax, Phenix and Apex each fitted with 200m of Nordlence 450 S inflatable booms on reels and 146m<sup>3</sup> oil recovery tanks.
- Phenix and Apex each fitted with Desmi weir skimmer (120 m<sup>3</sup>/hr), 2000lts of Correxite 9500 dispersant and 120 m<sup>3</sup> oil recovery tank.
- Tug Thrax (when stationed at Fawley) fitted with 200m Nofi Highseas inflatable boom on reel and 120 m<sup>3</sup> oil recovery tanks.

**14. Product Information**

Material Safety Data Sheets for oils and products handled in the Port of Southampton can change regularly. Once Southampton VTS are informed of an incident, Esso, BP, Perenco and Marchwood will provide detailed and up to date MSDS information of the pollutant involved. Additionally, Southampton VTS has access to Hazcheck online to aid staff in identifying the pollutant.