



PD PORTS TIER 2 OIL POLLUTION RESPONSE

SEPTEMBER 2022



HARBOUR AUTHORITIES



- Harbour authorities have overall responsibility for the safety of marine operations on waters within their jurisdiction. Their underlying obligation is to manage the harbour so that it can be used in a safe and efficient manner. They must also ensure that the environment is safeguarded. These duties are also a commercial imperative. A serious accident is likely not only to cause serious disruption to the port at the time, but may well have longer term impacts. Cleaning up pollution is an inherently difficult and time consuming process. It may be longer still before the port returns to full running order, and recovers from the cost and possible lost business caused by a large spill. It is therefore much better to work for accident prevention rather than having to deal with the consequences
- Every Harbour authority to which the OPRC Regulation apply shall have a Oil Pollution Plan
- The MCA undertakes the approval of harbour authority and oil handling facility plans on behalf of the Secretary of State for the Department for Transport. Plans should be compiled in consultation with adjacent ports, local authorities, oil handling facilities, the Marine Management Organisation (MMO)), the Environment Agency, Natural England
- Every harbour authority shall fully review its oil pollution emergency plan no later than 5 years after submission, or where any major change occurs which affects or could affect the validity or effectiveness of a plan to a material extent then the harbour authority shall submit a new plan, or amendments to the existing plan, within 3 months of such change becoming known, to that authority.
- A Harbour Master, 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 HM Coastguard. (CG77 Form)
- National Contingency Plan (NCP) a strategic overview for responses to marine pollution from shipping and offshore installations. It sets out the circumstances in which the Maritime and Coastguard Agency deploys the UK's national assets to respond to a marine pollution incident to protect the overriding public interest.

HARBOUR AUTHORITIES RESPONSIBILITY FOR CLEAN-UP OPERATIONS

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/Northern Ireland Environment Agency
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)	MCA

HARBOUR AUTHORITIES

- Whether a port has contracted an Oil Spill Response Organisation (OSRO) to provide Tier 2 response services, has developed an in-house Tier 2 response capability or has entered into a local cooperative arrangement, Tier 2 response arrangements must be accredited under a scheme of accreditation which is compliant with the UK National Standard for Marine Oil Spill Response Organisations. This scheme of accreditation must be delivered by a body approved to do so by the MCA and the Department for Business, Energy and Industrial Strategy, the approved accrediting bodies are the International Spill Accreditation Scheme (ISAS) and the Nautical Institute (N.I.).
- The Category of Response to which the OSRO, in-house capability or local cooperative arrangement is accredited must be appropriate to the Strategies and Actions detailed in the Contingency Plan in terms of area of response and type of response
- A Tier 2 response requires a programme of on-going exercises and training for maintained proficiency and continual improvement. The programme should include hands-on equipment deployments, site familiarisation and communications exercises
- Ports, harbours should provide an annual return for the previous period, to the MCA. The annual return should include brief notes on:
 - Notification, mobilisation and tabletop exercises
 - Tier 2 Incident Management Exercise, or date of most recent.
 - Summary of current level of staff training to MCA 1-5P
 - Summary of actual pollution incidents during the period

TIER 2 OIL POLLUTION



As the statutory harbour authority for Tees and Hartlepool, PD Ports has a duty The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 (SI 1988 No.1056) (as amended) to must submit oil spill contingency plans (OSCP) to the Maritime and Coastguard Agency (MCA).

In part this requires A&B Category ports, harbours and oil handling facilities to have in place an accredited Tier 2 specialist oil spill response contractor.

PD Ports is one of two ports in the UK to complies with this obligation by achieving accreditation and maintaining this capability within the port.

Tier 2 within the Teesport Plan is:

- Operational loss 250 tonnes crude oil

- Worst case loss of cargo tank 250 tonnes fuel oil

- Operational bunker loss 6 tonnes

- Worst case loss of pipeline or road tanker 25 tonnes

RATIONALE OF THE PLAN

Current legislation requires any port to have a tier 2 response within 6 hours. This response may just consist of 1 or 2 personnel on-site to assess the situation.

By providing an accredited response on the port, PD Ports is able to ensure a fast, effective and efficient response to oil pollution within the jurisdiction beyond that of a third party contractor.

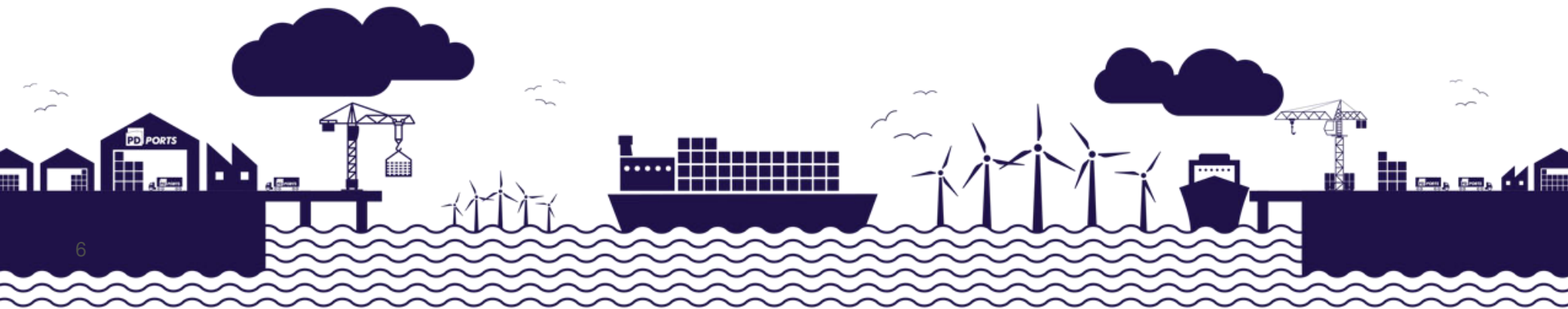
As a port we further benefit in a number of ways.

Trained
Personnel
familiar with the
local facilities

Oil Pollution
response
equipment stock
on site ready to
deploy

Vessels and boats
able to re-deploy
to facilitate that
response

Regularly
exercised for
multiple
scenarios
tailored to the
port



CAPABILITY



PERSONNEL

PD Ports has achieved accreditation as an OSRO (Oil Spill Response Organisation) and is regularly audited and assessed by regulators to ensure we meet the high standards required.

Both Conservancy and the Harbour Office maintain a trained cadre of personnel, to a number of different levels. These are

- MCA Level 2 Oil Spill Operator (this is our minimum level of training for OPRC trained personnel)
- MCA Level 3 Shoreline site supervisor
- MCA Level 5 Oil Spill Response Management

Training is only provided by accredited training organisations, registered and overseen by the Nautical Institute, and PD ports assists by providing facilities and equipment to enable that training locally is also available to any stakeholders who wish their staff to participate.

PD ports provide a permanent member of staff with full on-call facility supplemented with additional qualified staff as required to provide the most timely and appropriate response to reported incidents

CAPABILITY

SORBENTS

Often the first line of defence, particular with small spills sorbents are quick to deploy and effectively onshore as well as in water.

Considerable stock is held of pads, matting and small sorbent booms.



CAPABILITY

EQUIPMENT

We also maintain and operate more specialist boom such as shore guardians that protect the beach/ water interface or pre-deployed assets such as the boom at Seaton Channel or ready use equipment stored in Hartlepool



CAPABILITY

EQUIPMENT

The Oil Spill Response team holds a considerable quantity of equipment on site ready for deployment at all times.

This includes 1.5km of boom in sizes varying from shallow water fence boom to larger roll mounted boom for more exposed areas.



CAPABILITY

RECOVERY

Several technical options are available to recover any oil pollution.

This enables the response team to deploy the most appropriate to the nature of the spill and the prevailing conditions.

This include disc and brush skimmers, weir and manta ray skimmers, roll mop recovery systems and all the ancillary power and pump systems required to operate.



CAPABILITY

VESSELS AND TEMPORARY STORAGE

Our response is able to utilise any of the Conservancy vessels that would be appropriate to a spill.

These include pioneer small craft which have proven excellent at responding in difficult situations close to jetties, supported by the Tees Guardian with her capable lift capacity

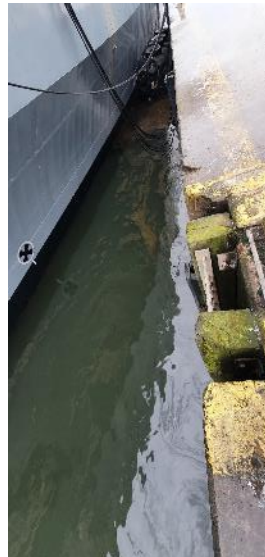
In addition to a stock of IBC and fast tanks ready to offtake recovered pollution in extremis Tees Guardian has ample storage capacity in vessel tanks to support.



RESPONSES

We continue to respond to any notification of a spill from the Harbour Master.

The vast majority of these are small or false alarms which require little response. We also provide assistance to facilities teams if they are dealing with a spill onshore that is best dealt with before it enters the water.



ANY QUESTIONS?

