Coastal Pollution Plan

Emergency Preparedness, Resilience & Response

Version 2.0 Feb 2019

Resilience Direct - Portsmouth CC - Joint EP team Area

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If you are opening this plan because of an impending or actual coastal pollution incident go to Section Four - Incident Response and Actions.

Foreword

The Coastal Pollution Plan provides a framework for an effective response to any pollution incident in the Portsmouth or Southampton City Council areas (hereafter 'the two cities'). The Plan draws on guidance issued by the Maritime and Coastguard Agency (MCA) and is intended to complement similar plans produced by the County and Borough councils, and those produced by the Harbour Authorities.

It focuses on the roles and responsibilities of the Council within the co-ordinated response of a number of agencies to an incident. The aim of any response is to mitigate the effects of an incident on people, infrastructure and the environment and aid recovery.

The Joint Emergency Preparedness, Resilience and Response Team (JEPRRT) produce the plan on behalf of the two City Councils. An abbreviated version of the plan, minus operational and contact details, is available on each of the City Councils websites.

The City Councils are category one responders as defined by the Civil Contingencies Act 2004 (CCA04)[1]. The Port Operators and Harbour Authorities are category two responders under that same legislation.

This plan addresses the escalation of a councils response to a small pollution, tier one, incident through to an integrated response with Hampshire County council for a large scale, tier three, wide area pollution incident.

[1] http://www.legislation.gov.uk/ukpga/2004/36/contents

Document Control

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Prepared for:	Portsmouth and Southampton City Council
Plan Author:	Arthur Rabjohn, EPRRO
Plan Owner:	Ian Collins, Service Lead: Emergency Planning and Business Continuity
Plan Reviewed By:	Laura Betsworth & Tim Pettis, Senior EPRRO
Plan Authorised By:	Ian Collins, Service Lead: Emergency Planning and Business Continuity
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Protective Marking

This document is protectively-marked with the classification **OFFICIAL**

Government Security Policy Framework May 2018.

Glossary

ABP	Associated British Ports
ACOP	Approved Code of Practice
AIS	Automatic Identification System
CCO	City Contact Officer
CLC 92	Civic Liability Convention 1992
COCPO	County Oil and Chemical Pollution Officer
COSHH	Control of Substances Hazardous to Health
CPCP	Coastal Pollution Clearance Plan
CPSO	Counter Pollution and Salvage Officer
DEFRA	Department for Environment, Food and Rural Affairs
DPH	Director of Public Health
EA	Environment Agency
ECC	Emergency Control Centre
ELCA	Employers' Liability (Compulsory Insurance) Act 1969
EPRR	Emergency Planning, Resilience and Response
HFRS	Hampshire Fire and Rescue Service
H&IOW	Hampshire and Isle of Wight
HNS	Highly Noxious Substances
HNSRT	Hazardous and Noxious Substance Response Team
ILO	Incident Liaison Officer
IMO	International Maritime Organisation
IOPC	International Oil Pollution Compensation
ITOPF	International Tankers Owners Pollution Federation
JEPDO	Joint Emergency Planning Duty Officer
JEPRRT	Joint EPRR Team
LALO	Local Authority Liaison Officer

LOPC	Loss of primary containment
LRF	Local Resilience Forum
MCA	Marine and Coastguard Agency
MEIR	Marine Emergency Information Room
MMO	Maritime Management Organisation
MRC	Marine Response Centre
MRCC	Marine Response Co-ordination Centre
NCP	National Contingency Plan
NEBA	Net Environmental Benefit Analysis
OCPO	Oil and Chemical Pollution Officer
OPRC	Oil Pollution Preparedness Response and Co-operation Convention
ORP	Operational Response Plan
PCC	Portsmouth City Council
P&I Clubs	Protection and Indemnity Clubs
PHE	Public Health England
PID	Photo Ionisation Detector
PIP	Portsmouth International Port
POLREPS	Pollution Reports
PPE	Personal Protective Equipment
RAMSAR	Convention of Wetlands
RCG	Recovery Co-ordination Group
RMG	Response Management Group
ROMCPS	Regional Operation Manager Counter Pollution and Salvage
RSPB	Royal Society for the Protection of Birds
RSPCA	Royal Society for the Prevention of Cruelty to Animals
SCAT	Shoreline Clean-up Assessment Technique
SCC	Southampton City Council
SCG	Strategic Co-ordination Group
SCU	Salvage Control Unit
SDR	Special Drawing Rights
SMT	Senior Management Team

SOSREP	Secretary of State's Representative
TCG	Shoreline Response Centre
SSSI	Site of Special Scientific Interest
SSEG	Solent Standing Environment Group
STAC	Scientific and Technical Advisory Cell
STOp	Scientific Technical and Operational Advice Notice
TOVALOP	Tanker Owners Voluntary Agreement for Oil Pollution
TCG	Tactical Co-ordinating Group
UKPIA	United Kingdom Petroleum Industry Association
VOC	Volatile Organic Compounds

Distribution

Resilience Direct (RD) is the repository for all plans.

https://collaborate.resilience.gov.uk/RDService/home/104081/C.-Emergency-Plans

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Part 1 - Policy

1.1 Introduction

This Coastal Pollution Plan is intended to guide Portsmouth and Southampton City Council [*Hereafter 'the two cities'*] personnel and those of other responsible organisations through the processes required to manage a coastal pollution incident.

It has been written in response to the **Donaldson Report - Safer Ships Cleaner Seas** and the **Maritime and Coastguard Agency (MCA) National Contingency Plan** which states that "each local authority, at district, islands, county and regional level should have a contingency plan the purpose of which is to allow an effective counter-pollution response to be mounted quickly at any time."

Whilst the primary hazard given consideration in this plan is petrochemical industry products, the plan is also compatible with responses to inert pollution[2] or biological pollution incidents.

Coastal pollution response is the responsibility of the Harbour Authority/MCA (if on open water) or the landowner. However once pollution comes ashore there is an expectation that local authorities will be involved in the response.

Should an incident be classified as Tier Three (requiring a national response) the normal arrangements

Figure 1: Brighton Beach - Wood pollution

[2] https://www.dailymail.co.uk/news/article-509362/Hundreds-tons-timber-washed-Sussex-beach-cargo-ship-sinks.html

for command and control will be established with Strategic and Tactical Coordination Groups.
See Part Four for details.

The lead organisation for a major incident at sea will be the Maritime and Coastguard Agency (MCA) from its Maritime Emergency Information Room (MEIR) in Southampton. Pollution at sea will be dealt with by the Counter Pollution & Response branch of the MCA from its Marine Response Centre (MRC). If salvage of the ship is required, this will be controlled by the MCA's Salvage Control Unit (SCU). Any accident involving vessels at sea or in port are investigated by the Marine Accident Investigation Branch[3].

Pollution on the foreshore is the responsibility of the local authority using a tiered response approach; a number of other organisations may also be involved including Hampshire County Council, Borough Councils, Queens Harbour Master (Dockyard Port of Portsmouth)[4], Portsmouth International Port, Associated British Ports (ABP) - Southampton[5] and Langstone Harbour Authority[6], depending upon the nature and extent of the incident.

The alerting procedures and the roles of the organisations likely to become involved in pollution response are given in Part Two of this plan. In an emergency, please refer immediately to Part Four 'Actions' and Annex B which shows the initial actions to be followed in response to an incident and where appropriate the Hampshire and Isle of Wight (HIOW) Local Resilience Forum (LRF) Emergency Response Arrangements (ERA) have been put in place.

The strategy to be followed when a major coastal pollution incident occurs is to clean amenity beaches nominated by the City Councils and to leave the rest of the coastline for consideration at the time.

[3] https://www.gov.uk/government/organisations/marine-accident-investigation-branch
[4] https://www.royalnavy.mod.uk/qhm/portsmouth/shipping-movements
[5] http://www.abports.co.uk/Our_Locations/Southampton/
[6] http://www.langstoneharbour.org.uk/

This plan integrates with the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations produced by the MCA, which itself is linked with international agreements.

The Plan is divided into five sections:

- **Part 1**: Policy
- **Part 2**: Roles and Responsibilities
- **Part 3**: The Risk
- **Part 4**: Incident Response and Actions
- **Part 5**: Shoreline Information

1.2 Aim and Objectives

This plan sets out the arrangements for dealing with a small scale, Tier 1 or 2, coastal pollution on the shoreline within the jurisdiction or Portsmouth City Council and Southampton City Council

The aim of the plan is to:

Ensure that there is a timely, measured and effective shoreline clean-up response to a pollution incident along the coastline (that being land exposed by falling tide). This will contribute to the mitigation of the impact of the pollution upon the economic and environmental well-being of the area.

The objectives of the plan are to:

Describe the management structures, initial actions and response arrangements in the event of a Tier 1 or 2 pollution incident on the part of or both of the shorelines of the two cities;

Identify the role and responsibilities of all agencies involved in coastal pollution shoreline clean-up response;

- To facilitate a co-ordinated seamless multi-agency response to marine pollution;
- To ensure the plan is consistent with the MCA National Contingency Plan (NCP), the local port authorities, oil/chemical companies, government departments, utility services and other emergency response agencies;
- To be consistent with relevant emergency planning guidance and Scientific Technical and Operational Advice Notices (STOp) as issued by the MCA.

1.3 Scope of the Plan

This plan details the shoreline clean-up operational procedures to be followed in the event of a pollution incident from Oil, Inert, Hazardous and Highly Noxious Substances (HNS), or biological hazards. This includes any substance that is liable to create hazards to human health, harm to living resources and marine life, to damage amenities or to interfere with other legitimate uses of the coast line.

A tiered approach is used to categorise marine pollution for contingency planning purposes in the UK. This approach identifies resources for responding to these incidents. See Section 1.5

1.4 Supporting Plans

The plan is written to complement a number of plans relating to emergency response within the two cities and the wider Hampshire and Isle of Wight Local Resilience Forum (HIOW LRF) area, namely:

- **National Contingency Plan for Marine Pollution from Shipping and Offshore Installations** (Maritime Coastguard Agency)
- **Emergency Response Plan** (the two cities)
- **Oil and Chemical Coastal Pollution Plan** (Hampshire County Council)

- **Major Incident Plan** (Hampshire County Council)
- **Borough Emergency Response Plan** (Gosport, Fareham and Havant Borough Councils)
- **Emergency Response Arrangements (ERA)** (Hampshire and Isle of Wight Local Resilience Forum)
- **Strategic Response Framework for Emergencies** (Hampshire and Isle of Wight Local Resilience Forum)
- **Scientific and Technical Advisory Cell Plan (STAC)** (Hampshire and Isle of Wight Local Resilience Forum)
- **Media Plan** (Hampshire and Isle of Wight Local Resilience Forum)
- **Marine Pollution Contingency Plan** (Solent Environment Group)
- **Oil Spill Contingency Plan "Langspill"** (Langstone Harbour Board)
- **Oil Pollution Response Plan** (The Dockyard Port of Portsmouth)
- **Oil Spill Contingency Plan** (Portsmouth International Port)
- **Oil Spill Contingency Plan** (ABP Southampton)

The plan does not apply to

- Oil floating on the water, foreshore, jetties/structures for which the Queens Harbour Master is responsible, however arrangements are in place to ensure close liaison with the Dockyard Port of Portsmouth and Portsmouth City Council;
- Oil floating on the water, foreshore, jetties/structures for which the Southampton Harbour Master is responsible; however arrangements are in place to ensure close liaison with Southampton City Council;
- Oil floating on the water, foreshore, jetties/structures for which the Langstone Harbour Master is responsible; however arrangements are in place to ensure close liaison with Portsmouth City Council;
- Oil floating on the water, foreshore, jetties/structures within Portsmouth International Port (PIP) for which the Portsmouth Harbour Master is responsible;
- Individual organisations' operational plans;

- Tier Three incidents which is addressed in the Oil and Chemical Coastal Pollution Plan (Hampshire County Council).

1.5 Tiered Response Strategy

The MCA Oil Spill Contingency Plan Guidelines require that the internationally recognised three-tier oil spill classification system form the basis of the response strategy to petrochemical spills.

The same consideration of response requirements is used to categorise other coastal pollution incidents. The volumes of pollution in regards to these categories are not defined other than for oil or oil type substances. For example the Loss of Primary Containment (LOPC) in the MSC Napoli[7] incident in 2007 was the loss overboard of a number of shipping containers that were then scattered along Dorset's Jurassic Coast.

Figure 2: MSC Napoli Dorset

[7] http://www.devon.gov.uk/napoli_report_10_final2.pdf

Tier of Spill	Level of Response
Tier One	**Small operational loss of primary containment (LOPC)** A LOPC that can be dealt with immediately (essentially within 60 minutes of initial notification) utilising local resources without assistance from other areas. A background and minor spill resulting in shoreline pollution which can be wholly dealt with by the harbour authority or the impacted City Council. Up to 200 litres of diesel/marine gas oil.
Tier Two	**Medium sized LOPC** An LOPC which may require additional resources above and beyond those available to the City Council. Small scale incidents where local authorities may require mutual aid or the assistance of a Tier Two responder organisation in order to initiate and maintain a shoreline response. Up to 10,000 litres of diesel/marine gas oil.
Tier Three	**Large LOPC's** Beyond the capability of local and regional resources that requires national assistance through implementation of the National Contingency Plan A large spill where substantial further resources will be required and support from National Government is necessary through the implementation of the National Contingency Plan (NCP). If such a pollution incident threatens the coastline it is likely that the LRF ERA will be put in place. In excess of 10,000 litres of diesel/marine gas oil.

Figure 3: Tiered approach

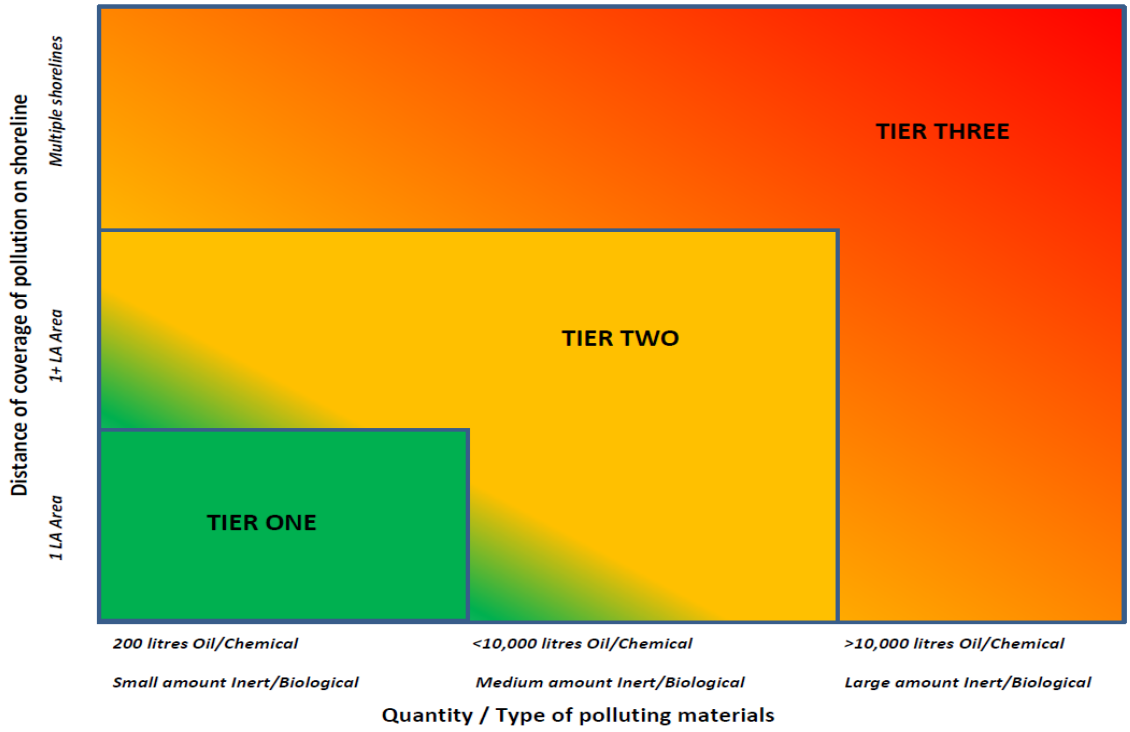


Figure 4: Tier Matrix

Part 2 - Roles and Responsibilities

2.1 Roles and Responsibilities of Responding Agencies

Within the UK there is an adopted structure and procedure for response to maritime incidents, which clearly defines the roles and responsibilities of industry, UK Government (including environmental agencies) and local maritime authorities. Each statutory body has a designated area of jurisdiction within zones extending from the High Water mark to 200 nm or the UK Territorial Limit.

In addition, The Civil Contingencies Act 2004 (Section Two), places a duty upon Category One Responders to prevent an emergency, reduce, control or mitigate its effects, in relation to their functions and take any other action in connection with it.

The following provides a broad summary of roles and responsibilities of agencies likely to be involved in the response; the list is not exclusive or exhaustive. Additional comprehensive information is contained in Appendix A of the MCA National Contingency Plan.

2.2 The City Councils

Local Authorities have no specific statutory duty to plan for, or deal with shoreline clean-up, but have the powers to do so. Maritime Local Authorities fulfil their responsibilities by working in partnership with other agencies to reduce, control or mitigate the effects of oil, chemical, biological and inert pollution.

The City Councils have executive power to deal with oil pollution on foreshores and frontages (deposited by a falling tide) within its area whether privately owned or otherwise, and where the spill falls within the definition of Tier One and Two spills. In the case of Tier Three spills the Council will assist and support the agencies taking the lead roles as per the National Contingency Plan (Reviewed 2016).

The two cities will use a contracted service to provide expert advice, equipment, protective clothing and dispersant needed to carry out its responsibilities under the plan, as it does not have the equipment or capacity to deal with a larger Tier Two incident.

Portsmouth City Council has an arrangement in place with a contracted provider Adler & Allen[8].

Southampton City Council has an informal arrangement in place to utilise the contracted service provider with whom ABP Southampton has an arrangement.

Incident Co-ordinator (IC)	The two cities nominated officers with responsibility for coastal pollution incidents, which impact on the City Council shorelines, is initially the **Joint Emergency Response Duty Officer (JEPDO).** An Incident Co-ordinator will be designated to lead on the response. They will be supported by the Joint Emergency Preparedness, Resilience and Response Team (JEPRRT), Highways and Coastal Team, trained Beach Masters/Supervisors and other council departments or contractors as required. Any decisions regarding the response will be made following discussion with the relevant Council services. The IC will respond to Tier One and Tier Two incidents and organise resources for the response where appropriate. Depending on the resources required the IC might consider requesting the establishment of a Tactical Co-ordinating Group (TCG) and an Emergency Control Centre (ECC).

[8] https://www.adlerandallan.co.uk/emergency-response/

2.3 Hampshire County Council

The County Council may co-ordinate the response to a coastal pollution incident if more than one Council is involved.

In the case of Tier Three spills the County Council will take the lead responsibility for co-ordinating the response from the local authorities within the County, including establishing and co-ordinating the HIOW LRF Emergency Response Arrangement. Central to the ERA is the establishment of a Tactical Coordination Group (TCG) that will include the roles and responsibilities as outlined in the National Contingency Plan.

County Oil and Chemical Pollution Officer (COCPO)	Hampshire County Council's nominated officer with responsibility for co-ordinating with the local authorities in response to major maritime oil and chemical pollution incidents, which impact on part or all of the shoreline in the county, is the **County Emergency Planning Officer**. The COCPO also has responsibility for arranging temporary storage (away from the shoreline) and final disposal of oily waste.

In the event of a Tier Three incident and the implementation of the NCP, the City Council's response will support Hampshire County Councils Emergency Planning Unit. Appropriate members of the team will re-deploy to the TCG as and when required.

2.4 Roles and Responsibilities – Other Agencies involved

The organisations which will always be involved in an incident are:

- Maritime and Coastguard Agency (Counter Pollution & Response Branch of MCA);

- Maritime Management Organisation (MMO);
- Environment Agency (EA);
- Natural England;
- Police;
- Health Authorities;
- Hampshire Fire and Rescue Service (HFRS);
- Hampshire and Isle of Wight Wildlife Trust.

The main maritime pollution responsibilities of each of these organisations are detailed below. Contact Numbers are in the Contacts Directory for each city.

2.5 Maritime and Coastguard Agency (MCA)

The MCA is a Category 1 Responder as defined in the Civil Contingencies Act 2004 (CCA04). It is responsible for the developing, promoting and enforcing high standards of maritime safety and pollution prevention for ships, and when pollution occurs, minimizing the impact on UK interests.

The Maritime and Coastguard Agency comprises HM Coastguard and the Counter Pollution and Response Branch. Their individual responsibilities are: -

HM Coastguard

- To activate the Marine Emergency Information Room (MEIR);
- To provide a 24-hour service for receiving, assessing and transmitting onwards Pollution Reports - POLREPS (this includes alerting Counter Pollution and Response Branch);

Counter Pollution and Response Branch

- To arrange Central Government response to oil pollution at sea and to support local authorities with the on-shore response;
- To maintain national stockpiles of at-sea and on-shore oil pollution response equipment;

- To provide technical/scientific advice, guidance and support to local authorities;
- To fund Central Government research and development;
- To arrange training courses for local authority personnel.

For operations at sea:

Marine Response Co-ordination Centre (MRCC)

- The MRCC will be established at the appropriate Coastguard station to co-ordinate and lead the at-sea operation. The MCA's Counter Pollution and Salvage Officer (CPSO) will lead the MRCC under the overall control of the Director of Maritime Operations. A Liaison Officer from the City Council should be represented at the MRCC. The counter pollution response may involve aerial spraying to disperse slicks, mechanical recovery of oil and cargo transfer operations.

Salvage Control Unit (SCU), if required.

- This will operate from the MRCC if a salvage operation is likely. It will be led by the Secretary of State's Representative (SOSREP) who will be advised on counter pollution aspects by the CPSO. SOSREP's team will include an Environmental Liaison Officer appointed by the Solent Standing Environment Group (SSEG).

For operations ashore:

The MCA will appoint a representative to assist the local authority with clean-up operations (specifically for Tier Three response). They will be supported by scientific, technical and administrative staff and will be able to call upon equipment and other resources to help deal with the incident, and to give advice on compensation claims. The MCA representative will be a member of the Management Team of the TCG.

The MCA also holds the national stockpiles (managed by Braemar Howells[9]); these are located in Dundee, Bristol and Barnsley. There are also supplies of dispersants at 14 locations around the UK. They will also provide technical advice to assist local authorities during an incident. The MCA also provides a number of courses and training throughout various locations in the UK.

2.6 Hampshire Constabulary

- Control access to the shoreline affected.
- Assist the Receiver of Wreck as required;
- Investigate any criminal offences which may have been committed;
- Lead the response to an incident caused (or suspected to be caused) by terrorist action;
- Manage public order issues;
- Assist with traffic management issues;
- Protect property within limits that are reasonably practicable;

2.7 Hampshire Fire and Rescue Service (HFRS)

- Arrange for specialist advice, people and equipment to identify substances, and provide information on appropriate action to protect health, property and the environment;
- In consultation with the Environment Agency (EA) contain a substance in order to limit its harmful effect on the environment;
- Once the immediate hazards have been controlled, hand the incident over to the responsible person or landowner, or where this is not practical, and then help to recover or otherwise contain the substance;
- Seek to recover costs for this work along the principle of the polluter pays.

2.8 Environment Agency (EA)

[9] http://braemartechnical.com/services/response/

- Investigating pollution derived from a land-based source such as vehicles, plant/machinery, boats on land and any oil storage facilities
- Protecting vulnerable rivers;
- Providing advice on the water pollution control aspects of contaminated waste disposal;
- Providing booms for rivers;
- Providing limited assistance.

2.9 Health Authorities

- Public Health England (PHE) is the lead agency response to all health related incidents and should be notified when there is a risk to the health of the public arising from a pollution incident.

2.10 Harbour Masters

Harbours subject to this plan:

Dockyard Port of Portsmouth;
Portsmouth International Port (PIP);
ABP Southampton;
Langstone Harbour.

- The Harbour Master is responsible for the clean-up of oil spillages affecting foreshore and jetties / wharves / structures owned by the Harbour Authority;
- Eliminate oil pollution where an oil spill has occurred, or where that is not possible, reduce the amount of pollution to a minimum;
- Restore the situation as quickly as possible with minimum disruption to the ecology;
- Dispose of the waste oiled material with least impact to the environment;

- Set and maintain environment standards that exemplify best industry practice and comply with all environmental legislation.

2.11 Solent Standing Environment Group (SSEG)

- To provide those undertaking operational incident management with timely and authoritative information, advice and tactics as to the environmental and health and safety considerations in all aspects of an oil or chemical marine pollution incident;
- To form a Core Group to devise and maintain (on behalf of and in consultation with the Standing Group) a Plan of arrangements for response to all oil/chemical incidents;
- To identify organisations and individuals to provide information and special roles, and to undertake liaison, technical and administrative support for the preparation, maintenance and implementation of the Plan including training and exercising;
- To provide public health, safety and environmental impact advice and guidance to all agencies involved in response to an oil and or chemical marine pollution incident and on any options or specific operational proposals or strategies proposed or undertaken;
- To advise response units so as to minimise the impact of the incident on the environment in the widest sense taking account of the risks to public health, the natural environment and potential impacts arising from any response operation whether salvage or clean-up operations at sea and /or on the shoreline and disposal operations;
- To monitor, assess and document the public health, environmental (including wildlife) impact of a maritime pollution incident with respect to oil and/or chemicals and the impact of all measures implemented in response to the incident;
- To facilitate welfare, rehabilitation or humane disposal of wildlife casualties by recognised animal welfare organisations.

2.12 Hampshire and Isle of Wight Wildlife Trust

- Provide a Marine Conservation Officer to the Tactical Coordination Group (TCG) as part of the Management Team. The Trust has a particular interest in the coastline and estuaries and is involved in coastal studies, has ecological information and expertise which is available during a clean-up operation.

2.13 Natural England

- Provide a Pollution Advisor to advise on action when nature conservation sites are under threat from pollution and serves as the contact point between the local authority and other conservation organisations. In marine matters, Natural England co-operates closely with the Hampshire and Isle of Wight Wildlife Trust within the TCG;
- Provide advice relating to nature conservation in the Hampshire and Isle of Wight Local Resilience Forum area, including;
- Advising on the nature conservation importance of sites;
- Advising on the appropriateness of actions to be taken in the event of an oil spill in view of wildlife interests.

2.14 Royal Society for the Prevention of Cruelty to Animals (RSPCA)

- Deal with all animal related matters;
- Co-ordinate the collection and cleaning of oiled birds.

2.15 Royal Society for the Protection of Birds (RSPB)

- Provide advice on all matters pertinent to birds affected, or likely to be affected by oil spillage, including studies of habitat and food chain damage.

2.16 The Polluter

The polluter is responsible for reimbursing all costs associated with the response and clean-up operation, in practice this will usually be through their insurer. All costs incurred must be accurately recorded and receipts kept.

2.17 Department of the Environment Food and Rural Affairs (DEFRA)

- To administer the Food and Environment Protection Act 1985, as it relates to exempting the use of dispersants at sea oil spill clean-up operations;
- To advise on the use of approved low toxicity dispersants and their potential impact on fisheries;
- To protect UK fisheries, breeding grounds and the safety of consumers of marine products;
- To arrange toxicity testing and licensing of dispersants.

2.18 Oil and Shipping Organisations

- Provide a representative of the tanker or ship involved to the Strategic (SCG) or Tactical Coordination Groups (TCG) as required. Where the ship is British owned or owned by a major company with offices in the UK, it is likely that they will activate an incident response team to operate from the TCG. The company will be represented on the Management Team. The owners of the pollutant carried by a tanker involved in a spill will not attend the SCG or TCG, unless it is in their capacity as tanker owners;
- Represented onsite by the International Tanker Owners Pollution Federation Ltd (ITOPF).

2.19 International Tanker Owners Pollution Federation Ltd (ITOPF)

ITOPF was originally established to administer the Tanker Owners Voluntary Agreement for Oil Pollution (TOVALOP).

- Provide technical advice on clean-up techniques to tanker owners and their insurers;
- Provide advice to central and local government on clean-up measures and compensation claims.

2.20 United Kingdom Petroleum Industry Association (UKPIA)

- Offer advice, via its Regional Information Co-ordinators during an oil spill;
- Provide access to oil industry expertise.

2.21 Protection & Indemnity Clubs (P&I Clubs)

- P&I Clubs may participate in the TCG, represented on the Management Team by ITOPF. P&I Clubs are mutual insurance associations for ship-owners and cover almost all the world's tankers for a wide range of liabilities, including oil pollution. The P&I Club for any owner can be ascertained through MCA or ITOPF.

2.22 International Oil Pollution Compensation (IOPC) Fund, 1992

- Provides compensation for pollution damage caused by persistent oil carried by tankers if, and to the extent that, compensation from ship-owners is inadequate. The Fund is financed by oil receivers in the member states which are party to it.

2.23 Training and Exercising

Training Programme

In order to familiarise personnel in the use of this Plan and comply with MCA guidelines, training will be held for all appropriate staff with an identified role

within the plan. In addition, there will also be awareness briefings for Key Managers held throughout the three year cycle.

Exercise Programme

To ensure that the Coastal Pollution Plan is “user friendly” and understood by all those involved in its use, communications and practical exercises will be undertaken on a three yearly cycle.

Part 3 - The Risk

3.1 Maritime Pollution Incident Risk Assessment

The English Channel is one of the world's busiest shipping lanes carrying over one million tonnes of oil and chemical products every 24 hours. Over 40% of the UK incidents threatening pollution occur in or very near the Channel. There is a very varied mix of shipping within the Solent and accidents are not unknown, such as the Hoegh Osaka car carrier in 2015.[10]

The economic effects of pollution on our coastline can be just as debilitating as the environmental or ecological.

3.2 Plotting Pollution

Three main causes have been identified according to the risk assessment as causes of pollution in the Solent:

- Accidents due to hull failure, collision, grounding or explosion
- Accidents in ship to ship transfers of oil and chemicals
- Illegal discharge by ships of oil or oily/chemical wastes

Accidents should be promptly reported to the maritime authorities (including the MCA and HM Coastguard) by the vessels' owners. Illegal discharges by rogue ships however will only be ascertained from reports to Coastguard stations by passing ships or aircraft or when it reaches the shoreline. The Coastguard will follow the CG77 POLREP procedure (Annex A).

The plotting of large pollution incidents will be coordinated by the MCA through observations made by their own and other surveillance teams.

[10] https://www.theguardian.com/uk-news/2015/jan/04/solent-car-carrier-ran-aground-deliberately-prevent-vessel-capsizing

3.3 Ship Automatic Identification System (AIS)

AIS forms part of the global maritime safety system and is capable of providing information about the ship to other ships and to coastal authorities automatically.
The regulation requires AIS to be fitted aboard all ships of 300 gross tonnage and upwards engaged on international voyages, cargo ships of 500 gross tonnage and upwards not engaged on international voyages and all passenger ships irrespective of size.

Ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information. AIS can be used and utilised to plot the ships earlier track or anchorage if pollution was found in the area and can be accessed via the internet on the below sites:

- www.shipais.com
- www.marinetraffic.com

3.4 Resources at Risk

The two cities coastline in addition to harbour quaysides have a mixture of shingle, pebble and sand beaches as well as sea walls and revetments as sea defences in a number of places.

The coast and waters around the Solent not only provide a healthy habitat for a range of important wildlife, but they also provide vital economic opportunities which form the basis of the two cities established mixed economy. In the event of an incident the natural and socioeconomic value of the two cities coastal assets might be threatened so it is important to ensure that these resources are protected and any impact is minimised.

3.5 Environmental Resources

The introduction to marine and coastal ecosystems of chemicals or large amounts of cargo, containers and / or plastics will have a significant impact on environmental resources. Apart from oil pollution there is little documentation of the potential environmental impacts of a shipping incident. Some of the environmental impacts of oil spills are:

Birds

Vulnerability will depend on the time of year. Seabirds are the most immediate victims of an oil spill. They become smothered in oil, unable to fly, and in an attempt to clean themselves, ingest oil and are poisoned. Some species are attracted to the shiny surface of a slick and have been known to dive into it.

Marine life

Many organisms that live on the bottom of the sea or waterway such as adult mussels and barnacles, feed by sifting food particles out of the water through delicate filtering apparatus. Oil can coat both their feeding apparatus and gills eventually killing them. Commercially harvested fish and shellfish that are contaminated with oil or Highly Noxious Substances (HNS) will have a tainted flavour and show increased incidence of fin rot and skin lesions.

Marine mammals

Marine mammals such as dolphins and seals may be able to avoid oil slicks but may suffer from prey depletion. Seals may be affected by the toxicity of oil if it is ingested, or by the volatile fractions, which cause eye irritations. Some oil fractions are carcinogenic.

Marine plant life

Marine plant life can be smothered by heavier oil fractions that sink to the seabed, or coat intertidal coastal areas.

3.6 Social and Economic Assets Tourism

A pollution incident could have serious detrimental effect on the local economy; the waterfront is one of the most popular areas in Portsmouth, enjoyed by visitors and residents. The beach stretches along the whole southern end of Portsea Island from Old Portsmouth to Eastney.

In Southampton the waterfront is the commercial centre of activity with the port activities including some of the world's largest vessels afloat and prestigious cruise liners.

3.7 Prioritisation of Sites for Protection

It is important to know where the most environmentally sensitive or economically important sites are on coastlines so that these sites can be prioritised for protection and cleaning.

Each stretch of coastline will be evaluated as part of the Net Environmental Benefit Analysis (NEBA) for clean-up purposes according to the following grading system (this work is pending):

- Category One: clean without delay
- Category Two: no immediate action – consider again
- Category Three: leave alone

This work has been completed for Portsmouth and is contained within the NEBA and Shoreline Clean-up Assessment Technique (SCAT).

These have still to be completed for Southampton and are scheduled for 2019.

These categories may change in a few cases because of circumstances prevailing at the time. The clean-up priorities must be amended to reflect changes in policy.

3.8 Portsmouth Coastline

See Annex L - Portsmouth Coastline for a detailed description of this section of coastline.

See also:

Portsmouth Shoreline clean-up assessment technique (SCAT)

Net Environmental Benefit Analysis (NEBA)

Portsmouth's shoreline is 46kms long with a mix of Harbour areas and open coastline; just under 8kms at Southsea, including amenity beaches. The local authority is directly responsible for just under 25kms with the remainder in other ownership, predominantly the Ministry of Defence. Fareham and Gosport Borough Council also have some Portsmouth Harbour frontage.

The Langstone Harbour side has an area designated a Ramsar site (wetlands of international importance, designated under the Ramsar Convention).

Coastal defences are mainly hard structures such as sea walls and revetments.

The Langstone Harbour frontage is split between Portsmouth City Council (PCC) and Havant Borough Council with PCC being responsible for just under 14kms.

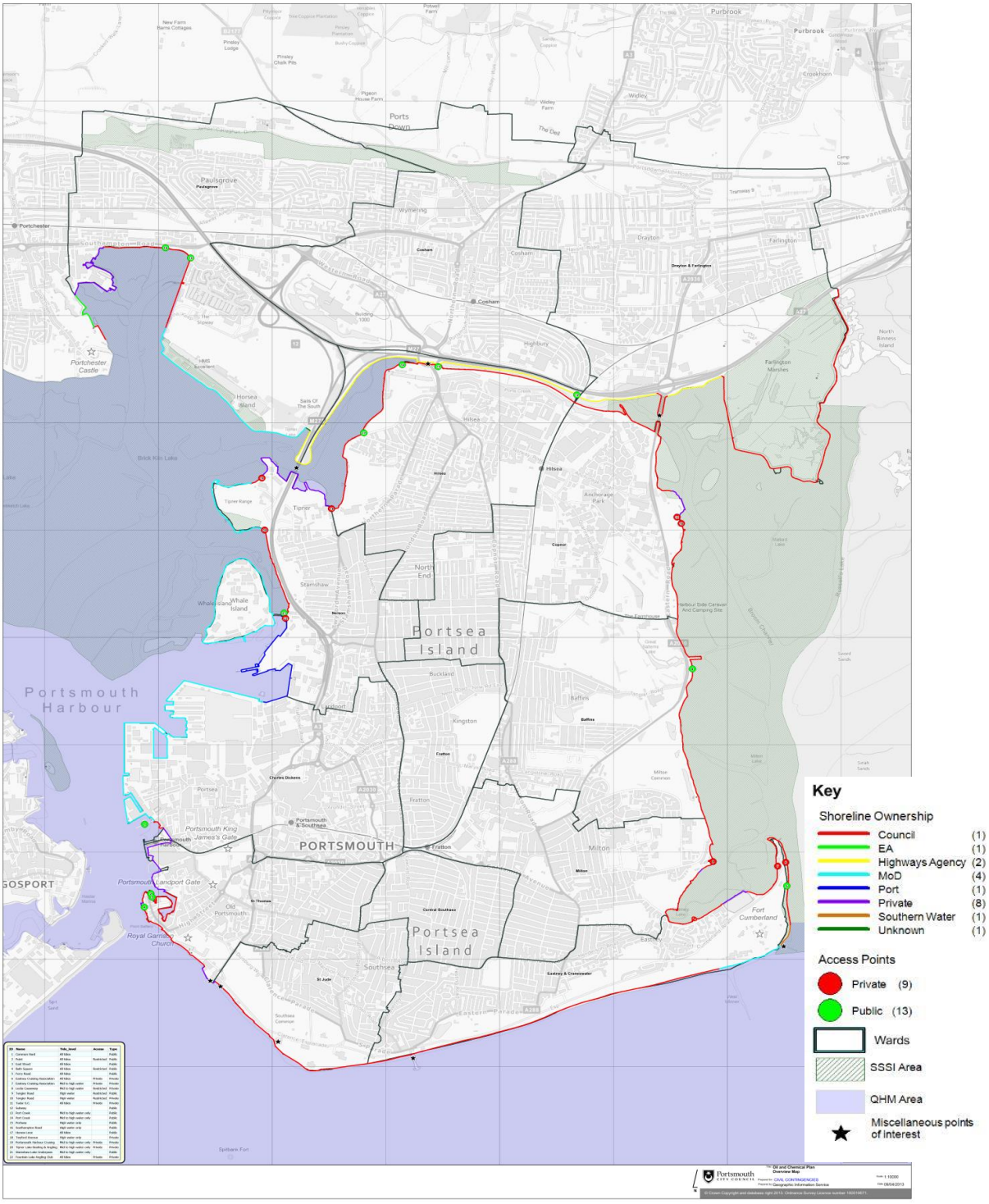


Figure 5: Portsmouth coastline

The areas covered in this plan are:

- Southsea beach from Broad Street slipway to Langstone Ferry Point, including various privately owned frontages at Portsmouth Point, Eastney beach and Langstone Channel to which the public have access.

- Langstone Harbour foreshore, from and including Eastney Lake, to Eastern Road bridge, but excluding Kendall's Quay.
- Various parts of Portsmouth Harbour foreshore – Camber Docks, Portsea Hard, Flathouse Quay to Portsbridge Roundabout, excluding the Ministry of Defence foreshore at Tipner and Harry Pounds Frontage.
- Portcreek south shore from Portisbridge Roundabout to Eastern Road Bridge.
- The Mainland foreshore from boundary to boundary, excluding the Ministry of Defence foreshore at Horsea Island but including the M275/M27 frontages and Farlington Marshes. These inclusions should only be treated after consultation with the County Surveyor (M275/M27 and A27) and the Hampshire and Isle of Wight Naturalists Trust (Farlington Marshes).

Copies of the map are held in the Emergency Control Centre (A0 size). For further maps showing closer detail of the coastline see Annex L.

3.9 Southampton Coastline

See Annex M - Southampton Coastline for a detailed description of this section of coastline

Southampton has 34 kilometres (km) of coastline comprising Southampton Water and the tidal reaches of the Rivers Test and Itchen. SCC is responsible for approximately 6km. The majority of the coastline, approximately 18km consists of docks and quays within the Eastern and Western Docks, which together with Ocean Village is owned by ABP. The remaining 10km is a mixture of privately owned (8km) with small lengths owned by Network Rail and Southern Water. The council contributes to the regional management of the coastal area in partnership with other councils and agencies.

This plan focusses on the coastline which is not the responsibility of ABP and adjacent local authorities. It should be noted that Sites of Special Scientific Interest (SSSI) exist within this area most notably at Weston Shore,

Redbridge Causeway and elements of the River Itchen foreshore particularly at Riverside and Woodmill. Consequences of coastal and oil pollution are therefore potentially serious having a particularly high environmental sensitivity due to mud flats with waders, wildfowl and a commercial interest.

Southampton's shoreline (See *Figure 6: Southampton coastline - Southampton Water* and *Figure 7: Southampton coastline - Approaches*) forms part of a much larger ABP Port of Southampton that extends from Southampton Water to meet the coastline at Lepe, Hillhead and Cowes. There is a possibility that SCC will need to respond to emergency situations involving the shorelines of neighbouring authorities as well as its own.

Southampton is a natural centre for marine operations and has the Headquarters of the MCA, the Port Authority Operations Vessel Traffic Services (VTS) Centre and international oil spillage contracting companies. Hampshire County Council's Coastal Pollution Plan identifies that Hampshire County Council will take a leading role in any wide scale emergency and represent adjacent coastal district councils.

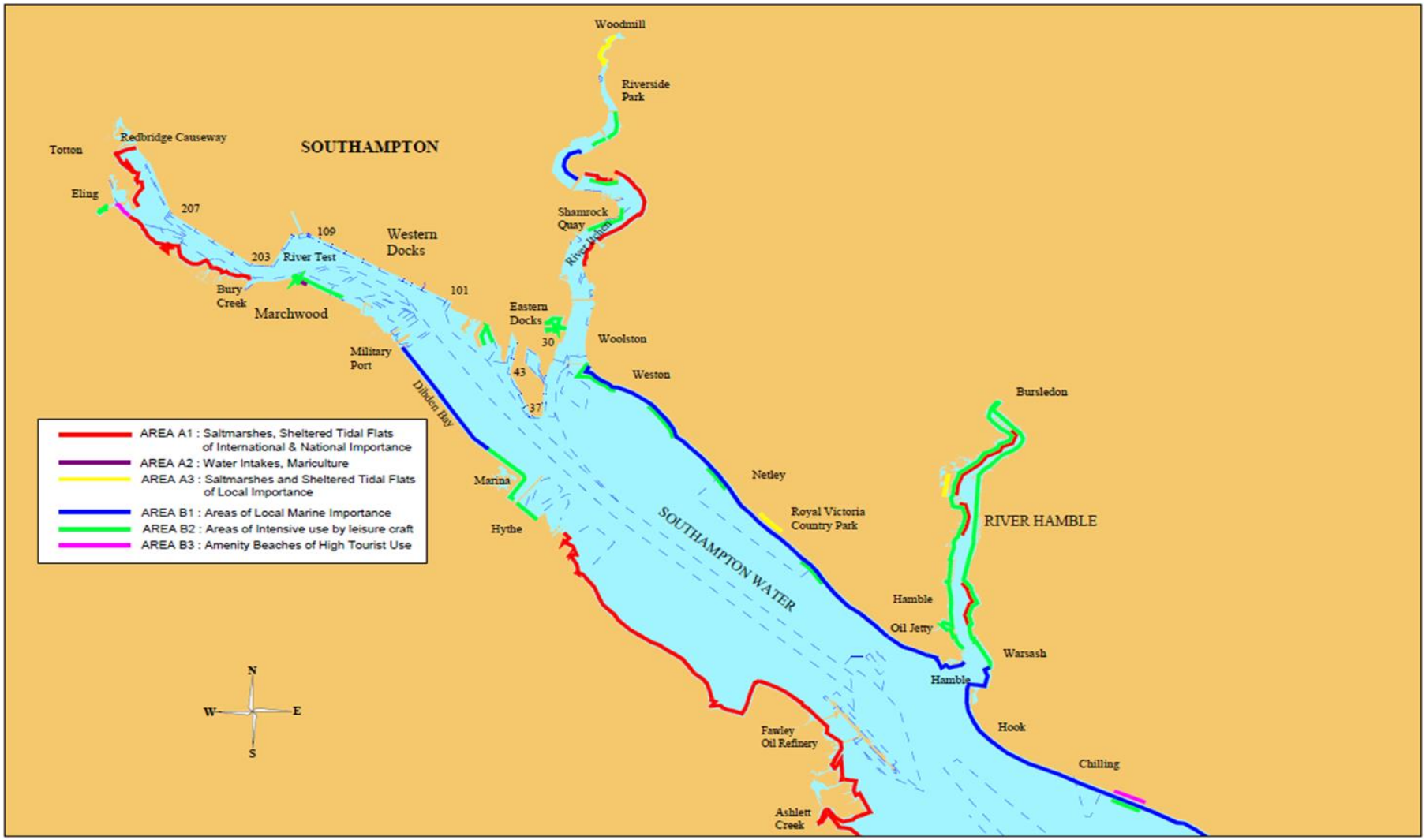


Figure 6: Southampton coastline - Southampton Water

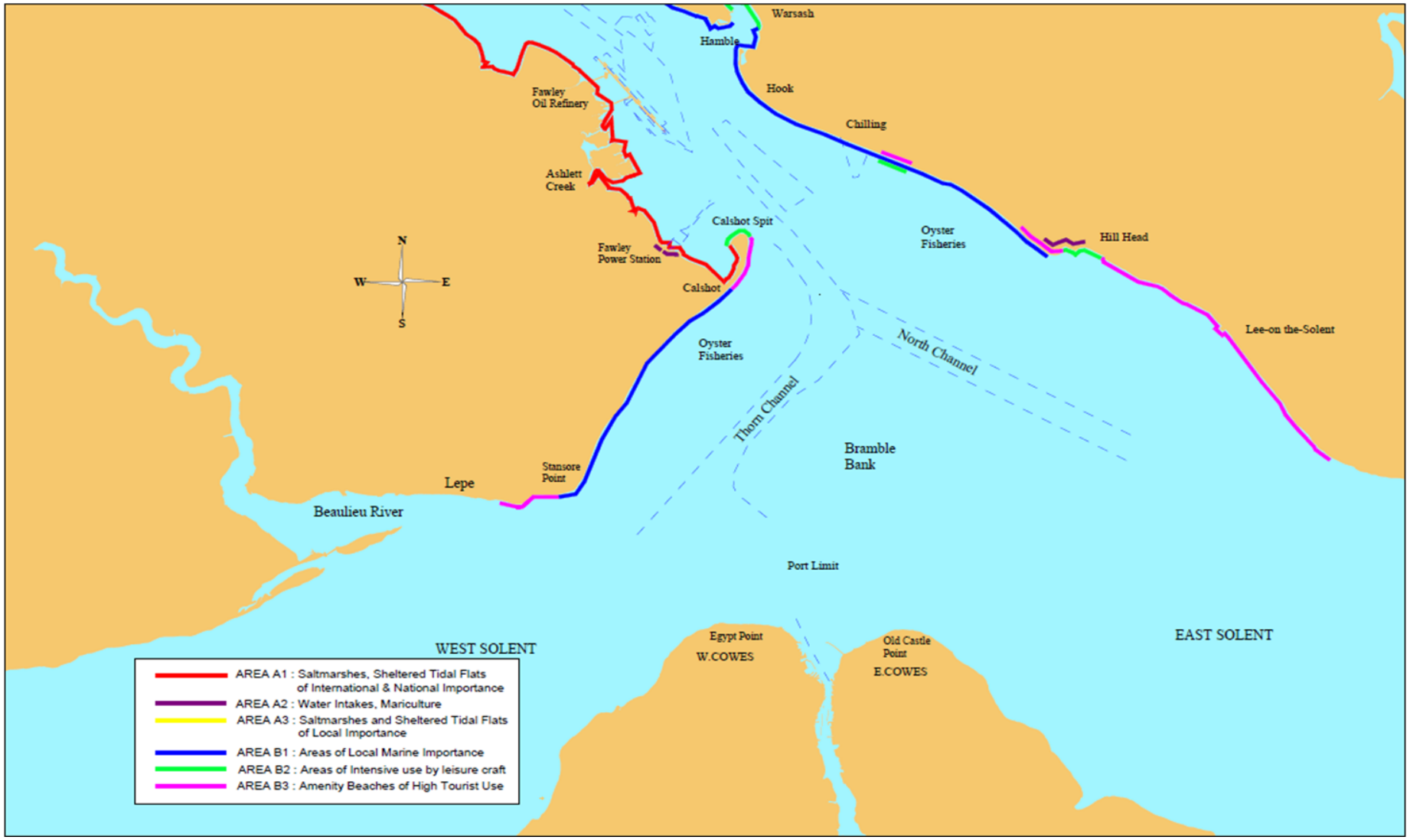


Figure 7: Southampton coastline - Approaches

Part 4 - Incident Response and Actions

4.1 Notification of a Pollution Incident

The initial call notifying the council of a potential or actual pollution incident come from a number of sources:

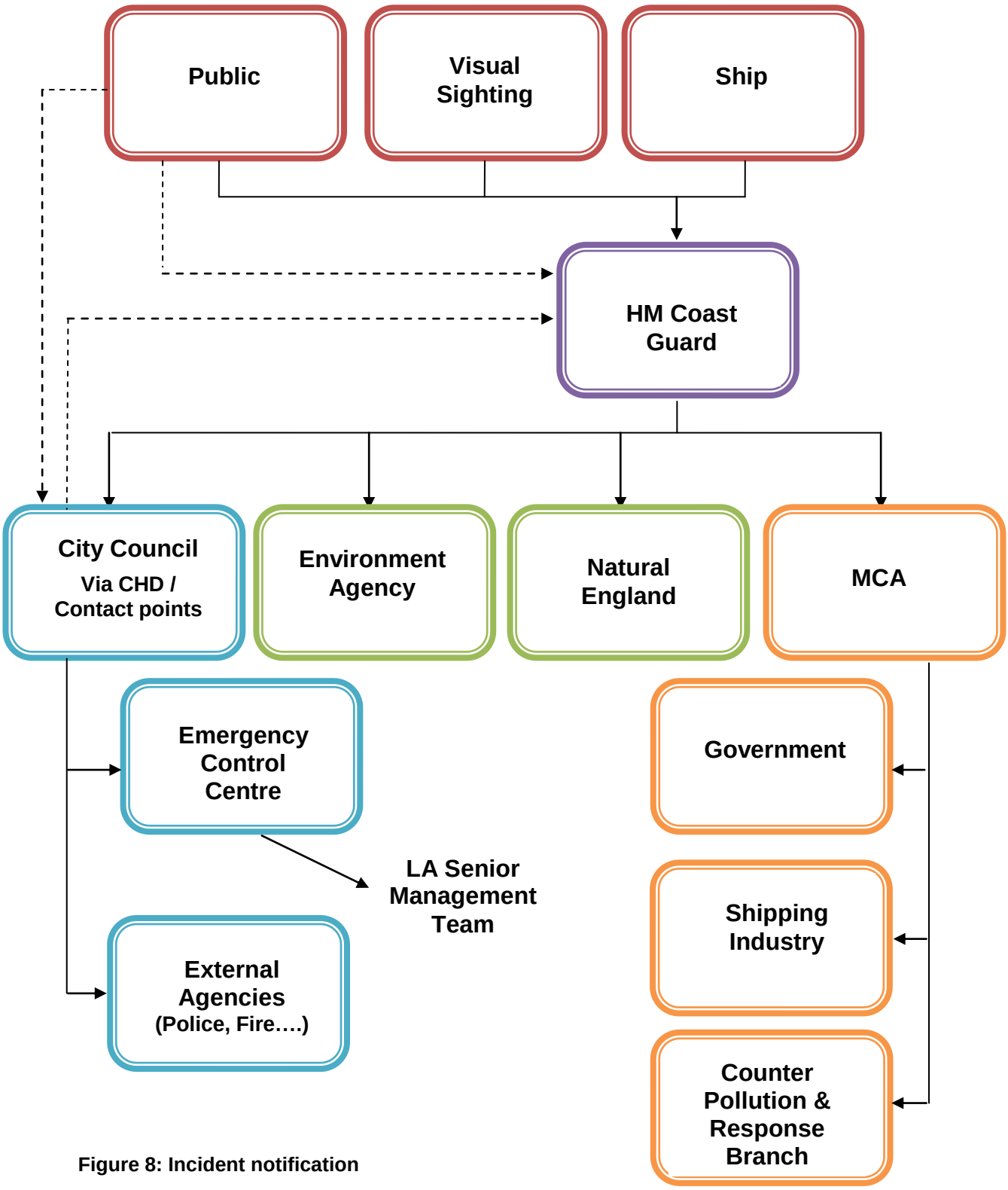


Figure 8: Incident notification

4.2 Response Co-ordination Structures

The command, coordination and communication structure put in place to manage the response will very much depend upon an earlier declaration of the scale of the pollution event and whether any of the responders declare it a major incident.

4.2.1 Tier 1 Response

If the incident is notified as a small pollution incident impacting only one council's shoreline the response structure is likely to be:

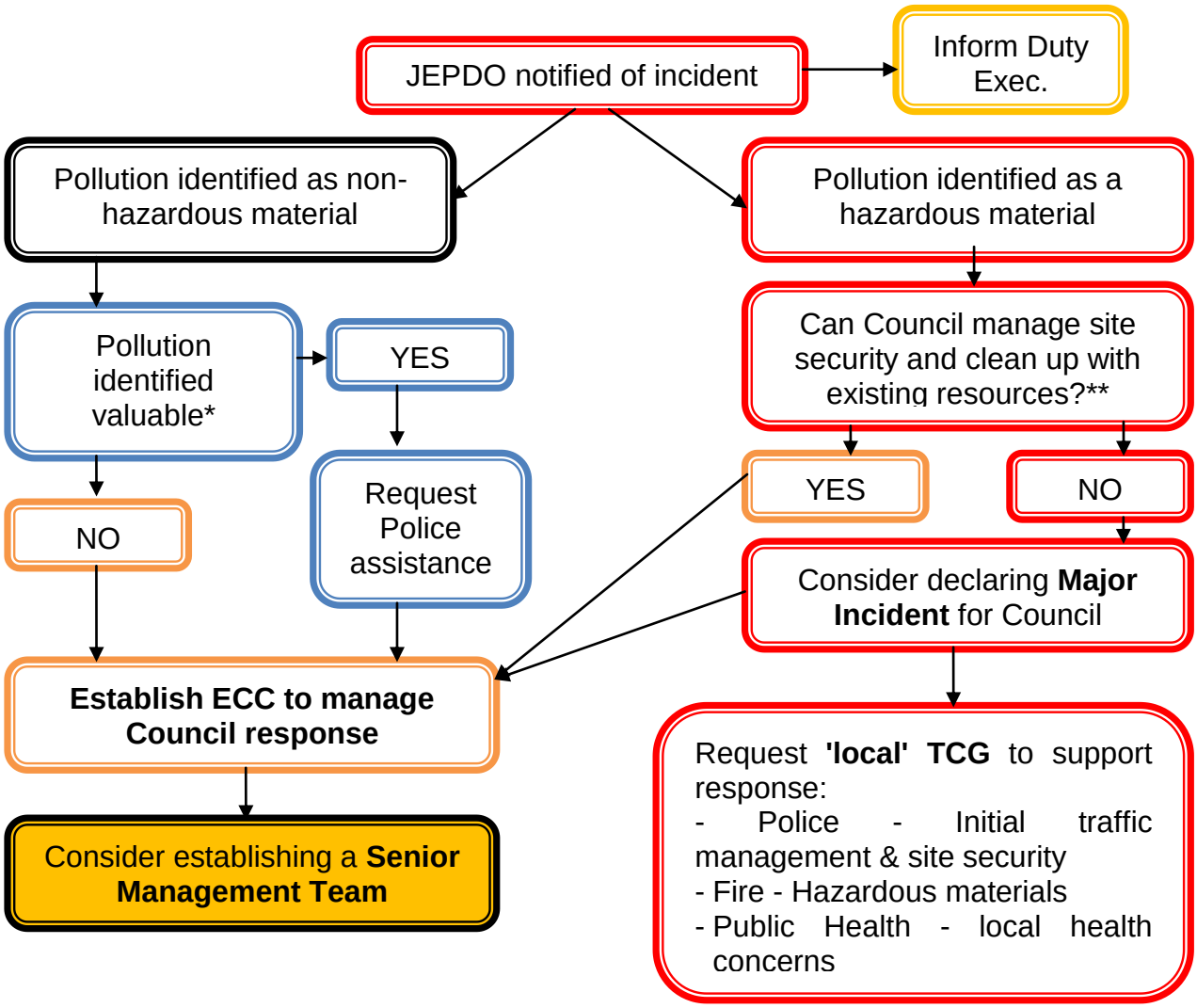


Figure 9: Tier 1 Response C3 Schematic

*If the materials on the beach are non-hazardous but of value, for example containers; police assistance may be required to secure the site and assist

with traffic management initially until local authority contractors can be deployed.

** Existing resources includes contracted provider for pollution response.

4.2.2 Tier 2 Response

If the incident notified is a medium pollution incident with significant impact upon one or more council's shorelines the response structure is likely to be:

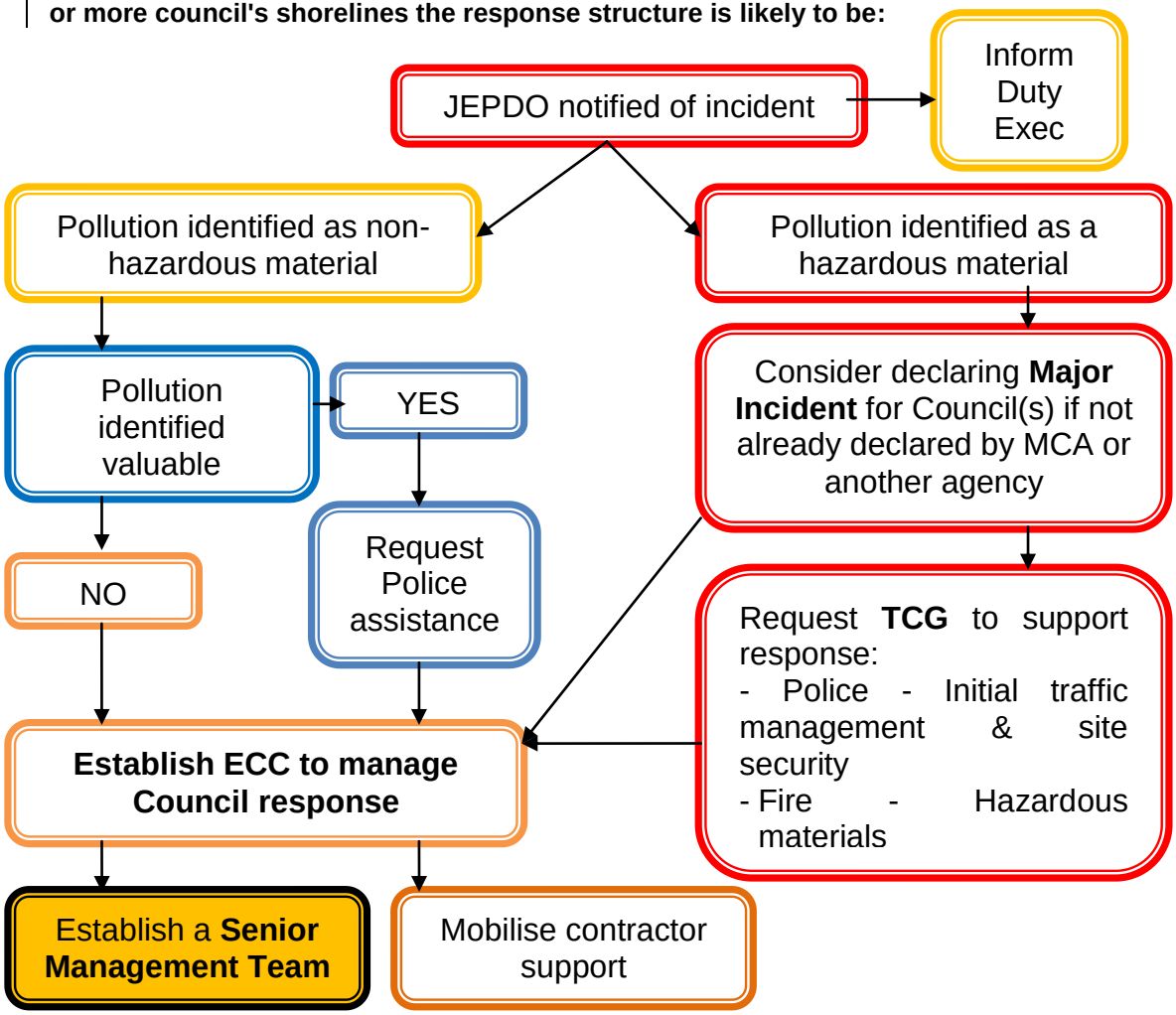


Figure 10: Tier 2 Response C3 Schematic

4.3 Maritime and Coastguard Agency

In a shipping incident that causes or threatens pollution to the coastline, initial action will be taken by the Maritime and Coastguard Agency (MCA) Counter Pollution staff in conjunction with HM Coastguard.

Reports of a major pollution incident can come from a variety of sources, usually reported to HM Coastguard. They will then notify the duty Counter Pollution and Salvage Officer (CPSO) whose duty it is to activate the National Contingency Plan if necessary. The MCA will also inform Natural England, the Environment Agency and the Marine Management Organisation.

4.4 City Councils

When pollution threatens the coastline the MCA will inform council through the Joint Emergency Planning Duty Officer (JEPDO) process using the form CG77 – POLREP (see Annex A).

See Annex B - JEPDO Action Card

The initial report could come from members of the public, the Environment Agency, the emergency services, ABP Southampton, HMQ Dockyard Portsmouth, the Portsmouth International Port or Langstone Harbour. It is important to clarify as many details of the incident as possible so that the level of clean-up operation necessary can be determined.

During a Tier One incident the council will activate this plan, **if Tier Two it may be appropriate to bring in the Tier Two approved contractor**.

Should an incident occur that has been graded as a Tier Three which requires a national response of which an TCG formation is necessary, the council will coordinate this in liaison with the MCA, Hampshire County Council and other responding agencies.

4.5 Senior Management Team

There will be a number of services within the Council that are affected by a pollution incident and it may be appropriate to establish a Senior Management Team to oversee the Emergency Coordination Centre in co-ordinating the Council's response. An example of the structure of the group is below.

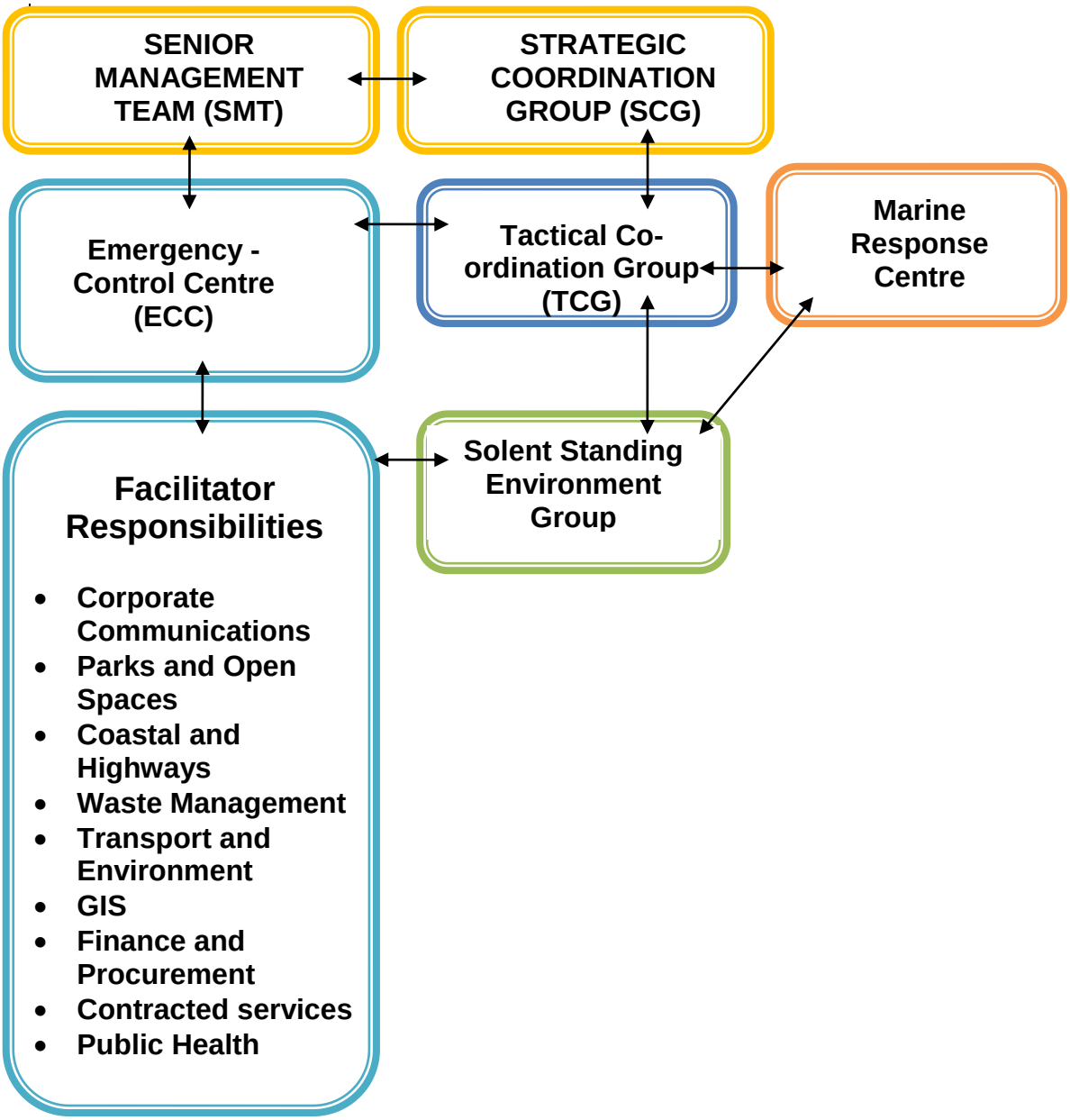


Figure 11: Council coordination structure

The Senior Management Team should look at the wider implications of the incident as well as the immediate effect on delivering normal council services.

A key task of this group will be to establish a process for Recovery as well as the immediate emergency response; some other considerations for the group are as follows:

Considerations for the Tactical Coordination Group

- Wind, tide and natural conditions.
- The risk of pollution to nature conservation sites, nature reserves or important habitats.
- The level of risk to animals (especially birds/waterfowl and fish).
- The risk of serious landscape damage or damage to property.
- The risk to convenience or amenity of persons (including navigational convenience or amenity).
- The type, extent and thickness of spilled oil.
- Whether containment and removal are possible.
- Whether access is possible for oil recovery (from land or boat).
- The practicality of temporary storage and onward licensed disposal.
- Whether wind or tide has caused or will cause the spillage to disperse or spread widely.
- Whether attempted containment/recovery will cause further environmental damage
- Whether and how quickly the spilled oil will disperse or biodegrade through action of wind, tide, oxidisation or, as appropriate, agitation.
- Particular weather or environmental conditions e.g. ice cover, very strong winds, extremes of heat or cold, surge conditions.

Figure 12: Considerations in response

Considerations for the Council work areas working in the ECC

Communities

Consider impact on the seafront, including access to the affected location for responders and wider seafront areas for continued public use, any events due to take place in the area, accessing stored equipment (warning signs etc), and implications for local businesses in the area.

Waste Management

Consider the management of all waste produced, including removal, temporary storage and long term storage of oily waste, contaminated clean up and PPE equipment

Liaise with Environment Agency and appropriate contractors to assist with the above process

Corporate Communications and Public Help Desks

Consider information messages to PCC staff and the public.

Liaise with emergency responders to ensure a co-ordinated approach

. **Coastal, Highways and Traffic**

Consider the impact on the coastal area (sea defences etc).

Consider the impact on Traffic management in the area, including liaison with local bus companies and ease of access for the emergency responders to the scene and the public to other areas.

Finance and Procurement

If appropriate, consider appointing a Tier Two contractor and/or other specialist companies/equipment.

Establish a good mechanism for recording expenditure, implement special financial arrangements and the preparation of claims.

Public Health

Consider possible public health risks and liaise with Public Health England to provide appropriate advice and guidance for the public.

Figure 13: Council service considerations

4.6 Potentially Hazardous Containers

When notified that a container of some sort has washed ashore the first priority is always '**safety first**', the container may be innocuous or it may contain a hazardous substance. It is important to make the area safe and determine the level of danger from the container.

If the container appears to be **non-hazardous** (nothing in any initial report to suggest any leakage); council should arrange for it to removed and disposed of via contractors or owners.

If on closer inspection the container appears to be leaking, unstable or have any indication of hazardous contents, it should be assumed to be **potentially hazardous**, the following should be done:

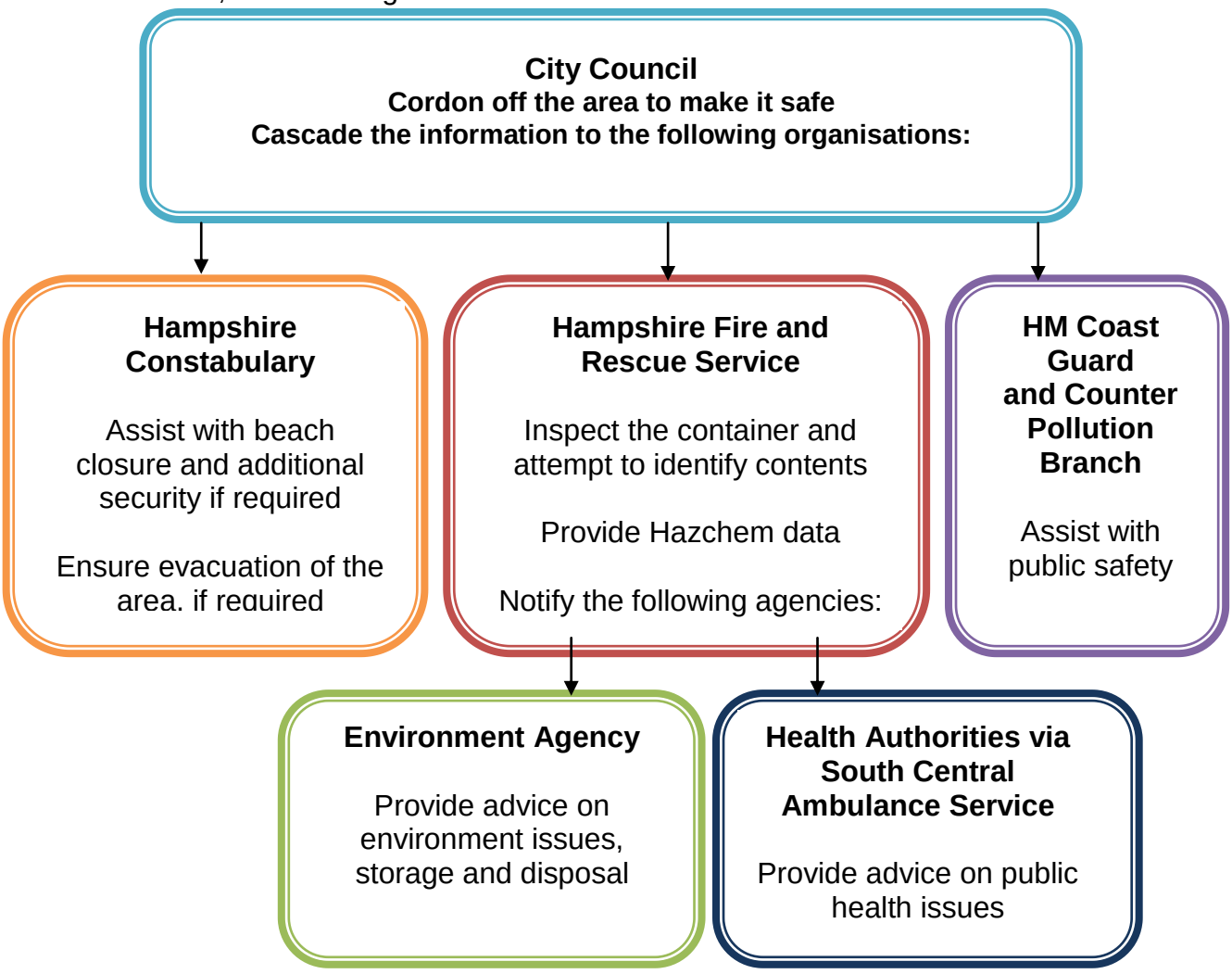


Figure 14: Hazardous site working

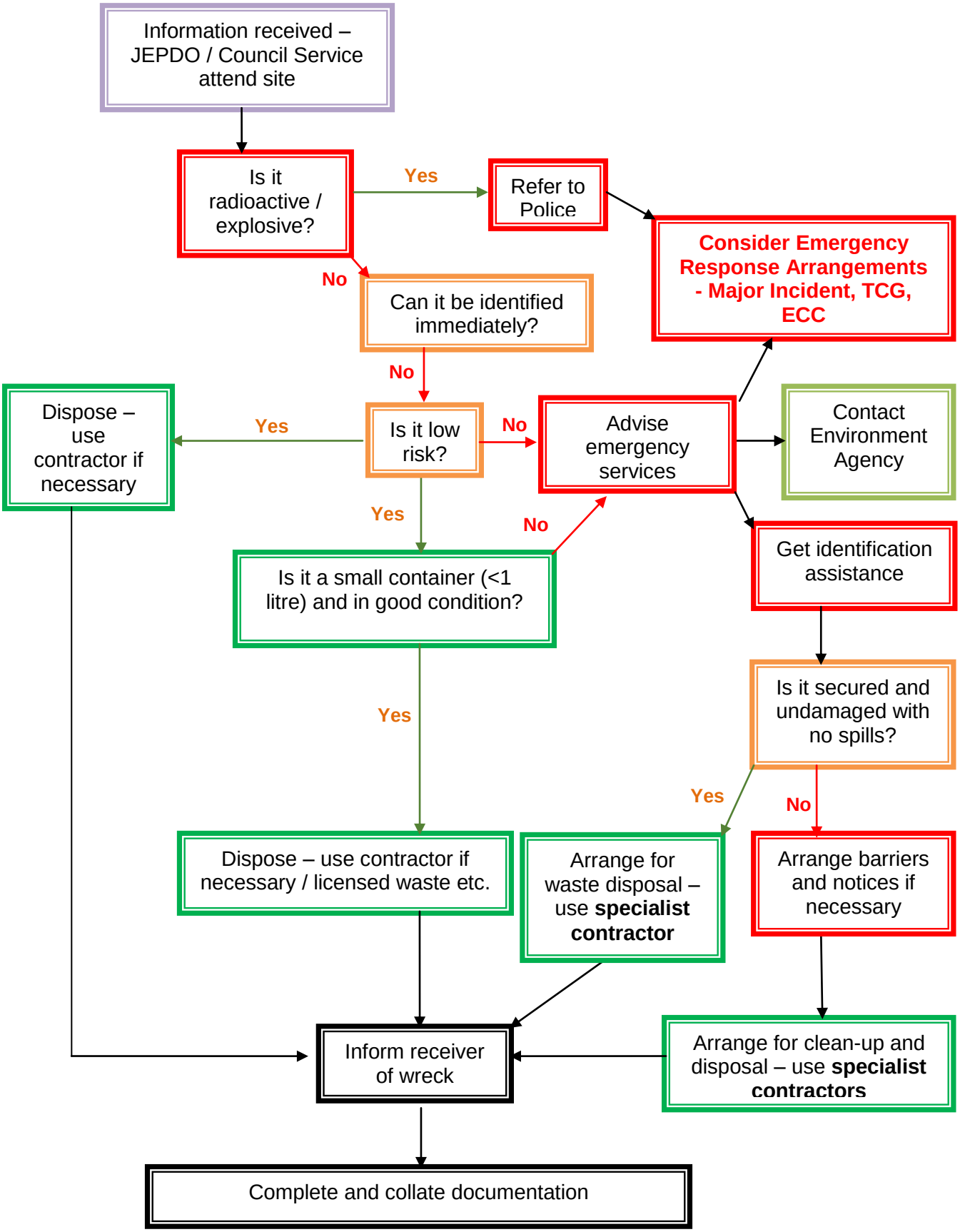


Figure 15: Hazardous substances washed ashore

It is the councils' responsibility to remove the container(s) from the beach, wherever possible before the next high tide so as to avoid it beaching elsewhere. The container must not be left unattended.

4.7 The Multi-Agency Response

Most major pollution incidents begin with pollution of offshore waters. Pollutants may be moved by the wind and tide towards the shore and eventually may contaminate estuaries and the shoreline.

At Sea Response

Central Government responsibilities for sea and shore operations are vested in the Maritime & Coastguard Agency (MCA) within the Department of the Environment, Transport & the Regions. The Counter Pollution Section of the MCA has complete responsibility for action at sea under its National Contingency Plan.

Onshore Response

Local Authorities have accepted the non-statutory responsibility for shoreline clean-up.

Ports and Harbours

The Merchant Shipping (Oil Pollution Preparedness, Response and Cooperation Convention - OPRC) Regulations 1998 require ports handling tankers over 150 gross registered tons (grt) or ships over 400grt to produce an oil contingency plan. Port and Harbour Authorities will liaise with the Council in all pollution matters.

Local Authorities

Tier One Incident: Local Authority Responsibility

In the event of a Tier One Incident this Coastal Pollution Plan will be implemented.

Tier Two Incident: Local Authority Responsibility

Small scale incidents, most likely arising from ship operational discharges and / or grounding of a ship leading to minor pollution (but may nevertheless have potential for a more significant spillage) this scale of incident will require the setting up of an Environment Group to provide advice to incident response cells where set up. There is a Solent Standing Environment Group that may fill this role. It is unlikely that pollution of a minor scale will require the setting up of the full LRF ERA coordination structure of SCG and TCG(s).

The council will liaise with the Environment Agency regarding the management of the waste. MCA Counter Pollution staff are available, free of charge, for scientific/technical advice on the efficiency of available clean-up techniques and their application in specific circumstances. The MCA will make available, on a repayment basis, items of specialist counter pollution equipment from their shoreline clean-up stockpiles. It may be appropriate to bring in a Tier Two contractor (with the necessary equipment and personnel), in which case the Council will be invoiced for all costs incurred.

Tier Three Incident: Local Authority Responsibility

A Tier three incident will overwhelm the resources of the council and will require the deployment of national resources and the establishment of the command structures as set out in the LRF ERA in conjunction with the MCA's own response structure.

4.8 Control and Coordination of Operations

Council Chief Executive, or nominated officer, will liaise with the County Emergency Planning Officer as necessary regarding the scale of the operation and the need to activate existing LRF ERA Coordination and Control arrangements.

4.9 Tactical Coordination Group Overview Purpose and Role

The TCG co-ordinates and leads the onshore response following a major coastal pollution incident. It is the coordination centre for the clean-up

operation ashore at which the strategy and priorities of action are implemented.

Responsibilities include:

- Determining the extent of the incident
- Suggesting a strategy for dealing with it to the SCG
- Organising actions within that strategy (including the disposal of waste arising from any clean-up operation)
- Monitoring progress and effectiveness; and
- Liaising with other response units involved in the same incident and briefing the media elected members and the public
- The basic strategy to be followed i.e. to clean all category 1 beaches pre agreed by the Council, and to leave the rest of the coastline for consideration at the time.
- Act, where necessary, on behalf of more than one authority
- Enable the TCC to benefit from co-operation from the MCA, statutory environment and health agencies and non-governmental organisations.

It is important to separate overall control, exercised by the TCG, from the operational functions exercised by the Council.

4.10 TCG Co-ordination of Operations

The TCG could consist of several specialist teams which work together to deal with the potential or actual problems caused by the pollution coming ashore. An appropriate representative from the Council may need to attend one or more of these groups. Suggested Teams include:

- Management Team
    - to manage the shoreline clean-up operation in its totality including preparing an overall assessment of the situation and setting priorities for action

  - the councils Chief Executive or nominated officer should attend
- Technical Team
  - Responsible for dealing with the conduct of operation including setting the best strategy for dealing with the pollution, allocating resources and outside contractors and monitoring progress
  - A representative from the councils Corporate Communications, Waste Management, Health and Safety, Environmental Health and a Local Authority Incident Liaison Officer (ILO) should attend
  - A Waste Management Sub-Group and a Health and Safety Sub-Group could be set up to support the Technical Team to manage their tasks
- Procurement Team
  - Responsible for procuring, marshalling and routing equipment to the appropriate areas, including specialist cleaning equipment and tools as required, monitoring expenditure, collating invoices and monitoring levels of deployed resources
  - A representative from lead councils Finance team should attend
- Media and Public Relations Team
  - Responsible for preparing press and arranging for briefings/interviews, managing the media centre and supplying regular press briefing notices
  - Consisting of local authority communication officers with the MCA press/information officers

Level of Representation

It is important that officers of a level of responsibility represent the Council in the TCG so that they are able to make decisions on behalf of the council without constant referrals. At the same time, to enable the TCG to function properly, representatives will be strictly limited in number.

A shift routine is recommended in the TCG due to the likely pressure of work, with probably 2 shifts each day. To ensure continuity, shifts should be arranged and outgoing officers are responsible for a proper handover briefing to their successors and ensure all state boards are updated.

The Council must ensure that relief officers are available for the duration of the incident to cover ill health, leave and other commitments that the nominated officer may incur

Records

No administrative staff will be provided for at the TCG, therefore the council Officers should provide their own. A Tier Three major incident will require a dedicated team.

Everyone involved in the response must keep detailed records of what is done and why. Whatever the pressures to deal with new problems and relegate to a lesser priority, the importance of contemporary records cannot be overstated. Records should show:

- Information received
- Orders given
- Action taken
- The reasons why
- The reactions of other participants

Record keeping will demand a heavy commitment in terms of administration staff, but it is vital that it is done properly, to ensure a comprehensive audit trail for the subsequent claims for compensation.

4.11 Booming

Booming plans for the Harbour Authority areas have been drawn up and described in the relevant contingency plan. Booming along the Portsmouth coastline is unlikely to prevent or contain any spill on the foreshore; however it should be considered at the time. The Council does not have any booming equipment or the expertise to deploy it, therefore a contractor would be necessary if required.

The basic designs of booms are:

- **Fence Boom**
  This has a rigid blade from top to bottom, usually with foam buoyancy and ballast weights fitted at intervals along the skirt. The fence boom is quick to deploy and is usable in various configurations in inshore and inland waters.
- **Curtain Boom**
  This has a flexible buoyancy chamber, usually air-filled, and an integral ballast chain or tension wire in the skirt.
- **Shore Sealing Boom**
  This has air or foam as buoyancy in its upper chamber and water as ballast in the lower. It can thus float in deeper water or settle and make a seal with the beach in shallow water or on the beach itself.
- **Absorbent Boom**
  This can be laid down in areas of low current velocity to collect thin films of oil through absorption

4.12 Clean-up Site

For small spills handled in-house by the council, the Emergency Preparedness, Resilience and Response (EPRR) Team will appoint Beach Masters/Supervisors from trained council officers. If a contractor is engaged to handle the spill, the contractor is to provide trained Beach Masters/Supervisors.

- The Beach Master is responsible for the overall management of the site(s) in liaison with the Emergency Control Centre
- The Beach Supervisor is responsible for a sector of the operation; depending on the area covered by pollution, more than one Supervisor may be needed.

The area covered by pollution should be identified quickly and initially cordoned off to make the area safe, when determining how to set up the clean-up site consideration should be given to:

- access points and security
- an area for temporary waste storage
- an area for first aid, rest and refreshments
- temporary toilet and wash facilities
- A communications centre

The clean-up site can be divided into three work zones:

Hot Zone 

- The 'dirty' zone where all the work is carried out. All personnel, public, visitors and media should be kept out of this area unless they have the correct Personal Protective Equipment (PPE) and permission from the shoreline supervisor
- All personnel and equipment should not leave this zone without passing through the warm or decontamination zone.
- Waste oil should be segregated:
    - Liquids - oil, emulsified oil (remove water from the oil to reduce the amount of waste)
    - Solids - oiled debris, oiled beach material, oiled PPE (keep amount of waste to a minimum and carry out site washing where possible)
- Temporary storage of oil and oiled material should be carried out here

Warm Zone 

- The main purpose of this area is to stop cross contamination of oil outside the working area. It is the clean down area where personnel and equipment pass through to gain access to, or leave the work site.
- Equipment required for clean-up
    - Low tanks, inflatable bunds (for vehicles) to collect oily waste
    - Chemicals such as de-greasers to assist clean-up
    - Bins or bags to collect up the waste material
    - Water to clean down
    - Brushes, rags and absorbent pads
- Oil waste segregated in the hot zone can be transferred to other vehicles for final disposal in this area and oiled washings collected from clean-up
- It may be necessary for one person to supervise this area and to assist with the decontamination process

Cold Zone 

- The area where non clean-up operations are carried out
- Items to be included in this area include:
    - First aid post
    - Equipment laydown area
    - Communications
    - Toilets/washrooms/rest areas

Below is an example of a clean-up site:

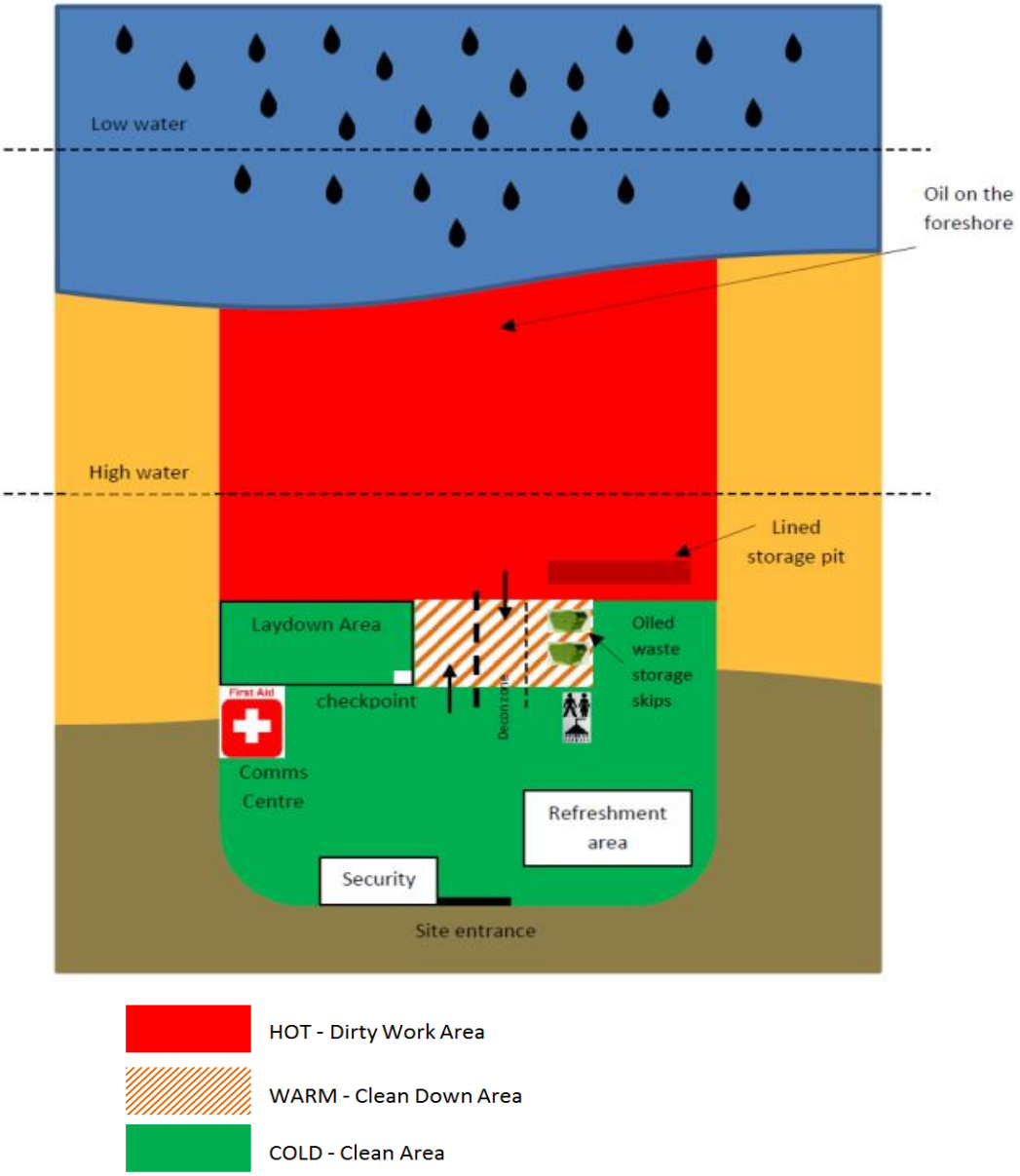


Figure 16: Beach clean-up schematic

4.13 Coastal Sensitivity Maps

A Net Environmental Benefit Analysis (NEBA) is completed in consultation with the Environment Agency, Maritime Management Organisation, Natural England and the Hampshire and Isle of Wight Wildlife Trust. This process includes coastal sensitivity maps.

- This has been completed for Portsmouth- See Section S.
- Southampton NEBA is scheduled for 2019.

In addition Environmental Sensitivity should be scored to include socio-economic variables for both summer and winter. These will help prioritise the clean-up action necessary in each coastal sector dependent on the circumstances at the time.

4.14 Harbours

In accordance with the Merchant Shipping (Oil Pollution Preparedness, Response and Cooperation Convention - OPRC) Regulations 1998, there is a requirement in the UK for ports, harbours and oil handling facilities, to prepare and submit oil spill response contingency plans to the Maritime and Coastguard Agency (MCA) for approval. This must be carried out if the port, harbour or oil handling facility falls into one of the following categories:

- Any harbour for which there is a statutory harbour authority having an annual turnover of more than £1 million, or
- Any other harbour or oil handling facility offering berths alongside, on buoys or at anchor, to ships of over 400 GT or oil tankers of over 150 GT, or
- Any other harbour or oil handling facility in respect of which the Secretary of State has served the harbour authority or operator (as the case may be)
- Any harbour or oil handling facility on which the Secretary of State has served the harbour authority or operator a notice stating that he is of the opinion that it is located in an area of significant environmental sensitivity, or in an area where a discharge of oil or other substances could cause significant economic damage.
- Booms may be suitable for safeguarding harbour entrances, or areas of harbour, when the tidal velocity allows deployment.

Harbours within this plan:

- The harbours in the Portsmouth area that are affected by this legislation are the Dockyard Port of Portsmouth, Portsmouth International Port and Langstone Harbour.
- The harbours in the Southampton area that are affected by this legislation are ABP Southampton and BP Hamble.

4.15 Use of Dispersants

Oil dispersants break up the oil concentration and encourage it to disperse in the water, so that it is a first line method of dealing with slicks at sea. The application of dispersants **is strictly controlled by the Maritime Management Organisation**, whose approval must be obtained by any maritime local authority wishing to deploy them.

If a request to use an oil spill treatment product is made within English or Welsh waters, Marine Management Organisation (MMO) will give its formal response (give or withhold permission) within one hour. To ensure a rapid response, they have trained responders available 24 hours a day, 365 days a year.

A marine pollution incident is different, and MMO consults several organisations to ensure that specific scientific, environmental and fisheries advice is taken into account for every decision.

Sources

The City Councils do not keep stocks of dispersants, but in a major spill they will be available from the contracted responder and the MCA stockpiles.

4.16 Media and Public Information

Warning and informing

It is important that the public receive timely and accurate information and advice during the initial response phase and return to normality. This will be facilitated by the Duty Local Authority Communications Officer/ Communications Team.

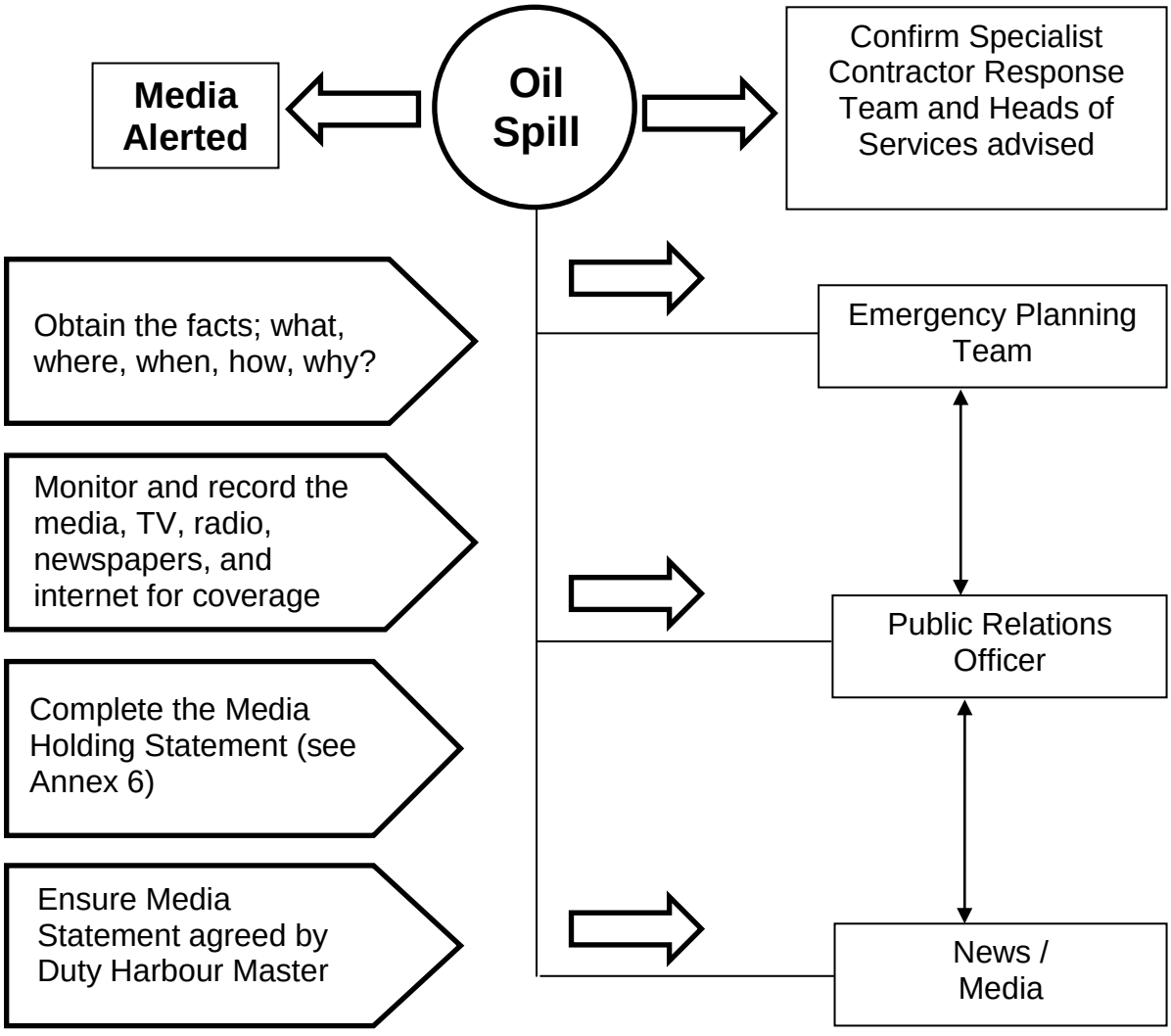


Figure 17: Warning and Informing

In the case of a Tier 3 incident, the SCG will wish to coordinate its warning and informing response through use of the LRF Emergency Warning and Informing Plan. Additional considerations may related to associated liaison

with other agencies and government departments as well as potential VIP visits designed to afford support and reassurance.

Whilst the overall responsibility to ensuring timely and effective public relations will rest with the highest level of incident command, it is crucial that the local authority PR Officer is supported and fully accessible to the local authority response team.

See also the Hampshire and Isle of Wight LRF Emergency Warning and Informing Plan.

Dealing with the Media

Any large incident will inevitably attract media interest and demands for information. A few days of intense interest will gradually subside to occasional attention. Also, there will be requests from the public for information on how the incident will affect services provided by the two cities councils.

Consequently, the way that the media and public information is managed will have a bearing on the public's perception of the incident and on the wider reputation of the Council.

It is very important that all contact with the media should be via the agreed procedure as part of the Hampshire and Isle of Wight LRF Media Plan, which contains useful information and advice on dealing with the media.

It is essential that information about any incident and public advice be issued as soon as possible once notified. A pre-scripted media statement has been prepared for use by the council. (Annex C).

Information Point / Media Centre

An area close to the incident should be allocated early on that could for media. It is vital that there is positive media coverage, with joined up

communication messages agreed by all agencies. In a Tier Two incident this may be managed by Corporate Communications through the Emergency Control Centre, in a Tier Three incident this will be co-ordinated by the Media Cell at the Tactical or Strategic Co-ordination Centre.

There should be an information point for reporters visiting the affected coastline or the site of the incident. It may be difficult, if not impossible, to control access, and management of the situation will probably best be achieved by establishing a Media Centre.

Enquiry Line

Dependent upon the size and gravity of the incident, and its impact on the general public, consideration should be given to establishing an enquiry line.

Where this happens, scripts for customer service advisors must be agreed between representatives from the TCG Media Cell and Corporate Communications.

Briefings

Media briefings should be given by accredited media representatives; this is very important for a large scale incident. Briefings should be given at preannounced times and a media conference held as and when appropriate.

TCG/SCG Media Cell - Media Team

A representative from Corporate Communications should attend the Media Cell as a member of the Management Team. They have a number of tasks to carry out in connection with a major incident. Apart from press releases these include:

4.17 VIP Visits

Senior politicians or members of the Royal Family may wish to visit the scene of a major coastal pollution at an early stage. The Government News Network or the Press Office of the appropriate Government Department would advise on coordination of those visits which must involve the relevant county council public relations officer.

The number of official and semi-official visitors to the polluted area will depend on the scale of the incident. Arrangements to escort Government ministers, MPs and experts from the UK and overseas should be made, this should be done through the TCG (liaising with the Council) if set up.

4.18 Offers of Assistance

Offers of technical expertise, equipment and products should be referred to MCA's Marine Emergency Information Room (MEIR) at Southampton. Offers of manpower or environmental help will be dealt with according to the councils HR procedures.

4.19 Volunteers

The use of volunteers is to be strictly managed and co-ordinated, offers of assistance should be recorded separately, but agreement in the use of volunteers must be agreed at the multiagency Tactical Coordination Group (TCG) level or higher.

The treat to the environment and animal life from pollution incidents can generate convergent volunteers. Convergent volunteers are those people who want to help during an emergency but have no training or prior affiliation with a response agency or organisation. They can include groups that form instantaneously in response to an incident.

For further information see plans and guidance: EROCIPS Coastal Pollution Response Management of Volunteers Guidance Manual.[11]

4.20 Health and Safety

Legal Background

The Health and Safety at Work Act 1974 is the key legislation relating to health and safety matters in the UK. The Act establishes a number of duties and responsibilities, which can be summarised as follows:

- Employers have a duty to establish and maintain a safe system of work,
- Employers must take all reasonably practicable steps to protect the health safety and welfare of their employees and others including the public,
- Employers must prepare and maintain written safety policies,
- Employees have a duty to comply with all health and safety instructions and requirements and not to put their own or anyone else's health, safety and welfare at risk.
- The 1974 Act is supported Regulations and other relevant statutory provisions. In respect of shoreline operations the most relevant are:
- The Health and Safety (First Aid) Regulations 1981
- The Control of Noise at Work Regulations 2005
- Management of Health and Safety at Work Regulations 1999
- Manual Handling Operations Regulations 1992
- Personal Protective Equipment at Work Regulations 1992
- The Provision and Use of Work Equipment Regulations 1998
- Personal Protective Equipment (Amendment) Regulations 1994
- The Control of Substances Hazardous to Health Regulations 2002 (COSHH) as amended

[11] http://www.ciimar.up.pt/hns/documents/postspill/ARCOPOL_-_2011_-_Volunteers_Management_Guideline.pdf

- Construction (Design and Management) Regulations 2007
- Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1999

Each set of Regulations listed has a companion Approved Code of Practice or Guidance on Regulations (ACOP). This list is not exhaustive.

Under the Health & Safety at Work Act 1974 employers have a duty to establish and maintain a safe system of work, and to safeguard the health, safety and welfare of those who work at or visit sites for which they are responsible.

The Control of Substances Hazardous to Health (COSHH) Regulations 1994 requires that every employer shall ensure that the exposure of his employees of substances hazardous to health is either prevented, or where this is not reasonably practical, adequately controlled'. Crude oil is classed as a hazardous substance

Personal Protective Equipment (PPE)

Oils and dispersants are chemicals and as such are dangerous, Contractors are to conduct a risk assessment for their activities, communicate those risks to their staff and provide appropriate PPE. They are to review risk assessments as conditions and tasks change.

Other PPE to be considered include:

- gloves/gauntlets;
- protective clothing;
- goggles, visors and safety glasses;
- hard hats;
- insulated clothing;
- reinforced boots, shoes and gloves.

Fire Hazards

Certain spills, such as light petroleum products may constitute a fire hazard, therefore Hampshire Fire and Rescue should be consulted.

Welfare

The welfare of staff involved in dealing with a pollution incident is important; particularly those with beach cleaning duties for which feeding and shelter must be considered, especially in bad weather, this will be procured when required. Attention must be given to all staff to ensure they do not suffer from fatigue, which would affect the performance of their tasks.

Other Services

The council should arrange for the following to be available at the shoreline (if required):

- Cleaning facilities for clothing and equipment
- Portable toilets and washing facilities
- Shelter from the weather

Response

Staff should be aware that a coastal pollution incident could result in an explosion or toxic emissions, and that the public and animals could be put at risk.

When it is clear that some public health risk may arise, the Health sector and council Environmental Health Officers will wish to measure and monitor pollution levels. Contacts with local medical general practice should be initiated to establish the nature and extent of complaints so as to decide on appropriate action.

The public will need to be given advice for their protection and kept informed so that they are not alarmed by misinformation from other sources. This can be done through media broadcasts at regular times, posters and public meetings.

Long term monitoring carried out after the incident should be carefully controlled so as not to prolong anxiety. The public must be warned by notices at contaminated beaches about the presence of pollution and any prohibitions that may be enforced.

4.21 City Council's Health and Safety Responsibilities

It is likely that a clean-up response will take a long time, it is important to consider the health, safety and welfare as well as logistic and supplies staff may need to support a prolonged response, including:

- shelter and accommodation
- feeding and refreshments
- rest breaks and areas
- sanitation
- first aid

There are certain detailed procedures to be followed with regard to the safety of the workforce engaged in the clean-up operations. An Oil Pollution Health & Safety Checklist is at Annex D.

4.22 TCC Health and Safety Responsibilities

- **MCA**

  The MCA will liaise with the council to ensure proper co-ordination of operations and health and safety. The MCA is also responsible for

ensuring that any equipment or material it provides in respect of shoreline clean up, meets current safety requirements.

- **Local Authorities**

  In operations which involve a number of organisations, and in particular where an SCG / TCG / RCG is established, the overall co-ordination of health and safety management rests with the Local Authority, however each organisation involved has a statutory duty to safeguard the health, safety and welfare of its employees and others. If the TCG / SCG / RCG is managed by a different authority, the City Council has responsibility for implementing its own statutory health and safety responsibilities and the health and safety policy as determined by the TCG.

- **Stockpile operators**

  The MCA may require a stockpile operator to go to the scene with appropriate material and specialist personnel. Where required by the MCA, usually at the request of the Local Authority, the stockpile operator will deploy their personnel and equipment on clean-up operations. In addition to mobilising MCA equipment to be operated by their own personnel, the stockpile operator will also provide equipment and materials for use by council staff, and will ensure that appropriate operational and safety instructions and training are given.

- **Contractors**

  The Council will provide clean up equipment and personnel under a commercial contract at the time of the incident; it does not have its own supply of equipment. In addition to specialist equipment to be operated by their own personnel, the contractor may provide equipment and materials for use by council staff under their guidance. During shoreline operations, contractors must liaise with the all Local Authorities via the SCG / TCG / RCG to ensure proper co-ordination of operations and health and safety.

Where Local Authorities intend to use contractors they should, as part of the specification of contract, request copies of their written health and safety policy and relevant safety information including details of safety procedures and precautions, staff training, and arrangements for supervision and management. Careful consideration should be exercised with contractors using casual labour.

4.23 Nature of Hazards Likely to be encountered

Copies of this information should be placed on the health and safety file if an operation is commenced. Hazards can be broadly divided into five categories as detailed below. Refer to Annex E for more information.

- Hazards associated with normal work practices
- Hazards associated with clean-up operations
- Hazards associated with difficult access arrangements
- Hazards associated with clean up equipment and materials
- Hazards associated with the spill material

4.24 Risk Assessment for Shoreline Cleaning

Legislation and good business practice requires that risk assessments be carried out to identify all possible sources of danger within a work place and progressively reduce the risk to people, and property. Where significant risks are identified they must be controlled, and recorded.

Risk assessments should be effective in that they identify sources of danger and prioritise methods to eliminate or reduce risk to the lowest practicable level. All controls, safe systems of work etc. used to reduce the risk must become part of training for all personnel, and as such should be recorded on the individual's training record. This guidance should be read in conjunction with the Risk Assessment pro forma in Annex F.

Who should carry out risk assessments?

Every employer must carry out risk assessments, in effect this means that everyone with responsibility for others, need to carry out assessments on the work that they do, and the premises where they work or may work.

The task of carrying out risk assessments may be delegated to competent persons, however the employer, manager or team leader needs to retain control of what risk assessments are being carried out through constant review and monitoring of their risk assessors performance. A competent person is anyone who has the training, knowledge and experience to carry out the role.

When should Risk Assessments be done?

Risk assessments should be carried out before starting a task or project and cover the implementation, use, cleaning, maintenance, disassembly or removal of equipment and structures. They should be reviewed if there are significant changes to the equipment, working environment, personnel, the introduction of new technology, if an accident happens, when it is believed the previous risk assessment is no longer valid or at least annually.

4.25 Site Survey

A Site Survey should form part of the Risk Assessment for the areas affected, its purpose it to consider the safety of all those taking part in the clean-up, the following should be considered:

- communications requirements
- exposure to temperature
- lack of, or shelter from weather
- lighting conditions

- machinery usage
- manoeuvrability
- manual handling
- pedestrian traffic
- requirement to access confined spaces
- sample collection
- terrain surface and incline
- vehicle traffic
- visibility
- water hazards

4.26 Site Control

It is important that those in charge of the spill clean-up have control of the site as soon as possible, before any significant clean-up operations begin. Access to the site should be restricted wherever possible to those involved in the operation.

City Council should arrange for the area to be cordoned off and closed to the public, this could be achieved through the use of **'Warning; Pollution**' signs and cable ties deployed by highways or landscape services or contractors.

4.27 Safety on the Foreshore

The safety of all those working on the foreshore needs to be considered carefully; tide timetables need to be identified so that the low and high tide times are known and any difficult terrain highlighted.

If workers are required to work out of sight of one another, communications between them and the supervisor is essential.

4.28 Decontamination

It is likely that the clothing worn by staff involved in the clean-up operation will be contaminated with oil or chemicals that have been used in the clean-up process. Staff should be made aware of the dangers of contaminated clothing i.e. ingesting chemicals through contact with dirty gloves, and clothing needs to be cleaned to prevent further contamination; an area for cleaning should be set up, close to the rest area but clear of the work site.

A decontamination area should have facilities to allow water used in cleaning PPE to be drained into tanks, for removal later on, it is important that this contaminated waste should not get into the normal drainage system.

Clothing that is not fully washable need to be disposed of safely as it may be deemed hazardous waste.

4.29 Waste Management

Mitigation: Cleaning of beach of inert rubbish, litter etc. before the arrival of the pollutant on shore can minimise the volume of contaminated waste generated.

Strategy

For Tier One and Tier Two incidents, the City Council is responsible for collecting and removing polluted waste from the shoreline, a Waste Management Strategy should be developed (a Tier Three incident will be managed through the Waste Management Group at the TCG). In order to facilitate the recovery and removal of oil, contaminated material, and Highly Noxious Substances (HNS) and Inert materials from the environment it is necessary to:

- Ensure that clean-up operations are planned to minimise waste production

- Put in place measures to segregate waste types at the shoreline to facilitate the assessment of the best practicable environmental option for each waste stream
- Estimate and anticipate quantities and types of wastes to be produced
- Identify the capacity of the waste industry to deal with the waste generated
- Plan and develop interim storage and treatment areas
- Identify disposal routes and manage the production, storage and transport of waste to the final treatment or disposal options.

Further guidance is available in STOp Notice 3/2009, see Annex G for link.

Waste Licensing

It is important to liaise closely with the Environment Agency on all matters regarding the licensing of permanent, transfer and temporary sites.
The Environment Agency recognises that circumstances may arise where temporary sites have not been identified, written plans become outdated, or where such temporary sites are found not to be suitable. In these circumstances, the City Council should identify suitable temporary sites acceptable to the EA and agree appropriate pollution prevention requirements.

Dealing with Polluted Waste

It is the responsibility of the City Council to collect the polluted waste from the land; if the land is not owned by the council then it will be the landowner's responsibility to collect the waste. They will also be required to identify contractors if required to supply suitable plant, transportation and storage facilities such as lined skips to temporarily hold the waste until collection.

The City Council's Waste Manager has the responsibility of identifying the location of the waste. Ideally, waste generated during the clean-up process

would be removed directly to a treatment and disposal site. This however is only possible in a very small number of cases and the more likely scenario is that waste would be recovered to some form of immediate or primary storage sites, often established behind or close to the areas where the waste is being recovered.

Contracted Service Responders

In the event of an Oil Pollution event the lead contracted service provider will direct clean-up operations.

Portsmouth City Council has a service contract with Adler & Allen that is managed by Hampshire County Council.
Southampton City Council has a mutual aid arrangement to use the Associated British Ports service contractor.
The Oil Industry companies involved will also have contracted support, most probably from Oil Spill Response Limited.

Final Waste Disposal

The method of final disposal of waste will depend on the type and quantity of waste. The Waste Management Officer will discuss appropriate alternatives with the Environment Agency.

Potential options for final disposal include:

- Composting
- Incineration
- Landfill
- Liquid waste recovery
- Waste water treatment
- Land farms

4.30 Closure of Operations

Closure Criteria for Beach Cleaning Operations

Criteria for closure of clean-up operations both in a given location and in total will be determined by the Response Management Group (THE COUNCIL) or the Technical Team at the TGC. Factors that will be taken into consideration include:

- Bulk of the major contaminant removed from the shoreline
- Pollutants removed from other beaches
- Rocks and other surfaces cleaned by hand or with dispersant
- Removal of buried pollutants resurfacing
- Removal of oiled sand balls

Factors that may also affect the continuing or cessation of clean-up operations include:

- Widespread threat to public health or the environment removed or reduced to acceptable levels
- Environmental sensitivities
- Public access/amenity needs
- Potential effects of natural weathering

Post Incident Reports

The Council will conduct a review of its involvement to identify lessons learnt. Outcomes from the meetings must be recorded. A plan must be developed to ensure implementation of agreed actions, which must include a monitoring and review strategy. These findings should be fed into a wide multi-agency report if a TCG has been established.

4.31 Record Keeping

Accurate and up to date record keeping is essential for two main reasons:

- To enable the council to compile evidence to support compensation claims to recover the costs involved in a clean- up operation
- To enable the council to evidence that action taken was reasonable, and proportionate

Records are to be maintained on a beach-by-beach and day-by-day basis and submitted to the Emergency Control Centre for collation and filing. Records should distinguish between activities undertaken to assist the clean-up operation and any general environmental monitoring or longer term impact studies. Record keeping should err on the side of too much rather than too little detail.

Records to be maintained

Wherever possible, the following records will be maintained:

- **Logs:** Council to maintain all Log Books. These will be collated by the Emergency Control Centre (ECC) that will produce and distribute at regular intervals a running log covering the whole incident.
- **Pollution reports:** Made available by MCA and plotted by ECC staff
- **Status board:** ECC staff will record and map the up to date position
- **Weather:** Wind and sea forecasts will be made available by MCA. They will be plotted by GIS or the ECC staff along with tide details.
- **Photographs:** These and other visual records will also be kept by ECC staff; If possible, Corporate Communications should record radio and TV coverage of the incident.
- **Decisions:** Records of decisions must be logged.
- **Finance:** Records of financial agreements or transactions must be kept.

- **Evidence:** Anything that might be required later to support action taken should be recorded by the parties involved

Individual Records

It is the responsibility of everyone involved in the response to maintain accurate records of key actions taken and supporting documentation including:

- Contacts made (including name and contact details)
- Decisions on action taken or not taken including options considered and the reasons for the final recommendation
- Actions carried out – including times, location, area of operations, resources used.
- Messages that might serve to change the pre-arranged response.
- Details of resources ordered, authorisation, and supplier – Orders must be backed up by an official Council Purchase Order and coded to the appropriate Cost Centre
- All paper documents (including status board information and maps) must be retained for filing Information held on computer should be backed up and catalogued

Key Decisions

Minutes of meetings of the Response Management Group, and any Working Groups / Sub Groups must include actions agreed and allocation of tasks. Actions must be followed up at subsequent meetings.

Where decisions involve or affect others, it is important to record their views at the time. This applies to groups such as cargo owners, Local Authorities and the Environment Group. The records should show whether they agree or express no opinion.

If they disagree, the records should identify the reasons, if possible. Records should distinguish criticism made at the time of an incident from criticism made with the benefit of hindsight.

4.32 Maps and Charts

General maps of the coastline and charts will be available via the GIS Teams within the County or City Councils.

Photographic and Video Records

Photographic and video records can be used to supplement paper records e.g. for beach surveys and beach operations.

- Set the equipment to display and record the date on videos and photographs
- If the location is not easily identifiable, include some reference points in the photograph or video e.g. signs of place names

Reporting Forms

Report Forms are to be used to record details of response activities. Report Forms are to be maintained on a daily basis for each area and submitted to the ECC for collation and filing.

Templates and examples of the forms likely to be required are available on the Joint Emergency Preparedness Resilience and Response Team Resilience Direct site. They include but are not limited to:

- Log Books
- Shoreline Clean-up Assessment Technique Survey Form - Oil Ashore / Shoreline Oiling Survey Form
- Pollution Report Form 2 - Resources - Initial Requirements

- Pollution Report Form 3 - Resources - Daily Requirements
- Pollution Report Form 4 - Part 1: Daily Operations
- Pollution Report Form 4 - Part 2: Daily Summaries

4.33 Financial Control

Dealing with marine pollution incidents can be a protracted and expensive business. Initially the costs of such operations fall on those undertaking them. In line with the “polluter pays” principle, those incurring expenses as part of the response operation later seek to recover them from those responsible.
It is essential that, from the outset, all participants keep detailed records of how, when, and why, they respond. They will need these records to support claims for cost recovery and to show that the actions taken were reasonable and commensurate with the threat from pollution and the risks to safety.

Method of Financial Control

- Financial Regulations and Standing Orders must be adhered to at all times
- Cost Codes should be set up for each area and must be used to record expenditure.
- All resources deployed need to be procured, monitored, and logged by the Finance Team. No equipment should be procured directly without approval from the Finance Team
- Records must be maintained on a day by day and beach by beach basis
- All daily records are to be sent to the ECC for copying and collation at the end of each day's work

Record Keeping

It is essential that a Financial Controller is appointed at the outset of an incident to ensure that full and proper records are kept and to control

expenditure. No paper document should be discarded, and information held on computer should be backed up and catalogued. The Financial Controller should ensure actions with financial implications are meticulously logged.

However demanding record keeping might be on staff resources, it is vital for cost recovery. But it might be possible to obtain agreement from ITOPF (International Tankers Owner Pollution Federation Fund) to the appointment of a specialist firm to carry out this work in a major incident, so that the costs of record keeping could be recovered from insurers.

Monitoring Expenditure

The Financial Controller should monitor expenditure made by the City Council and any other agencies and should be able to provide a summary of expenditure when requested. It should be noted that insurers will require that costs are allocated on a beach by beach basis, i.e. for each beach there will be a day by day listing of resources allocated to that beach and the costs incurred.

Paying for Clean-Up

The basic rules are:

- where Local Authorities commit resources to clean up pollution, including a Tier Two contractor, they are responsible for financing them
- if the polluting vessel is known, its owners and insurers are to be contacted as soon as possible and asked to pay for the work involved
- where MCA becomes involved and a TCG is set up, Central Government will pay for the extra resources committed which the Local Authority could not reasonably be expected to provide;
- in the event of a major pollution incident involving Government intervention where full compensation cannot be recovered and which

places an undue burden on the Local Authority, the Government will consider if there is a case for special help from the Treasury

- where a tanker is involved in an oil pollution incident, compensation will be available through the provisions of the 1992 Civil Liability Convention (CLC 92) and 1992 Fund Convention
- where pollution is caused by a ship other than a tanker, limited compensation will be available under UK legislation
- financial outlays should first be sanctioned by ITOPF or the ship owner so as to avoid disputes later

4.34 Financial Roles and Responsibilities

Finance Manager

- Manage the financial system within the council to ensure that detailed and accurate records are maintained of all expenditure, ensure that all expenditure is authorised and cross-referenced with Beach Reports
- Co-ordinate the claims procedure for recovering costs incurred in the clean-up operation
- If set up, appoint a representative to the TCG to attend the Procurement Team and Technical Team

Beach Supervisors (in charge of several sectors of beach)

- Ensure Beach Masters maintain records on a day by day, and beach by beach basis and that all daily records are sent to the Emergency Control Centre (ECC) for copying and collation at the end of the days' work

Beach Masters (in charge of a beach)

- Maintain records on a day by day, and beach by beach basis:
- Personal details and work hours of clean up team members.
- Resources received with delivery notes.
- Use of vehicles and hired plant and whether it was with or without driver/operator.

- Protective clothing use
- Use of consumables
- Quantities and types of waste collected and their disposal routes
- Ensure all daily records are sent to the ECC for copying and collation at the end of the days' work

4.35 Consultation

When a pollution incident has occurred, the City Council must take preventive measures to contain the pollution, even if there has not been time for discussion to take place with the polluter or his insurers. Insurers will expect such measures, and will recompense the council for expenses incurred in taking reasonable action.

For incidents involving a tanker, to ensure maximum cost recovery from the tanker owner, his insurers or the IOPC Fund, it is important that council consult fully with ITOPF on action to be taken.

The City Council may take whatever steps they feel appropriate to deal with oil pollution, with or without expert advice, but reimbursement of incurred costs under the terms of the international compensation schemes may be contested, or at least delayed, where such actions are deemed to be inappropriate or technically unreasonable.

4.36 Insurance of Personnel and Equipment

The Employers' Liability (Compulsory Insurance) Act 1969 (ELCA) makes it compulsory for employers to have employer's liability insurance, this provides cover against claims by employees who have suffered an injury or illness in the course of their employment, for example, if an accident occurs because health and safety rules have not been implemented.

It also has Public and Product Liability Insurance which covers any claims made against the council, the insurance will also cover legal costs associated with defending claims. Further details can be found in Annex N.

4.37 Cost Recovery

Please see Annex P for guidance.

4.38 Addressing Claims

Please see Annex Q for guidance.

Part 5 - Shoreline Information

5.1 Shoreline Information

Detailed information on the shorelines, including environmental sensitivities, use of the shoreline access points, shoreline ownership, substrate type suggested clean up techniques and methods of temporary storage of waste for each area will be included in the Net Environmental Benefit Analysis (NEBA).

5.2 Clean up Guidelines and Oil Spill Information

Exposed Rocky Headlands

Wave reflection keeps most of the oil offshore. No clean up necessary

Eroding wave-cut platforms

Wave swept. Most oil removed by natural processes within weeks.

Fine grained sand beaches

Where oil does not penetrate into the sediment, this facilitates mechanical removal if necessary. Otherwise, oil may persist for several months. However, infiltration can occur, depending on water table movements in sediments

Coarse grained beaches

Oil may sink and/or be buried rapidly, making clean-up difficult. Under moderate to high-energy conditions, oil will be removed naturally from most of the beach face.

Exposed, compacted tidal flats

Most oil will not adhere to, nor penetrate into, the compacted tidal flat. Clean-up is usually unnecessary.

Mixed sand and gravel beaches

Oil may penetrate the beach rapidly and become buried. Under moderate- to low-energy conditions, oil may persist for years.

Gravel beaches

Same as above. Clean-up should concentrate on high tide/wash area. A solid asphalt pavement may form under heavy oil accumulations.

Sheltered rocky coasts

Areas of reduced wave action. Oil may persist for many years. Clean-up may be necessary although the sensitivity of the area should be taken into account

Sheltered tidal flats

Areas of great biological activity and low wave energy. A number of interpretations of the biological activity are possible. In this case, it is taken to mean a combination of high productivity, biomass and possibly bioturbation. Oil may persist for years. Clean-up is not recommended unless oil accumulations are heavy. These areas should receive priority protection by using booms or oil absorbing materials

Salt marshes

The most productive of aquatic environments. Cleaning of salt marshes by burning or cutting should only be undertaken if heavily soiled. Protection of these environments by booms or absorbing material must receive first priority.

Summary of Clean-up Options

Clean-up options	Substrate						
	Rocky Shore	Boulder	Cobble	Shingle	Sand	Mud	Artificial Surface
Trenching			✓	✓	✓		
Flushing	✓	✓	✓	✓			
Scraping					✓	✓	✓
High-Pressure Wash	✓	✓					✓
Low-Pressure Wash	✓			✓	✓	✓	
Steam Cleaning							✓
Dispersant	✓	✓	✓	✓			✓
Oil Releasing Agent	✓	✓	✓				✓
Brush/Scrub/Wipe	✓	✓	✓				
Pom Pom	✓	✓					
Surf Washing			✓	✓			
In-Situ Pit Washing			✓	✓			
Stone Washing			✓	✓			
Harrowing					✓		

Figure 18: Clean up options

5.3 Identification and Characteristics of Oil

Spilled oil needs to be quickly identified to:

- Establish how to deal with it; it's susceptibility to dispersants.
- Its ownership for compensation purposes.
- Establish possible course of the spill.

The characteristics of and factors affecting oil spills:

- Crude Oils and refined products – These are generally classified as crude oils or refined products.
- Crude Oils – This makes up most of the tanker borne cargo.

- Refined Products – Gasoline, kerosene, gas oils, fuel oils and lubricating oils.
- Persistent Oils – These are crude and heavy oils.

Oil tends to spread evenly in a thin film when first spilled. The effects of wind, waves and currents combine to form the oil in to windrows, which are elongated thick patches of oil separated by water.

The evaporation of oil begins as soon as it is spilled; with the lighter compounds evaporating more rapidly, rough seas also contribute to the evaporation rate.

The emulsification begins at 3-5 hours after the spill; wave action causes the crude oils to mix with water to form 'chocolate mousse' with water content being 40 to 80 per cent. Emulsification therefore increases the amount of pollution, with rough sea increasing the emulsification rate.

5.4 Identification and Characteristics of HNS

HNS - Highly Noxious Substances

The volume of chemicals transported by sea is increasing but remains significantly lower than the seaborne trade in oil. In addition recent ITOPF experience shows that spills of bunker fuel from all types of ship are at least as likely to occur as loss of cargo oil from a tanker. Consequently chemical spills occur at a much lower frequency than spills of oil.

However, the consequence of a chemical spill can be more wide reaching than that of oil and there is growing international awareness of the need for safe and effective contingency arrangements for chemical spills. The wide variety of chemicals transported, their varying physical and chemical properties, the different ways in which they behave in the environment and the potential for effects on human health mean that response to chemical spills is not as straightforward as for oil.

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

The HNS Protocol will ensure that ships carrying hazardous and noxious substances are covered by preparedness and response regimes similar to those already in existence for oil incidents.

Whether a substance is classed as hazardous or noxious is largely determined by its inclusion in one or more lists found in a number of the International Maritime Organisation (IMO) Conventions and Codes designed to ensure maritime safety and prevention of pollution. If the chemical transported has one or more of the following properties, it is likely to be considered as a 'hazardous and noxious substance' (Radioactive and infectious substances are outside the scope of the HNS regime.)

- Flammable
- Explosive
- Toxic
- Corrosive
- Reactive

Once the main physical and chemical properties, and hence the behaviour of a spilt substance are known and the likely impacts to human health and marine resources have been taken into account, a suitable response can be considered. A brief summary of potential response techniques for the different groups of chemicals is given below. However, the response strategy eventually implemented will also be largely dependent on the specific circumstances of the incident.

The MCA have at their disposal a contracted Hazardous and Noxious Substance Response Team (HNSRT) of eight suitably qualified responders available 24 hours 365 day. The HNSRT will be activated by the MCA as required.

Gas & Evaporators

The release of a gas or chemical substance evaporating under the weather conditions prevailing at the time have the potential to generate large vapour clouds that might be toxic or form an explosive mixture with air. As a result, there may be potential health and safety implications for the vessel crew, responders and population nearby.

In order to plan a response, it is important to know how the gas or vapour will behave and the likely trajectory of the hazardous cloud. Relevant computer modelling of the spreading of airborne contaminants is likely to help to forecast the movement and fate of the plume as it disperses. Appropriate safety zones can then be put into place as necessary and the public advised as appropriate.

Issuing advice to the public to remain indoors for a short period may be given by the council. If the chemical is of a flammable nature, then all ignition sources must be eliminated. Techniques such as trying to “knock down” a water-soluble vapour cloud or trying to stop or deflect it using water sprays are other measures that may be available to responders. In such incidents occurring near populations, Hampshire Fire and Rescue Service will have the commanding role in the response. In any case, responders must wear the appropriate Personal Protective Equipment (PPE) and response / monitoring crafts must be adequately designed should they need to enter the hazardous atmosphere.

Chemicals that dissolve

A dissolving chemical will form a growing 'plume' of decreasing concentration in the water and eventually dilute. It is important to monitor the concentrations in the water to track the movement of the chemical and therefore to predict any hazard that may arise to the environment, fisheries, fresh water intakes, recreational areas, etc. Again, relevant computer models can give useful indications on the likely fate of the substance.

The ability to contain and recover dissolved chemicals is extremely limited. Providing means to accelerate the natural processes of dispersion and dilution may be the only way to respond to such chemicals. Some dissolved chemical plumes may, in theory, be neutralised, oxidised, flocculated or reduced by the application of other chemicals. However, careful assessment of feasibility and expected efficiency in an open environment as well as approval of the relevant authorities is usually required before this response method is employed.

Chemicals that float

These chemicals will spread under the effect of gravity to form a slick in a similar way to oil. However, unlike oil they may not be visible on the water. Nevertheless, in some cases remote sensing techniques may be employed to detect and monitor floating materials.

Floating chemicals can be low or high viscosity liquids, or may even be solid. If the spilt chemical has a high vapour pressure it may evaporate quickly and form a gas cloud above the slick. In such cases air quality monitoring is usually undertaken to assess fire, explosion and toxicity risks.

It may be possible to consider deploying booms to contain and control the movement of substances over the water surface. Skimmers and other oil spill response equipment may also be used to recover the material from the surface of the water.

However, it is important to make sure, prior to use, that the spilt chemical will not react with the equipment by taking into account the chemical's reactivity.

Alternatively, emergency responders may have fire-fighting or suppressant foams that can be applied to reduce the evaporation and the risk of fire/explosions.

Again, responders must wear the appropriate Personal Protective Equipment and response / monitoring crafts must be adequately designed should they need to enter a hazardous atmosphere.

Chemicals that sink

Sinking chemicals have the potential to contaminate the seabed, and sometimes to persist in the sediment. The response to sunken chemicals may, therefore, need to consider the recovery of the chemical and any heavily contaminated sediment. Careful attention will also need to be paid to the removal and disposal of these contaminated sediments.

In shallow waters, mechanical dredgers and pump/vacuum devices may be used to recover sunken substances. The use of submersibles and remotely controlled underwater cameras may identify and recover chemicals on the seabed.

5.5 The City Councils Resourcing and Contacting Arrangements

The City Councils do not have its own supply of equipment or the necessary expertise to undertake a Tier Two response, therefore an approved Tier Two Contractor will be brought in.

Portsmouth City Council has an existing retainer with a contractor - Adler & Allen

Southampton City Council has a verbal agreement with ABP Southampton to utilise their contractor - Adler & Allen

The 'polluter' may have a contracted pollution responder and may put them at the council's disposal. Most Oil & Gas Industry companies are part of an arrangement with Oil Spill Response Ltd based in Southampton.

Details of Accredited Spill Contractors can be found at Annex R.

5.6 List of Extant STOp Notices

STOp - Scientific Technical and Operational Advice Notes

The most up to date guidance and STOp Notices can be found here:

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

Annex A MCA Pollution Report (POLREP)

CG 77 POLREP - STANDARD POLLUTION REPORT FORM

Part 1: Information which should be provided in an initial Pollution Report

A	**Classification of report** (1) doubtful, (2) probable, (3) confirmed
B	**Date & time** pollution observed/reported, and identity of observer/reporter
C	**Position & extent of pollution**
D	**Tide and wind** speed direction
E	**Weather** condition and sea state
F	**Characteristics of pollution.** Give type of pollution, e.g. oil (crude or otherwise) packaged or bulk chemicals
G	**Source & cause of pollution**, e.g. from a vessel or other undertaking.
H	**Details of vessels in the area**
I	*Not Used*
J	Whether **photographs** have been taken, and/or samples for analysis
K	**Remedial action** taken or intended, to deal with the spillage
L	**Forecast** of likely effect of pollution (e.g. arrival on beach), with estimated timing
M	**Names** of those informed other than addressees
N	**Any other relevant information**

Part 2: Supplementary Information to be provided later
(When POLREPS are for UK internal distribution only, Part 2 may be ignored)

A	Results of samples analysis
B	Results of photographic analysis
C	Results of supplementary enquiries (e.g. inspection by surveyors)
D	Results of mathematical models

Note All messages are prefixed by the codeword POLREP followed by a serial number issued by the originator.

Subsequent updating or amplifying reports repeat this information and add a SITREP number, e.g. POLREP 21 SITREP 1, in which case the next report would be SITREP 2.

Groundings, collisions or breakdowns of tankers or other vessels carrying pollutants, including bunkers, are treated as potentially serious incidents with a classification of PROBABLE until proved otherwise.

Annex B Action Card - Joint Emergency Planning Duty Officer

Initial Actions

Upon being notified of a potential or occurring pollution incident:

1	START A LOG BOOK
2	Contact MCA **within 15 minutes of notification**: Telephone 02392 552100. Ask to be put in touch with the Counter Pollution Officer and for a copy of the POLREP to be sent to you.
3	Establish current coordination structure in place and deploy Incident Liaison Officer (ILO) as required to TCG / Forward Command Post etc.
4	Interpret and establish priority of POLREP. - Is an ECC required to manage the council's response?
5	Ensure the POLREP is cascaded to the relevant councils Oil and Chemical Pollution Officer (OCPO) and discuss what level of response is required. **SEE ANNEX Z - CONTACTS DIRECTORY - OFFICIAL-SENSITIVE**
6	If the incident affects more than one local authority or agency shoreline, ensure the relevant authority/agency is also notified.
7	If the incident is assessed as Tier 1 the OCPO will record details on the Incident Log Book and ensure that Highways / Contractors and Parks and Open Spaces (Seafront Services) are made aware of the situation.
8	If a Tier Two or Three assess the possible public health and environmental consequences and refer below.

Tier Two Actions

9	Start an Incident Log Book
10	Arrange for the Emergency Control Centre (ECC) to open
11	Establish contact with the following council services to make them aware of the situation: • Chief Executive and Strategic Directors

	• Corporate Communications and City Help Desk • Parks and Open Spaces • Coastal and Highways • Waste Management • Transport and Environment • GIS • Finance • Contractors - Highways etc. • Public Health
12	Activate the Tier Two Contractor.
13	Liaise with the Environment Agency, Natural England and the MCA to consider convening the Solent Standing Environment Group (SSEG).
14	Inform the Executive level of management of the impacted city and advise them to respond to this incident with external agencies and relevant internal services forming a Response Group.

Tier Three Actions

15	Brief Hampshire County Council's Duty EP Officer
16	In conjunction with the MCA, LRF partners and the councils Senior Management consider the need to establish SCG / TCG / RCG in accordance with the LRF ERA and the MCA's Guidance

Closure Actions

17	Inform all council staff and services contacted as appropriate
18	Update Incident Log Book
19	Consider need for holding Post Incident Debrief.

Annex C Pre-Scripted Media Statement

What this is	Emergency Broadcast Prepared public information and media statement
Who Issues it	? City Council
When to issue	When there has been report of pollution threat or occurring along the Solent coastline
Where to send it	Public Information and media channels
Headline	

It has been confirmed that an incident has occurred (*state where and give brief description)* ……. at approximately (*give time*) …… hours today, affecting the *(state affected area)*…… of the Solent Coastline.

Emergency response procedures have been initiated and relevant response agencies (*have been/are being*) advised. All support services are being co-ordinated through the Council's Emergency Control Centre and every possible effort is being made both to minimise risk to the environment, the public, personnel at the scene and to contain and mitigate any effects.

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

Annex D Health and Safety Checklist

Oil Pollution - Health and Safety Checklist

This guide should be applied to each shoreline site where clean-up is proposed.

This checklist serves as a general guide for the preparation of a Health & Safety plan covering clean-up operations on the shoreline.

- A Safety Adviser will operate within the Emergency Control Centre (ECC) and/or the TCG / RCG to co-ordinate the health and safety management during the incident.
- Each Beach Manager, at the shoreline, will ensure that H & S practice is implemented at the beaches for which he is responsible. It is recommended that Beach Managers are advised by the Council H & S officers.

It is important that there is liaison between these three levels of H & S management at all times.

Where expenditure is likely to be incurred in implementing the H & S strategy, clearance must first be obtained from the Emergency Control Centre or the Policy Group of the SCG / TCG / RCG.

Crude Oil is classed as a hazardous substance under the Control of Substances Hazardous to Health (COSHH) Regulations 1998.

Approach Roads

- establish traffic controls
- liaise with Traffic Management and Police regarding intended road use
- clear with Police one-way routing or diversions that are required

- inform residents and Emergency Services of changes implement traffic management scheme
- ensure roads selected are suitable for heavy vehicles
- inform public and residents of activities to be undertaken and of public safety requirements.

Note. Highways should survey road surfaces before work begins to establish baseline information in case of suspected damage by vehicles during clean up

Site Access and Egress

- obtain permission from landowners if necessary
- identify the hazards related to each approach, e.g. gradients and consider the special problems of approaches by sea
- contain any spillage to avoid spreading oiled waste to off-site areas.

Crossing the Site

- assess surface structure and condition, e.g. hard sand, shingle, seaweed covered, and whether safe or hazardous to cross
- consider safety measures, e.g. special walkways, routes for vehicles, probable changes in condition, e.g. whether likely to be covered by tide or become slippery with constant crossing.

Site Management

- personnel - establish hierarchy of control and ensure everyone understands
- visibility - provide high visibility clothing, amber lights for vehicles
- segregation - arrange separate areas for personnel and equipment
- traffic control - provide banksman where necessary, and good communications
- access - delineate access and egress routes to and from the site

- oiled areas of beach - keep personnel and equipment clear of oil where possible
- operation of equipment - ensure only qualified operatives are used and follow safe working practice
- loading/unloading - see that safe working practice is followed, whether on beach or at transit station

Tide and Weather

- information - make one person responsible for tidal and weather information
- local knowledge - check with Parks and Open Spaces (Seafront Services) or environmental adviser

Effects of Oil

- characteristics - ensure information from the NEBA is available (this work is pending) before work begins

Manual Handling

- back problems - ensure personnel aware of safe lifting procedures
- bags - should contain only as much as can comfortably be carried in the circumstances. On no account should this exceed 25kg
- loading - where possible use bucket of front end loader for loading to vehicles
- shifts - maintain safe working practice with short periods of working.

Welfare

- ensure availability of:
    - lavatories
    - appropriate waste disposal arrangements

  - washing, showers and decontamination facilities
  - shelter
  - food and drink suitable for the working environment and conditions (e.g. sufficient liquids in hot weather) and the same issue for all workers
  - personal protective equipment (PPE) suitable for the incident, to be worn at all times
  - ear defenders, respiratory and other safety gear for specific aspects of the work e.g. lifejackets for boats and in ports
- information - ensure everyone knows the clean-up policy, keep everyone informed about progress
- inform residents - need for good neighbourliness
- make special arrangements for visitors, VIPs
- plan for emergency evacuation

Supervision

- contractors - ensure they comply with H & S and site safety plan
- beach working - know what the control system is for the incident, from TCG downwards
- H & S arrangements - regular checks and reviews of safety plans must be conducted by appropriate personnel
- H & S File
- log - record actions taken at all levels, giving reasons
- reports - make daily report to the Emergency Control Centre (who will pass to TCG if set up)
- risk assessments - record details and monitoring processes, and review when changes occur
- accidents - all accidents and incidents to be recorded and advised to the Emergency Control Centre
- contact numbers - for casualty reporting, emergencies, supervision
- H & S inspections - record results

Daily Briefings

- toolbox talks - H & S briefings after each change of shift

Technical and Mechanical Operations

- safety procedures - for trenching, temporary pits and other constructions, e.g. shoring, covering, fencing and signing
- latent hazards - consider possibility of fire or explosion
- security - overnight and when site not worked. Fence oiled waste sites
- offsite storage parks - ensure safe from incoming tides or other hazards

Information

- media - be fully instructed by the Emergency Control Centre or TCG on procedures to avoid unsafe intrusions
- publicity - warning signs to keep the public away

Annex E 1 Hazards with Oil Spill

Hazards associated with the spill material:

This information relates particularly to crude and refined oil and because of the wide formulation of transported crude and refined products should be taken as a general guide. Hazards for crude and refined oil products include both acute and chronic effects. Whilst the major concern continues to be exposure to benzene there are a number of other components such as naphtha that may also be present. Principle risks exist through the inhalation of vapours or contact with skin and soft tissue. Conditions, which may result, include respiratory and dermatological reactions. Exposure to petroleum components such as benzene may also be as a direct result of equipment used, and it may be impracticable to isolate the cause of any exposure.

Weathering effects

Existing information indicates that most volatiles are driven off from refined products within the first few hours of the spill, and from crude products within 8 hours or so. This period may be extended where there are particularly calm cool conditions and the spill is contained such that it is unable to spread to a thin film. Even so evidence is available that most if not all benzene has been volatilised and lost within a 24 hour period. As a consequence inhalation risks are usually considered to be negligible after the first 24 hours or so, leaving skin and soft tissue contact as the major hazard of concern.

Personal Protective Equipment

When dealing with material in the early stages of a spill, e.g. the first day, it will be necessary to provide PPE and appropriate respiratory protective equipment. In addition there should be effective segregation of any affected areas so that only those staff with an operational reason to do so, e.g. beach assessment, is exposed to any potential risk.

Monitoring issues

There may arise situations where monitoring of Benzene or Volatile Organic Compounds (VOC) levels in air may be required. Where this is specifically required for occupational reasons then a personal monitoring device such as a portable photo ionisation detector (PID) monitor should be employed to give both the Short Term Exposure Level and the Time Weighted Average Exposure.

Most types will provide up to 10 hours monitoring time and the ability to record period maxima and averages, and are intrinsically safe. PIDs would be particularly applicable in the earliest stages of spill response, or where elevated levels may be suspected. The change in the nature of any risk after 24 hours elapsed time from the spill indicates that the wider routine use of PIDs in subsequent stages of a clean-up operation is not required. If required, a more cost-effective option for routine monitoring would be to use 8 hour Draeger tubes and personal monitors. This could be backed up by spot readings taken with more sensitive and accurate equipment.

Health surveillance

Chronic exposure to many components of crude and refined products results in known or assumed carcinogenic effects. However given the likely exposure levels during most clean-up operations, where exposure would be negligible, health surveillance is not warranted. The exception to this would be where exposures are non-negligible which may include the first 24 hours after the spill, or where the oil has been confined and volatilisation has been delayed. In these circumstances, depending on exposure levels, health surveillance of staff may be warranted. In any event it is a sensible precaution to exclude any staff with a history of skin or respiratory disorders, including asthma, from working on contaminated beaches or directly with recovered oil, oiled beach material, or other contaminated material.

Annex E 2 Hazards with Clean-up

Hazards associated with clean-up operations:

Trenching

When trench and backfill techniques are used on sand beaches the trenched area requires time to stabilise before it can safely take traffic. Depending on the nature of the beach, and vehicle, at least 4 days is typically required for the beach to stabilise after backfilling to allow further vehicular traffic. A backfilled area may also take up to 4 days to stabilise sufficiently to allow pedestrian traffic. Caution should always be exercised on backfilled areas until it is known that there has been sufficient stabilisation, and there should be appropriate signs displayed on the main entrance points to the beach. Physical barriers may need to be considered.

Buried oil

Where oil has been intentionally buried, or otherwise covered up by beach material, it is possible for the oil to be liberated sometime after the incident. This will normally be as a result of beach stripping of dynamic beaches by energetic sea conditions. If the beach is an amenity beach there could be risk to the public or the oil could be remobilised by tides to contaminate other nearby beaches. Whilst this may be unavoidable, appropriate information for beach users should be displayed. Sites and approximate quantities of buried oil should be recorded.

Heavy seas

Working on beaches in heavy seas requires special care. During heavy seas personnel should be deployed on tasks higher up the beach so as to maintain a safe distance from the waters' edge.

Boulder fields

Contaminated boulder beaches, or beaches with extensive boulder fields require additional care. Boulders, which may already be worn smooth by tidal action, become very slippery when covered in oil and can become almost impossible for pedestrian traffic. When planning an in-situ clean-up the first stages of the clean-up should concentrate on creating safe access for the personnel involved with the clean-up operation.

Rock platforms

In the event that personnel have to work from rock platforms, which may themselves be contaminated with oil material, it is essential that suitable provision must be made to reduce the likelihood of, and protect against the consequences of, falls. Additional risk assessments are necessary and consideration must be given prior to the start of the activity to the provision and use of appropriate harnesses and other safety equipment.

Annex E 3 Hazards with Access

Hazards associated with difficult access arrangements:

In some situations it may be necessary to work on sections of the shoreline where there is no conventional vehicular or pedestrian access. In these situations it is likely that landside access may be affected by cranes and cradles, whilst marine side access may be possible using suitable shallow draft boats and other craft. In any event an operation which necessitates special access arrangements must introduce additional risks and hazards. Therefore it is appropriate that all proposed arrangements be reviewed from a safety management point of view before activities are commenced.

In some situations a review may result in an operational decision to abort any plans to clean-up an individual beach or section of shoreline where risks to staff were considered to be unacceptable. Whilst this may give rise to recurrent problems elsewhere, if oil becomes re-mobilised, it may be justified for operational and safety reasons. It is also considered essential to liaise with, and take advice from, HM Coastguard in any situation where special access arrangements are proposed.

Where an operation proceeds then the council and Beach Masters should ensure that as a minimum the following issues and arrangements should be adequately provided for and documented.

Personal Protective Equipment

This will include items such as appropriate safety harnesses and rigs for cliff top access and personal flotation devices for marine-side access. Staff must be fully conversant with the use of such equipment.

Rescue

In the event of a safety incident it is likely that specialist assistance will be required from HM Coastguard. Experience to date indicates that it is appropriate to have

the cliff rescue team in attendance for any situations where cliff top access is required. Likewise, in the event of marine side access a safety vessel should be in attendance.

Supervision

Operational supervision on difficult access sites is critical to the safe and timely completion of the work. Beach Masters in such situations must be able to assess both the operational needs of the clean up on a day to day basis and the particular safety precautions and requirements. On extended operations the TCG may decide to nominate a specific person who will act as safety advisor/officer for all difficult access sites.

Notification

The SCG / TCG / RCG must be kept informed of the commencement and progress of clean-up activities at any difficult access site.

Annex E 4 Hazards with Special Arrangements

Hazards associated with specialist clean up equipment and materials

This is not an exhaustive list of hazards, but covers the most likely hazards to be encountered on beach clean-up from specialist equipment. Further advice and information on the equipment and techniques that may be deployed will be found in the MCA technical manual 'Oil spill clean-up of the coastline'.

Information

All personnel on the beach should be informed of hazards associated with clean up equipment and materials and why they must use materials or equipment after appropriate training and with adequate supervision.

Dispersants

Dispersants represent a range of hazards during use. These can be addressed by adequate training, supervision and PPE provision. The Marine Management Organisation has comprehensive hazard information on these products, and stockpile operators have carried out COSHH assessments.

Personal Protective Equipment

PPE is designed to eliminate the contact of dispersant material with unprotected skin or eyes and to prevent inhalation of vapours or droplets. In addition the simple precaution of ensuring that personnel always work up-wind of spraying operations should be adopted as a matter of routine.

The Institute of Petroleum recommends the following PPE for those involved with spraying operations:

- Full cover plastic overalls

- PVC gloves
- Close fitting face visor fitted to a safety helmet
- Chemical resistant safety footwear
- If a safety helmet is not provided then protective eye-goggles should be worn along with a suitably close fitting mouth and nose mask.

Heat

A number of pieces of specialist equipment use heat, usually via steam, to raise the temperature of recovered oils in order to reduce the effective viscosity. Any equipment running at steam temperature must be adequately supervised and steps must be taken to protect workers from equipment that might represent a risk of burns or scalds.

Mechanical clean up devices

Mechanical devices present a number of hazards including moving machinery, oils, and heat. In addition to adequate operator training, ensure that all moving parts are properly guarded or shrouded, and that all non-essential personnel are kept a safe distance from machinery, e.g. operating areas are cordoned off.

Specialist multi-wheeled vehicles

Specialist multi-wheeled vehicles may be used for moving personnel and equipment across beaches and other similar surfaces with poor or uncertain load bearing characteristics. Particular care must be taken to ensure that all drivers of beach cats are familiar with the limitations of the vehicle, particularly in respect of suitable ground conditions and slope negotiation.

Annex F Risk Assessment Form

To be completed by the Beach Master or Tier Two Contractor

Risk Assessment:

- Undertake risk assessments and reviews for the beach clean-up operations.
- Submit completed risk assessments and reviews to the Emergency Control Centre.

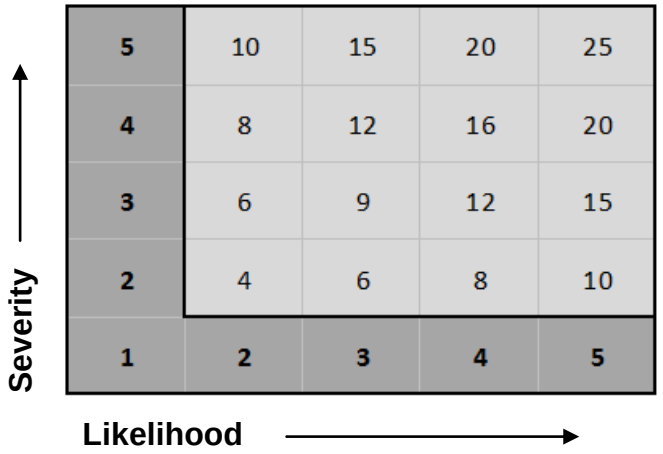
Location:		Reason for Risk Assessment:	
Section:		New Activity / Process:	
Task / Activity:		Change in Activity / Process	
Date of Assessment:		Other - please specify	
Re-Assessment Due:		Date of Review:	

Hazards:	Severity of Risk Rating	Persons / Equipment at risk	Existing Controls	Likelihood of Occurrence Rating	Risk Rating	Possible Actions	Best Practice H&S: Regs, guidance, Approved Codes of Practice, Council policy etc including generic assessments

Action Plan						
Hazards	Action Required:	Priority	Completion Due:	Action by Whom:	Action Checked by:	Re-Assessment Due:

Guidance Notes						
Severity of risk	**Definition**	**Points Rating**		**Likelihood of Occurrence**	**Definition**	**Points Rating**
Very High	May cause single or multiple deaths and/or major injuries. Such a risk might include a major fire or explosive risk.	5		Almost certain	If the activity continues there is almost 100% certainty that an accident will occur.	5
High	May cause serious injury to an individual(s) or major property damage	4		Very likely	If the activity continues without introducing control measures an accident is likely to happen.	4
Moderate	Any activity which may cause injury or disease resulting in absence from work for more than three days	3		Likely	An accident may happen if other factors precipitate	3
Low	May cause minor injury without absence from work or medical attention	2		Possible	Any incident where the probability is low and the risk is minimal	2
Nil	No risk of injury or disease	1		Not likely	There is no risk present. All responsible precautions have been taken so far as is reasonably practicable.	1

Risk Rating:



Risk Rating	Possible Actions	Action Required	Priority
10 / 25	Stop the activity	Change process/task/substance Include new control measures to reduce the level of risk	1 - Immediate
16 /19	Issues Warnings/instructions	Introduce new or a higher level on control measures to reduce the level of risk	2 - Very High
12 / 15	Review safety measures	Introduce new control measures	3 - High
7 / 11	Inform, instruct and train personnel	Review if necessary	2 - Moderate
2 / 6	Monitor and review	Consider any necessary measures	1 - Low

Annex G Scientific, Technical and Operational Advice Note (STOp)

For all STOp notices relevant to an incident please use the Maritime Coastguard Agency website:

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

Annex H Insurance and Public Liability

The City Councils have a number of liability insurance policies in accordance with the relevant legislation; these policies are reviewed and renewed on an annual basis. Summary of cover:

Employers Liability - limit of liability:

- £50,000,000

Public and Product Liability - limit of liability:

- £50,000,000

Professional Indemnity - limit of liability:

- £5,000,000

Officials Indemnity - limit of liability:

- £10,000,000

Further information and confirmation of current certificates are held by the Council Insurance and Risk Officer and are available on the internal intranet.

Annex I Cost Recovery

Compensation for Marine Oil Pollution

Oil Tankers

The 1992 Civil Liability Convention imposes a strict liability on tanker owners, regardless of fault, for the costs of clean-up and damage resulting from oil spills. The Merchant Shipping Act 1995 implements the regime in the UK.
The tanker owner covers this liability through insurance, normally with one of the P&I Clubs. The limit of liability is on a sliding scale depending on the size of the ship involved, reaching a plateau of just under 60 million SDR (about £50m in April 1999) for tankers of 140,000grt and above (SDR is the Special Drawing Right of the International Monetary Fund).

The Fund Convention (administered by the International Oil Pollution Compensation - IOPC) applies where there is insufficient compensation available through the provisions of CLC 92. The limit of liability is a fixed amount irrespective of the size of the vessel involved. The limit is 135 million SDR (about £113m in April 1999), including the amount already paid under CLC 92.

Merchant Ships

Under the Merchant Shipping Act 1995, there is also strict liability for oil pollution damage caused by ships other than tankers which limit their liability.

Unattributed Spills

There is no compensation where the polluter cannot be identified, unless the claimant can prove that the pollution was caused by a tanker. In this case, compensation will be available under the Fund Convention.

Preventive Measures

Ship owners are liable for any preventive measures taken and any damage caused by such measures when there is a grave and imminent threat of damage being caused by a spillage of oil from a ship, even if no oil is released.

The 2000 Amendments

Adoption: 18 October 2000

Entry into force: 1 November 2003 (under tacit acceptance)

The amendments raised the compensation limits by 50 percent compared to the limits set in the 1992 Protocol, as follows:

- For a ship not exceeding 5,000 gross tonnage, liability is limited to 4.51 million SDR (US$5.78 million)
  (Under the 1992 Protocol, the limit was 3 million SDR (US$3.8 million)
- For a ship 5,000 to 140,000 gross tonnage: liability is limited to 4.51 million SDR (US$5.78 million) plus 631 SDR (US$807) for each additional gross tonne over 5,000
  (Under the 1992 Protocol, the limit was 3 million SDR (US$3.8 million) plus 420 SDR (US$537.6) for each additional gross tonne)
- For a ship over 140,000 gross tonnage: liability is limited to 89.77 million SDR (US$115 million)
  (Under the 1992 Protocol, the limit was 59.7 million SDR (US$76.5 million)

Special Drawing Rights Conversion Rates

The daily conversion rates for Special Drawing Rights (SDRs) can be found on the International Monetary Fund website on the below links:
http://www.imf.org/

Annex J Claims Guidance

Addressing Claims

Claims may be made by individual Local Authorities and should be brought against the ship owner liable for the damage, directly against his insurer or against the 1992 IOPC Fund. The MCA should be consulted to establish the procedure if full compensation cannot be recovered from the polluter, the insurers or the 1992 Fund.

Claim Particulars

Each claim should contain the following particulars:

- the name and address of the claimant and his representative (if any)
- the identity of the ship involved in the incident
- the date, the place and the specific details of the incident, including type of oil involved
- the clean-up measures taken and/or the kind of pollution damage sustained, as well as the places affected
- the amount of the claim

Depending on the amount claimed and the type of pollution damage suffered, a claim should be broken down into different items. Examples are given below:

- cost of prevention and clean-up of pollution:
- summary of events, including a description of the work carried out at each beach, explaining
- why the various methods were used;
- delineation of the area affected, describing the extent of the pollution and the areas most heavily contaminated (supported by maps and photographs);

- analytical and/or circumstantial evidence linking the oil pollution with the ship involved in the incident (e.g., chemical analysis, relevant wind and current data, observations of floating oil movement);
- dates on which work was carried out;
- labour costs (number and categories of workmen, rates of pay, days/hours worked, total costs);
- travel and expenses for response personnel;
- equipment and material costs (types used, costs of hire or purchase, where used and over what period);
- transport costs (number and types of vehicles used, number of days/hours operated, rate of hire or operating costs);
- costs of temporary storage and final disposal.

Time Limits

The intent to claim should be notified as quickly as possible after damage has occurred. If a formal claim cannot be made shortly after the incident, then notification should be given of an intention to present a claim at a later stage. Claimants will ultimately lose their right for compensation under the 1992 Fund Convention unless they bring court action against the 1992 IOPC Fund within three years of the date on which the damage occurred or make formal notification to the 1992 IOPC Fund of a court action against the ship owner or his insurer within that three year period. Although damage may occur sometime after the incident takes place, court action must in any case be brought within six years of the date of the incident. The same applies to a claimant's right to compensation from the ship owner and his insurer under the 1992 Civil Liability Convention. Legal advice should be sought on the formal requirements of court actions to prevent claims becoming time-barred.

Presentation

The manner of presentation of a claim should be discussed with the organisation to be claimed against before it is submitted. Comprehensive and

well presented claim documentation will facilitate prompt claims handling and settlement.

Further guidance can be found in the 1992 IOPC Fund claims manual.

Annex K List of Accredited Spill Contractors

The **UK Spill Contractors Accreditation Scheme** is voluntary and exists to maintain consistent standards of oil spill clean-up in the UK. The standards for Accreditation in the Scheme are supported by the Maritime Coastguard Agency and the Environment Agency and provides a guide to consumers, industrial or commercial organisations of good practice.

The following list contains details for local contractors who have expertise to respond to Freshwater Spills, Ground Water Spills, Marine Oil Spills and also spills from Road Tanker Rollover, Land Remediation and Chemical Spills.

For further details from UK Spill, see:

http://www.spillonline.org/findacontractor.htm

Organisation	Location	Contact Details
Adler and Allan	Head Office (Harrogate)	014 2385 0360 http://www.adlerandallan.co.uk/contact-us/key-contacts/
Oil Spill Response Ltd	Southampton	023 8033 1551 www.oilspillresponse.com
Williams Shipping Marine Ltd	Southampton	023 8052 9555 www.williams-shipping.co.uk
Cleansing Service Group Ltd	Botley	014 8978 2232 www.csg.co.uk
Environmental Reclamation Services Ltd	Fareham	014 1772 2789 www.ersremdiation.com
Soil and Water Remediation Ltd	Fareham	013 2984 6824 www.soilandwaterremediation.co.uk

Annex L Portsmouth Coastline

The following information should be considered alongside the following documents:

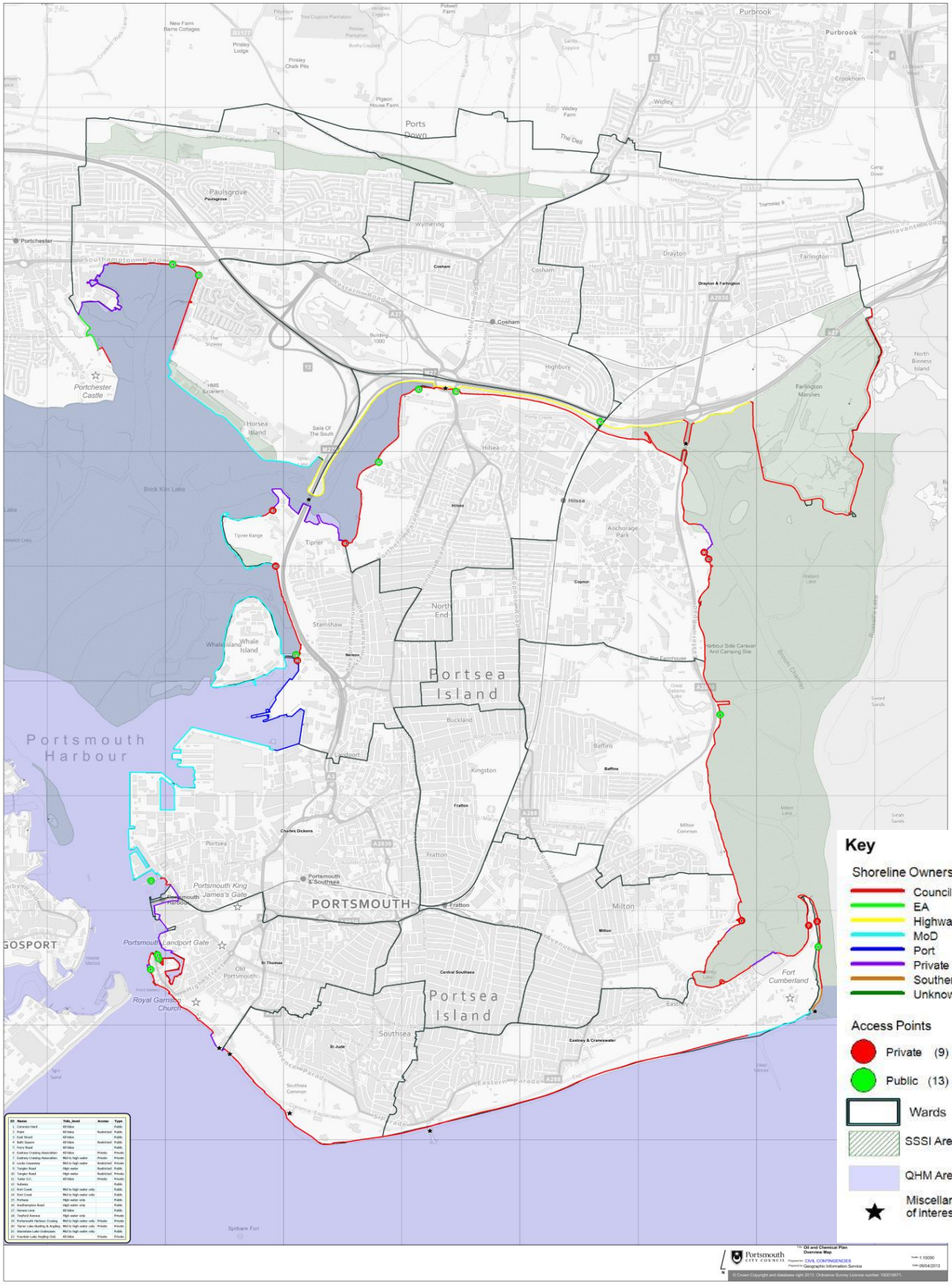
Portsmouth Shoreline clean-up assessment technique (SCAT)

- This document assesses the shoreline conditions of Portsmouth through the under taking of a pre-oil spill survey using the Shoreline Clean-up Assessment Technique (SCAT). The SCAT method is a tool used to assess oiled shorelines around the world and is now a standard component of oil spill response operations.

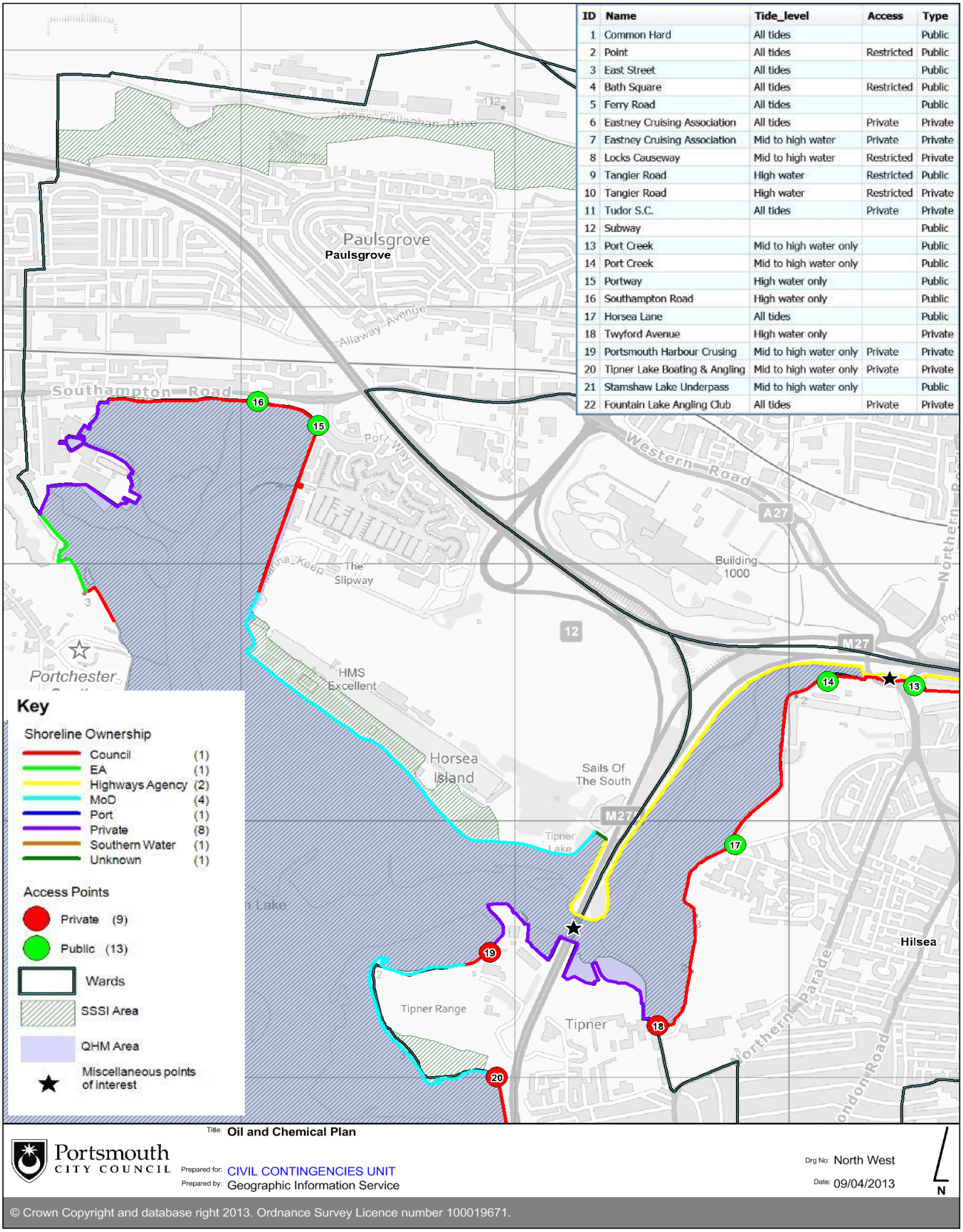
Portsmouth Net Environmental Benefit Analysis (NEBA)

- The document details the flora and fauna known to frequent each of the segmented shoreline sections as detailed in the supporting SCAT document. This will enable a detailed examination of the relevant impacts of a pollution incident on each of the species present as well as addressing relevant species of conservation concern in the UK.

Annex L1 Maps of Portsmouth Coastline - Overview

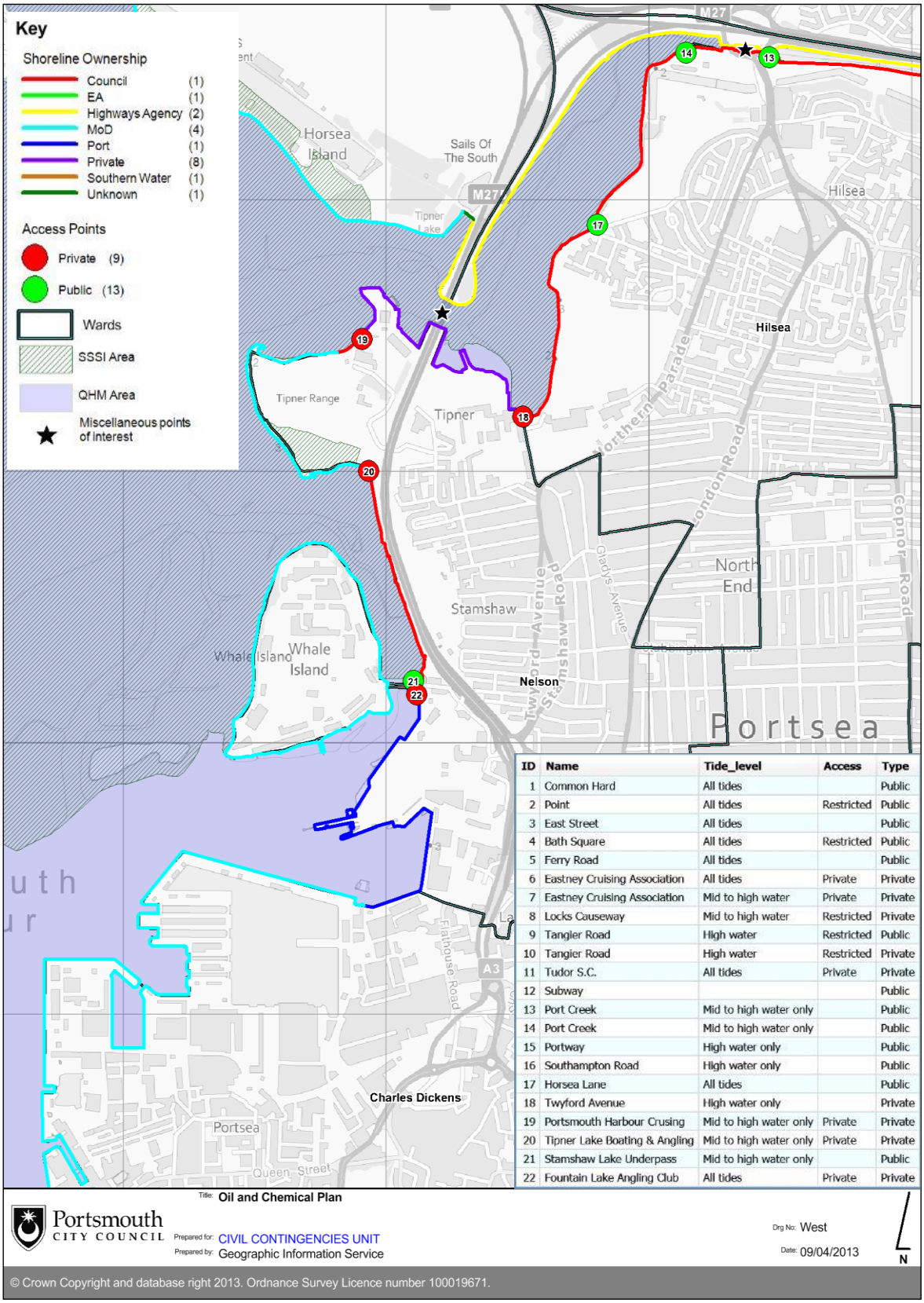


Annex L2 Maps of Portsmouth Coastline - North West



ID	Name	Tide_level	Access	Type
1	Common Hard	All tides		Public
2	Point	All tides	Restricted	Public
3	East Street	All tides		Public
4	Bath Square	All tides	Restricted	Public
5	Ferry Road	All tides		Public
6	Eastney Cruising Association	All tides	Private	Private
7	Eastney Cruising Association	Mid to high water	Private	Private
8	Locks Causeway	Mid to high water	Restricted	Private
9	Tangier Road	High water	Restricted	Public
10	Tangier Road	High water	Restricted	Private
11	Tudor S.C.	All tides	Private	Private
12	Subway			Public
13	Port Creek	Mid to high water only		Public
14	Port Creek	Mid to high water only		Public
15	Portway	High water only		Public
16	Southampton Road	High water only		Public
17	Horsea Lane	All tides		Public
18	Twyford Avenue	High water only		Private
19	Portsmouth Harbour Crusing	Mid to high water only	Private	Private
20	Tipner Lake Boating & Angling	Mid to high water only	Private	Private
21	Stamshaw Lake Underpass	Mid to high water only		Public
22	Fountain Lake Angling Club	All tides	Private	Private

Annex L3 Maps of Portsmouth Coastline - West



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17	Horsea Lane	All tides		Public
18	Twyford Avenue	High water only		Private
19	Portsmouth Harbour Crusing	Mid to high water only	Private	Private
20	Tipner Lake Boating & Angling	Mid to high water only	Private	Private
21	Stamshaw Lake Underpass	Mid to high water only		Public
22	Fountain Lake Angling Club	All tides	Private	Private

Title: **Oil and Chemical Plan**

Portsmouth CITY COUNCIL

Prepared for: CIVIL CONTINGENCIES UNIT
Prepared by: Geographic Information Service

Drg No: West
Date: 09/04/2013

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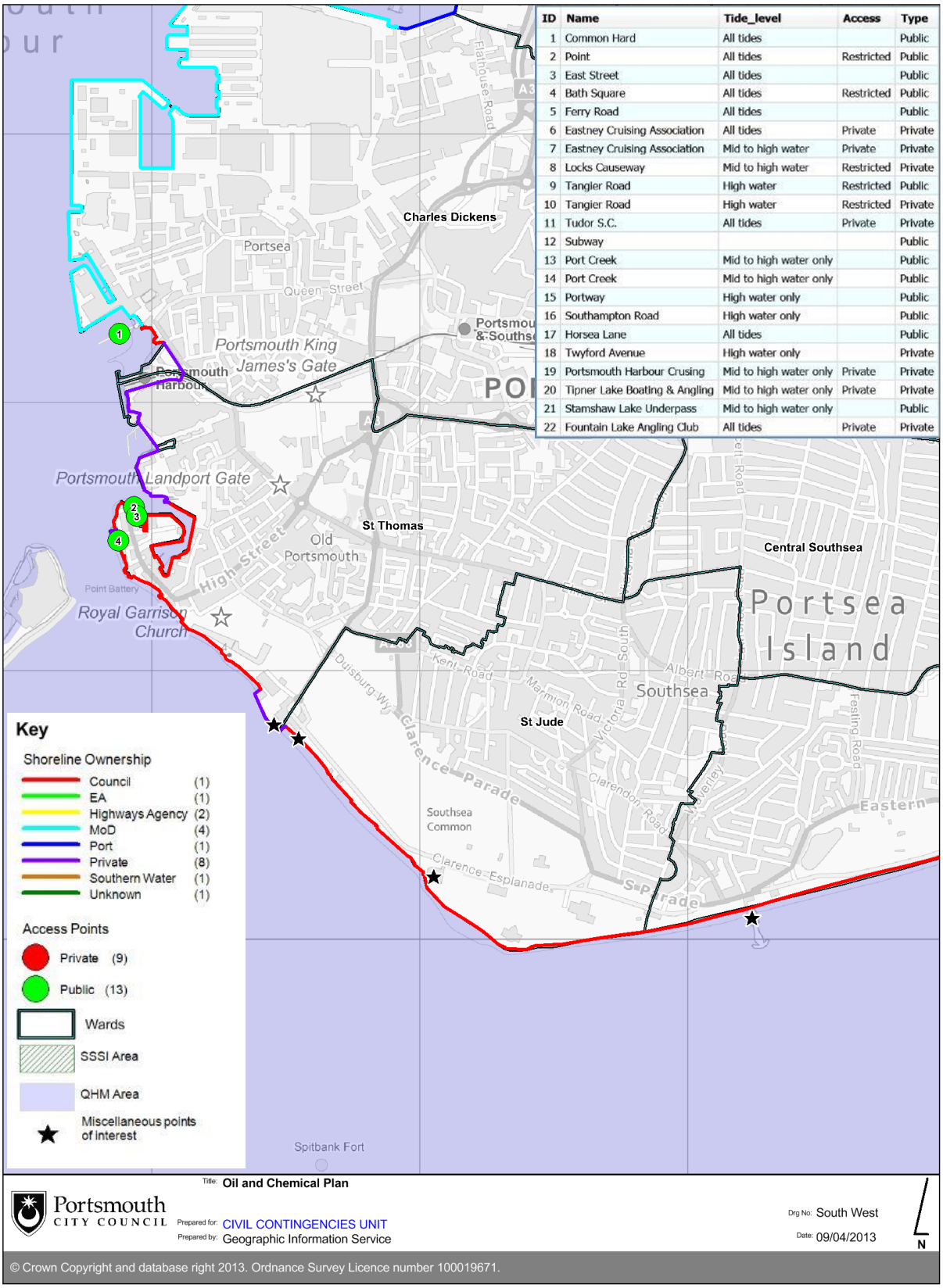
Annex L4 Maps of Portsmouth Coastline - South West



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18	Twyford Avenue	High water only		Private
19	Portsmouth Harbour Crusing	Mid to high water only	Private	Private
20	Tipner Lake Boating & Angling	Mid to high water only	Private	Private
21	Stamshaw Lake Underpass	Mid to high water only		Public
22	Fountain Lake Angling Club	All tides	Private	Private

Annex L5 Maps of Portsmouth Coastline - South East

ID	Name	Tide_level	Access	Type
1	Common Hard	All tides		Public
2	Point	All tides	Restricted	Public
3	East Street	All tides		Public
4	Bath Square	All tides	Restricted	Public
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9	Tangier Road	High water	Restricted	Public
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12	Subway			Public
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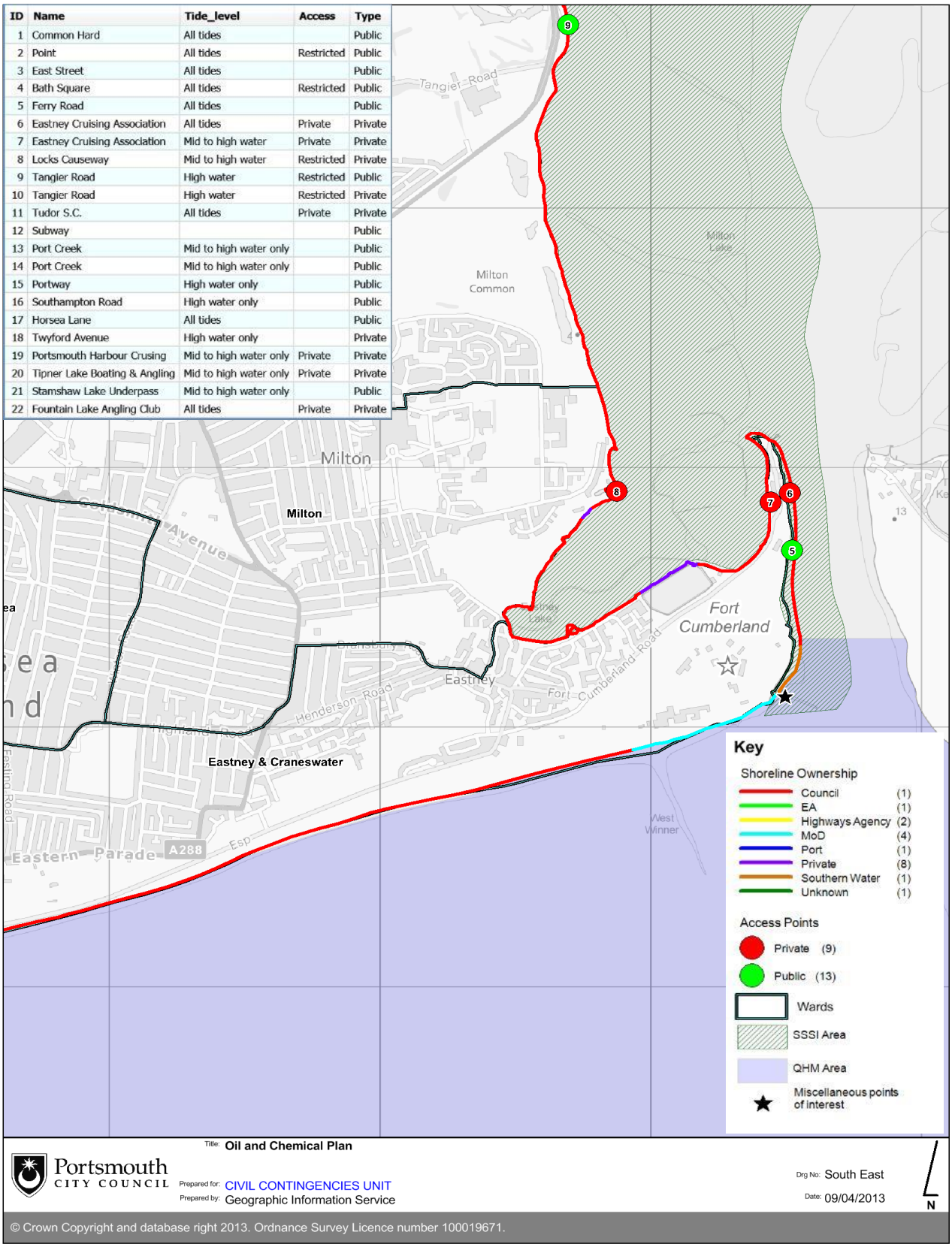
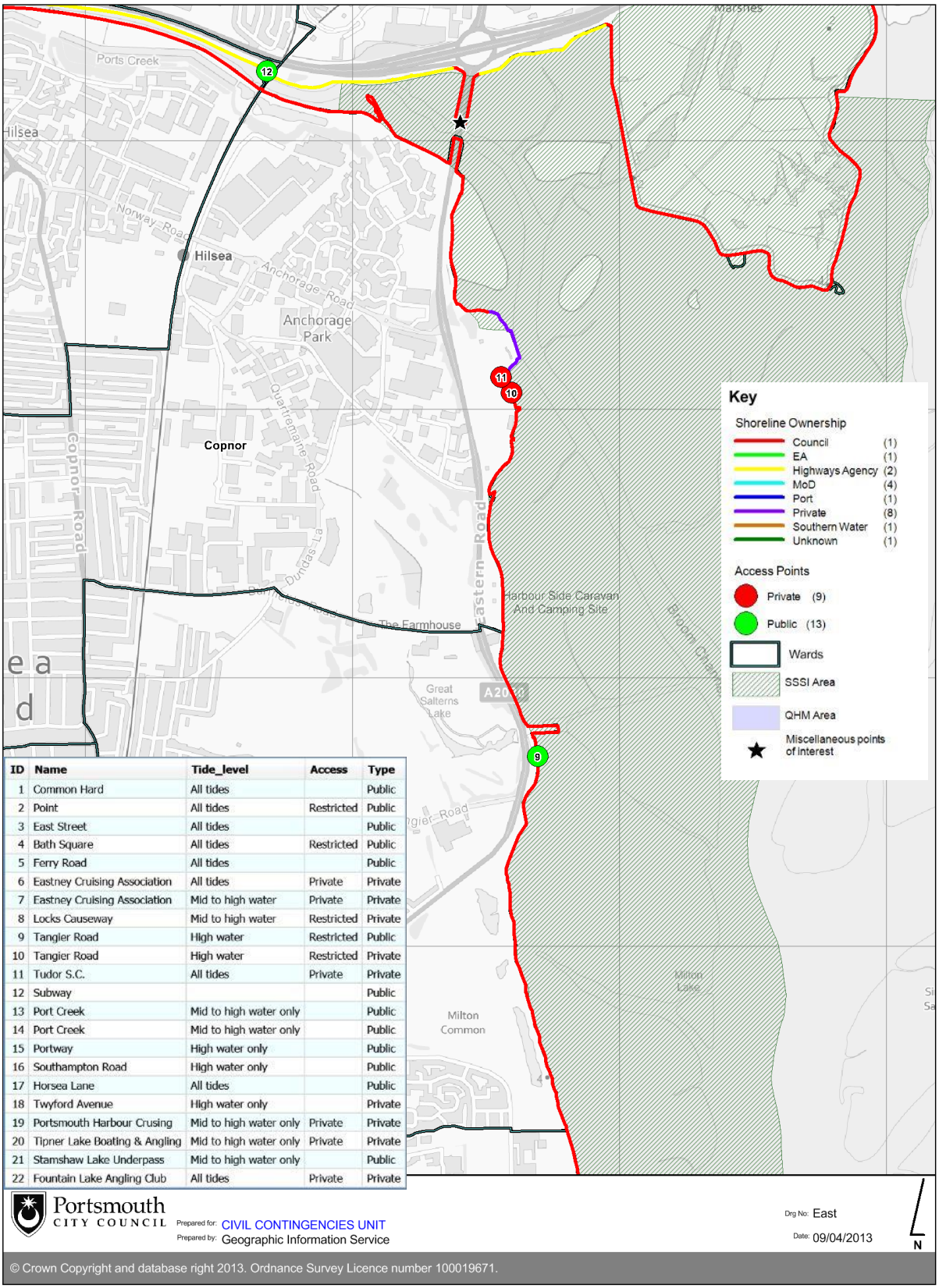
16	Southampton Road	High water only		Public
17	Horsea Lane	All tides		Public
18	Twyford Avenue	High water only		Private
19	Portsmouth Harbour Crusing	Mid to high water only	Private	Private
20	Tipner Lake Boating & Angling	Mid to high water only	Private	Private
21	Stamshaw Lake Underpass	Mid to high water only		Public
22	Fountain Lake Angling Club	All tides	Private	Private



Annex L6 Maps of Portsmouth Coastline - East



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20	Tipner Lake Boating & Angling	Mid to high water only	Private	Private
21	Stamshaw Lake Underpass	Mid to high water only		Public
22	Fountain Lake Angling Club	All tides	Private	Private

Annex L7 Maps of Portsmouth Coastline - North East

ID	Name	Tide_level	Access	Type
1	Common Hard	All tides		Public
2	Point	All tides	Restricted	Public
3	East Street	All tides		Public
4	Bath Square	All tides	Restricted	Public
5	Ferry Road	All tides		Public
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18	Twyford Avenue	High water only		Private
19	Portsmouth Harbour Cruising	Mid to high water only	Private	Private
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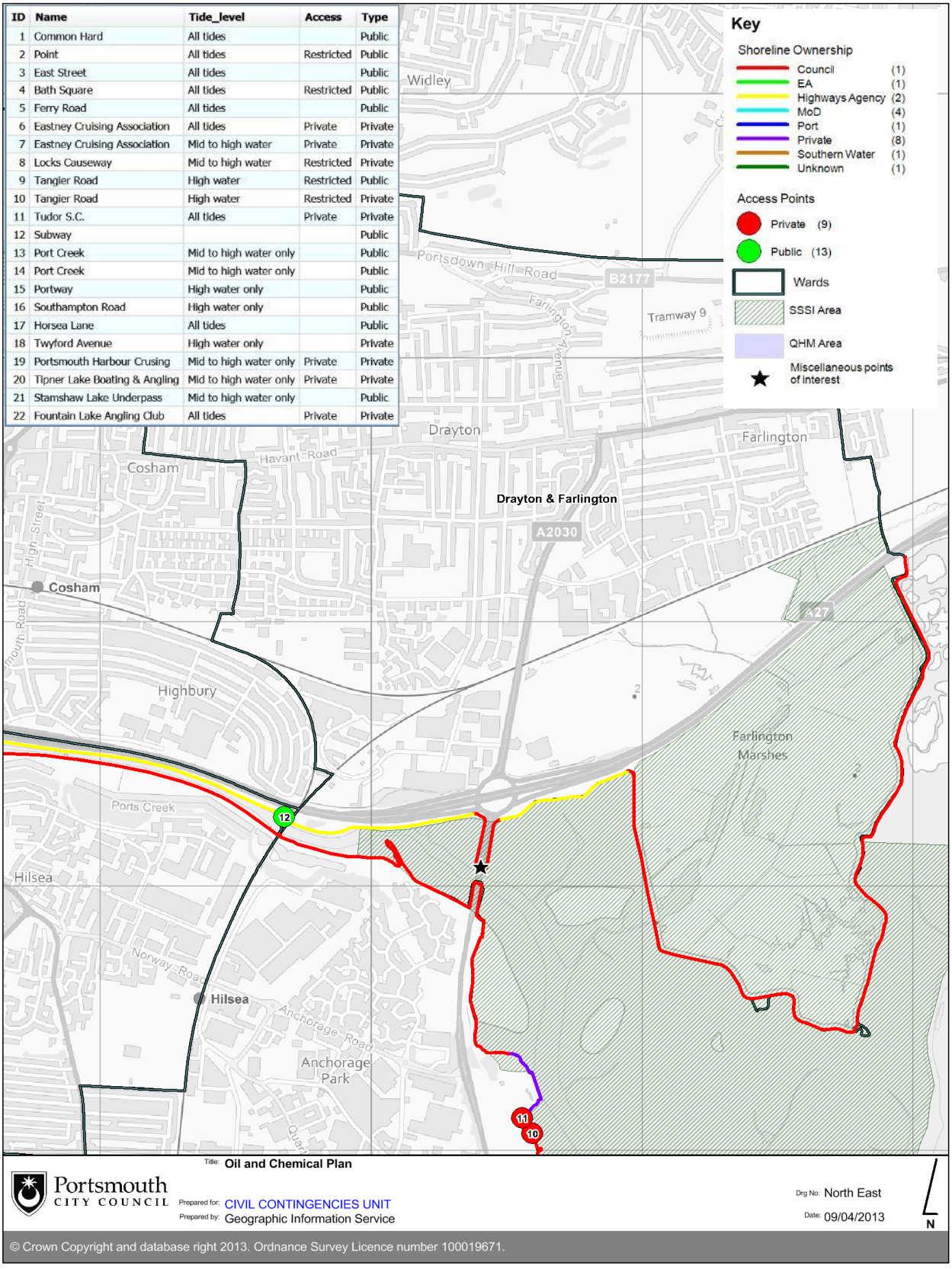

Annex M Southampton Coastline

Port of Southampton – coastline details

A project has started in February 2019 to complete a detailed SCAT for Southampton as set out above for Portsmouth

Southampton Docks Berth SCT1 to 30 Berth

Length of Water Frontage

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.

Ecological Sensitivity

None.

Main Users

Commercial ship and dock operations, some sailing (Town Quay).

Access to Waterfront

Western Docks via Dock Gates 20, 10 and 8. Note that Gate 8 is subject to restricted access (generally late August to end September for Boat Show). All other gates are 24 hour access. Easter Docks via Dock Gate 4. Slipways at Mayflower Park and Town Quay.

Waste Collection Points

Vehicular access to all of Docks and Mayflower Park. Temporary waste storage points at 109, 43, 40 and 37 Berths.

Clean-up Plan

Physical removal where possible.

Some dispersant could be used to aid removal but only with the agreement of Marine Management Organisation (MMO) and Natural England.

River Itchen, 30 Berth to Woodmill

Length of Water Frontage

6.5 miles

Description of Coastline

Mainly mud and some shingle backed by urban and industrial development. Numerous private commercial wharves in lower reaches below Northam Bridge and marinas at Ocean Village, Shamrock Quay and Kemps. Numerous small boat yards above Northam Bridge with sewage treatment plant at Portswood Woods and parkland above Cobden Bridge.

Adjacent Sea 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 an SPA between Spitfire Quay and Hawkeswood Road.

Main Users

Shoreline – light industrial, urban and recreation.
Water – sailing, rowing, canoeing and angling. 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.

Waste Collection Points

Car parks at Crosshouse Hard and Itchen Ferry Hard.

Clean-up Plan

Physical removal. Absorbent booms around reed beds where accessible. Set up bird scarers (if necessary).

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

Length of Water Frontage

4.2 miles

Description of Coastline

Mudflats backed with shingle beach, in turn backed by urban and industrial development and the Royal Victoria Country Park.

Adjacent Sea Areas

Oyster fisheries in the whole area and a yacht anchorage near mouth of River Itchen.

Ecological Sensitivity

Whole coastline designated as an SSSI and an SPA.

Main Users

Shoreline – recreation.

Water – sailing, water sports, fisheries and sea angling.

Access to Shoreline

Via Copse Lane, Hamble.

Via a gate to the west of BP Hamble Terminal.

Access to small beach at Netley Sailing Club.

At Weston, extensive beach access.

Waste Collection Points

Above high water mark, car parks at Netley and Hamble.

Hard standing areas within BP Hamble Terminal.

Behind beach at Weston including car park.

Clean-up Plan

Physical removal.

Shingle may be treated with dispersant before advancing tide as final polishing but subject to the agreement of MMO and Natural England.
Set up bird scarers (if necessary).

Tidal movement in 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 pollutants in Southampton Water is likely to be parallel to the shoreline in either a north westerly or south easterly direction and in line with either the flood or ebb tidal flows, depending on the effect of wind force and direction. Slack water occurs for 2 hours between the Southampton 1st and 2nd 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 1st and 2nd High Waters.

The VTS Centre Southampton is equipped with tidal prediction software and live tidal information from tide gauges at 3 locations; Calshot, 37 Berth Eastern Docks and Marchwood Pile in the Western Docks.

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

Figure 11, below, shows the Southampton Tidal Curves for Spring and Neap Tides.

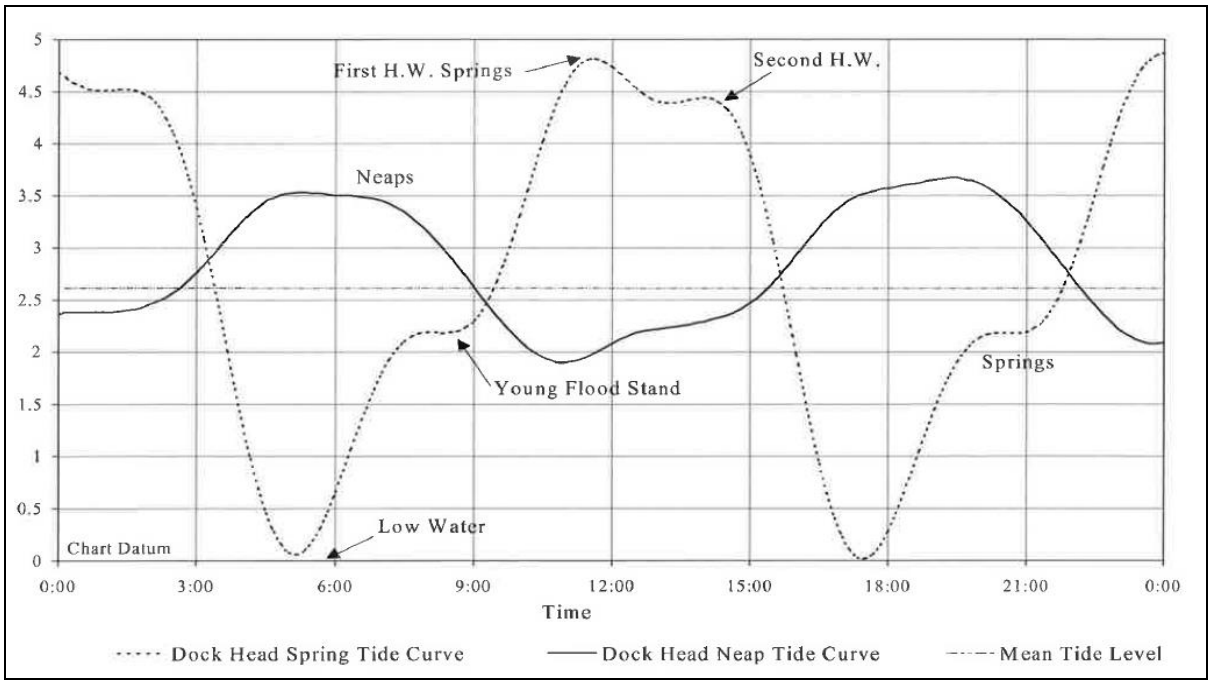

Figure 19: Southampton Tidal Curves for Spring and Neap Tides

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. Priority 'A' 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; nationally or locally important sites for bird concentrations, botanical species, important sites for mariculture and major water intakes.

A1	A2	A3
Saltmarshes, sheltered tidal flats & eelgrass beds of international, national or local importance. Saltmarshes, sheltered tidal flats of international, national or local importance for bird populations.	Sites for commercial mariculture. Water intakes. Sheltered rocky shore of national biological conservation importance.	Areas of saltmarsh of local conservation importance. Sheltered tidal flats.

Figure 20: 'A' Priority Sensitive Areas

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 the table below. Certain ecological sites, primarily on the Rivers Itchen and Test, have been included in the 'B' priority areas.

B1	B2	B3
Areas of local marine biological importance.	Areas of intensive use by pleasure boats/ leisure crafts/ marinas.	Amenity beaches of high tourist use.

Figure 21: 'B' Priority Sensitive Areas

Priority Protection Areas

Establishing priorities for protection 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 minimise pollution effects.

The length of recovery time from pollution effects and susceptibility to adverse impact from clean-up operations are bound with two key variables: the energy level of the shoreline (essentially degree of exposure to wave energy) and the substratum type. On 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.

Priority Areas for protection / recovery

A - High Priority Areas		
Area	**Key Sensitive Features & Importance**	**Main Period of Sensitivity**
	A1 Areas	
Upper Hamble Estuary & Woods	• Large populations of invertebrates in the intertidal flats • Rich feeding ground for waders, ducks & grey heron • Country Park at Upper Hamble	All year Sep – Mar All year
Lower Test Valley	• Extremely rich in flowering plant species (>450), including the rare bulbous foxtail in the saltmarsh • Important for wetland breeding birds • Feeding & roosting ground for ducks & waders • Large breeding populations of reed & sedge warblers • Autumn roost & pre-migratory sites for passerine birds • Wildlife Trust Reserve at Lower Test	All year Aug – Mar Sep – Mar Aug – Mar Sep – Mar All year

Eling & Bury Marshes	• Vital feeding/ roosting areas for autumn & winter populations of waders, ducks & grey heron • Nationally & regionally important species composition • Only *Puccinelia* saltmarsh on the central south coast	Sep – Mar All year All year
Hythe & Calshot Marshes	• Nationally important migratory/ overwintering sites for waders • Breeding colony of black-headed gulls at Fawley Power Station • Important feeding & roosting area for wildfowl • Spartina saltmarsh of scientific importance • Wildlife Trust Reserve at Hythe • Local Nature Reserve at Calshot Marshes • Two nationally rare species of shingle plant at Calshot Castle	Sep – Mar Apr – Jul Sep – Mar All year All year All year All year
Lincegrove & Hackett's Marshes	• Saltmarsh and mudflats of international importance for wildfowl	All year
Hamble River	• Majority of saltmarsh and mudflat is of international importance for waterfowl and as a habitat in its own right	All year
Chessell Bay on River Itchen	• Sheltered mudflat of international importance for waterfowl	Sep – Mar
Titchfield Haven Reedbeds	• Large reedbed connected to Southampton Water by sluice, of international importance for waterfowl	All year – particularly Sep - Mar
A2 Areas		
Marchwood	• Water intake at the Power Station	All year
Fawley	• Water intake at the Fawley Power Station	All year
A3 Areas		
South Netley	• Royal Victoria Country Park	All year
Hamble River	• Local Nature Reserve at Mercury Marshes National Trust site at Curbridge	All year
B – Moderate Priority Areas		
B1 Areas		
Hamble River	• Local Nature Reserve at Hook with Warsash	All year
Southampton Water	• Inshore fisheries of native oysters and hard shelled clams for harvesting • Bass nursery ground • Nationally rare benthic sponge *Suberites massa* occur in Southampton Water • Lagoon cockle, *Cerastoderma glaucum* found in Southampton Water	All year May – Nov All year All year
B2 Areas		
Hill Head	• Approximately 75 moorings & 2 sailing clubs	All year

Titchfield Haven	• Small harbour & sailing club	All year

River Hamble	• Four marinas:
	  o Port Hamble
	  o Hamble Point
	  o Mercury Yacht Club
	  o Swanwick
	• Eight public slipways
	• Four sailing clubs
	• Three canoe clubs
	• Total capacity 3200 (>1,100 waiting list)
	  o 1,867 moorings
	  o 1,273 marina berths
	  o 470 boats ashore
	  o 30 visitor berths/ moorings
		All year (peak periods April to September)

Woolston to Hamble Point	• Three sailing clubs
	• Angling club
	• Public slipways at:
	  o Weston Point
	  o Weston Shore
	  o Netley
	  o Royal Victoria Country Park
		All year (peak periods April to September)

River Itchen	• Five marinas:
	  o Ocean Village
	  o Shamrock Quay
	  o Kemps Quay
	  o Itchen
	  o Town Quay
	• Eight public slipways
	• Two sailing clubs
	• Six rowing clubs
	• Angling club
	• Southampton Waterborne Activities Centre
		All year (peak periods April to September)

Totton - Calshot	• Hythe Marina • Hythe Pier • Nine sailing clubs • Solent Canoe Club • Five public slipways	All year (peak periods April to September)
B3 Areas		
Hill Head	• Bathing beach	Peak periods Apr – Sep
Calshot	• Bathing beach	Peak periods Apr - Sep

Figure 22: Southampton Water and Estuaries Priority Protection Areas

Access points

Number	Point of Access	Location
1	Woodmill Activity Centre	Via Woodmill Lane; access point at high tide is on the opposite side of the road to the car park, and left of the Canoe Centre. This is the northern most point and is where the tidal reach of the River Itchen finishes.
2	Bitterne Park/ Riverside	Via Manor Farm Road, off at Nursery Road; car park is adjacent to the river, looking onto Riverside Park. There is a floating pontoon.
3	St Deny's	Via Priory Road; at the end of the road is a public slipway opposite the Junction Inn.
4	Bitterne Wharf	Via Hawkswood Road; Centurion Park Industrial Estate. *Note: this is an observation point only, no access to the water from here.*
5	Shamrock Quay	Via William Street; mariner access points
6	Mayflower Park	Via Main Gate Central Waterfront; access point from central point in the park, by the adjacent slipway.
7	Cross-House Hard	Via Cross House Road Car Park; two alternative points of access here, to the north and south.
8	Weston Shore	Via Main public car park, Weston Parade
9	Redbridge Park Wharf, Redbridge	Via Old Redbridge Road, Redbridge Railway Station Car Park; take footbridge to the Riverside Wharf, for the Test Estuary.

Figure 23: Access Points Table

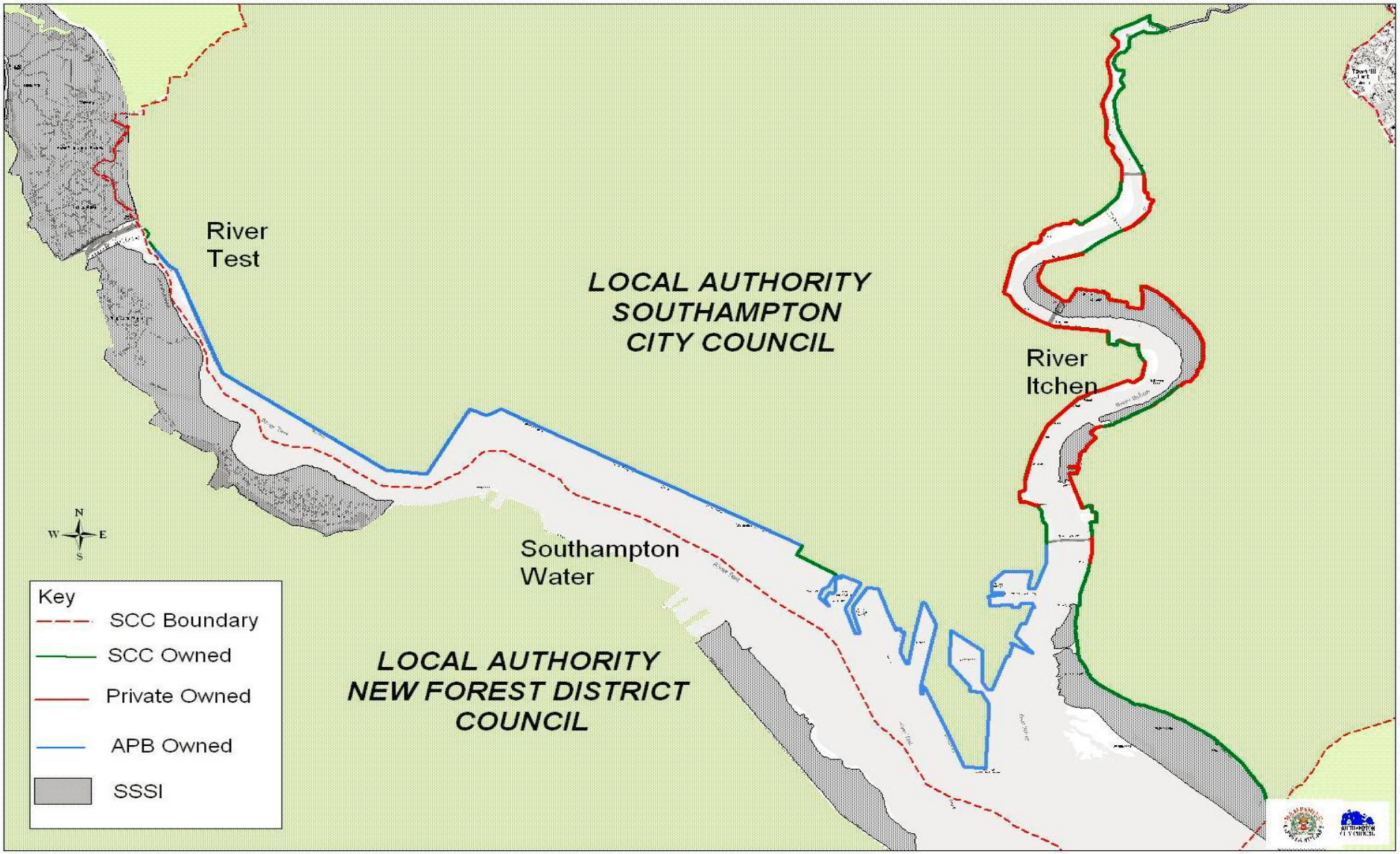

Figure 24: Tidal Reaches Southampton Waters

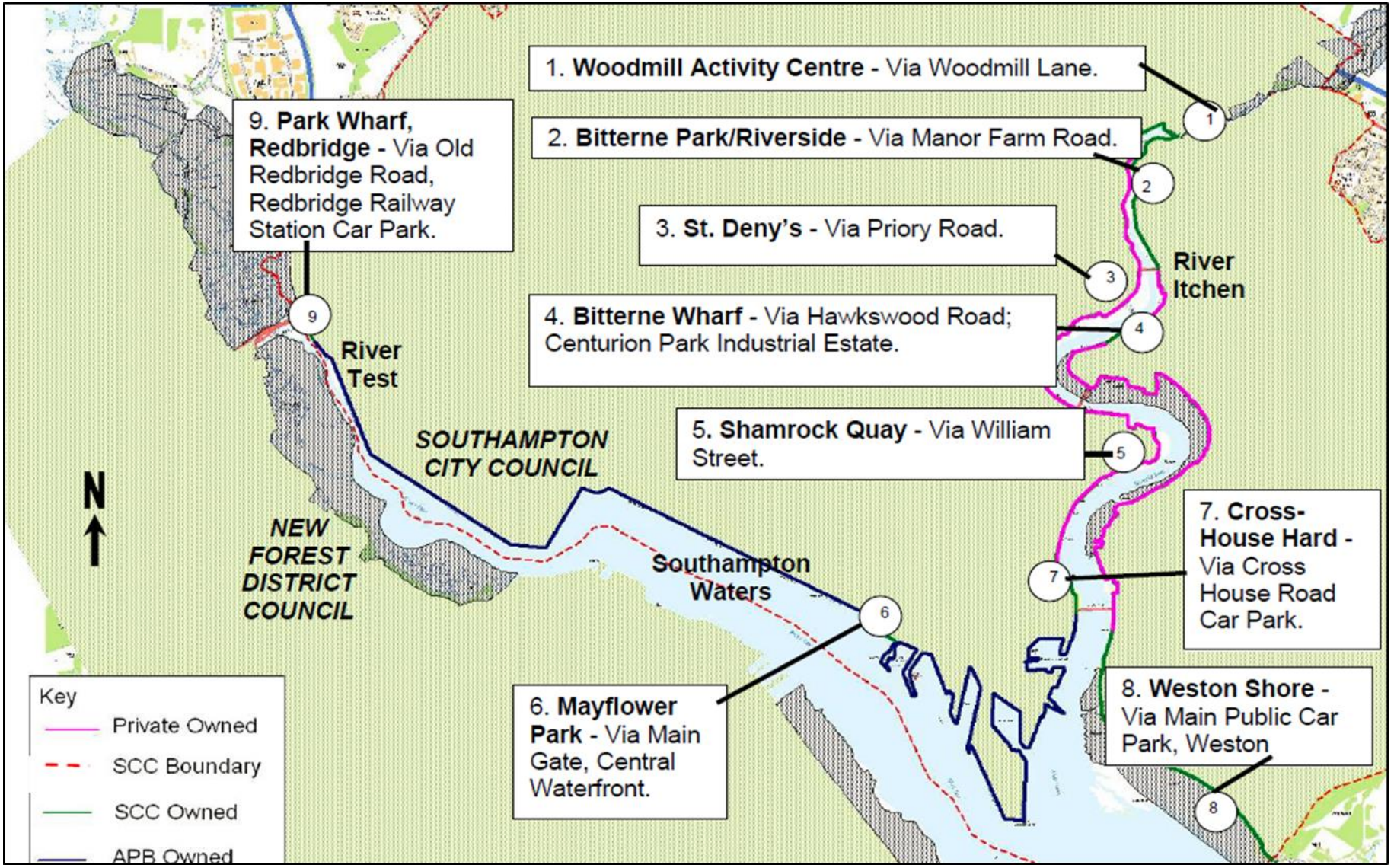

Figure 25: Southampton Waters Access Points