EYEMOUTH HARBOUR

SCOTLAND'S FIRST PORT OF CALL

1st | October | 2021

OIL SPILL CONTINGENCY PLAN

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Distribution List

Company	Copy Number
Eyemouth Harbour Trust Harbour Master Office e: harbourmaster@eyemouth-harbour.co.uk	1
Marine Response Control Centre (MRCC). HM Coastguard, Blaikies Quay, Aberdeen e: zone4@hmcg.gov.uk	2
Maritime and Coastguard Agency, Counter Pollution and Salvage Officer, Scottish Mainland e: gary.spark@mca.gov.uk	3,4
Marine Scotland e: ms.spillresponse@gov.scot	5
Scottish Environment Protection Agency e: contact@sepa.org.uk	6
NatureScot (Galashiels Area Office) e: southern_scotland@nature.scot	7
Scottish Borders Council eps@scotborders.gov.uk cc: brian.macfarlane@scotborders.gov.uk	8
Chrystal Petroleum e: scott.thompson@chrystalpetroleum.co.uk	9
Berwickshire Marine Reserve, Alex Higgs, Project Officer e: alex@berwickshiremarinereserve.org.uk	10
Berwickshire and Northumberland Marine Nature Partnership e: nick.brodin@northumberland.gov.uk	11
Eyemouth Marine Ltd (Boatyard) e: norman@eyemouthmarine.co.uk	12
Available on EHT website for stakeholders	

Revisions

Issue	Amendment	Approved by	Date
1.	Draft issued to Statutory Consultees for Consultation	C Bell/B Bates	26/10/2021
2.	Draft issued to MCA for approval		
3.	Final issued to MCA for approval		

Glossary

DEFRA	Department for Environment, Food & Rural Affairs
DECC	Department of Energy and Climate Change
DfT	Department for Transport
HFO	Heavy Fuel Oil
HMRC	Her Majesty's Revenue & Customs
IMO	International Maritime Organisation
JNCC	Joint Nature Conservation Committee
LA	Local Authority
LFO	Light Fuel Oil
MCA	Maritime and Coastguard Agency
MFO	Medium Fuel Oil
MGO	Marine Gas Oil
MS	Marine Scotland
MHW/MHWS	Mean High Water/Mean High Water Springs
MLW/MLWS	Mean Low Water/Mean Low Water Springs
OPRC	Oil Pollution Preparedness Response and Co-operation Convention
OSCP	Oil Spill Contingency Plan
OSRRA	Oil Spill Response Risk Assessment
SBC	Scottish Borders Council
NScot	NatureScot (previously Scottish Natural Heritage – SNH)
SMSRA	Safety Management System Risk Assessment
SOSREP	Secretary of State's Representative
SRC	Shoreline Response Centre
SSSI	Site of Special Scientific Interest
UKPIA	United Kingdom Petroleum Industry Association

List of effective pages - 2021

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

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Insert updated MCA Approval of Oil Spill Contingency Plan Certificate on this page

Section 1

Introduction and Policy

1.1 Purpose of the Plan

The purpose of the oil spill contingency plan for marine pollution is to ensure that there is a timely, measured, and effective response to any incidents that occur within Eyemouth Harbour statutory harbour limits. The aim of this Plan is to enable response personnel to deal with an incident in a timely and efficient manner, so that normal port operations can be resumed – with obvious benefits harbour users as well as the Harbour Authority.

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

This plan has been prepared in accordance with the "Contingency planning for marine pollution preparedness and response in ports" issued by the Maritime and Coastguard Agency (MCA), who are responsible for applying the regulations to all harbours, ports, and oil handling facilities in the UK. The Guidance can be found here.

The Guidance states that 'Harbour Authorities have overall responsibility for the safety of marine operations on waters within their jurisdiction. Their underlying obligation is to manage the harbour so that it can be used in a safe and efficient manner. They must also ensure that the environment is safeguarded. These duties are also a commercial imperative. A serious accident is likely not only to cause serious disruption to the port at the time but may well have longer term impacts. Cleaning up pollution is an inherently difficult and time-consuming process. It may be longer still before the port returns to full running order and recovers from the cost and possible lost business caused by a large spill. It is therefore much better to work for accident prevention rather than having to deal with the consequences.'

Consultation

This document has been compiled in consultation with the following statutory bodies and Authorities as detailed in the Distribution List on page 5.

A summary of consultation responses can be found in Appendix II of this Plan.

1.2 Use of the Manual

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

1.3 Health and Safety, and Environmental Policy

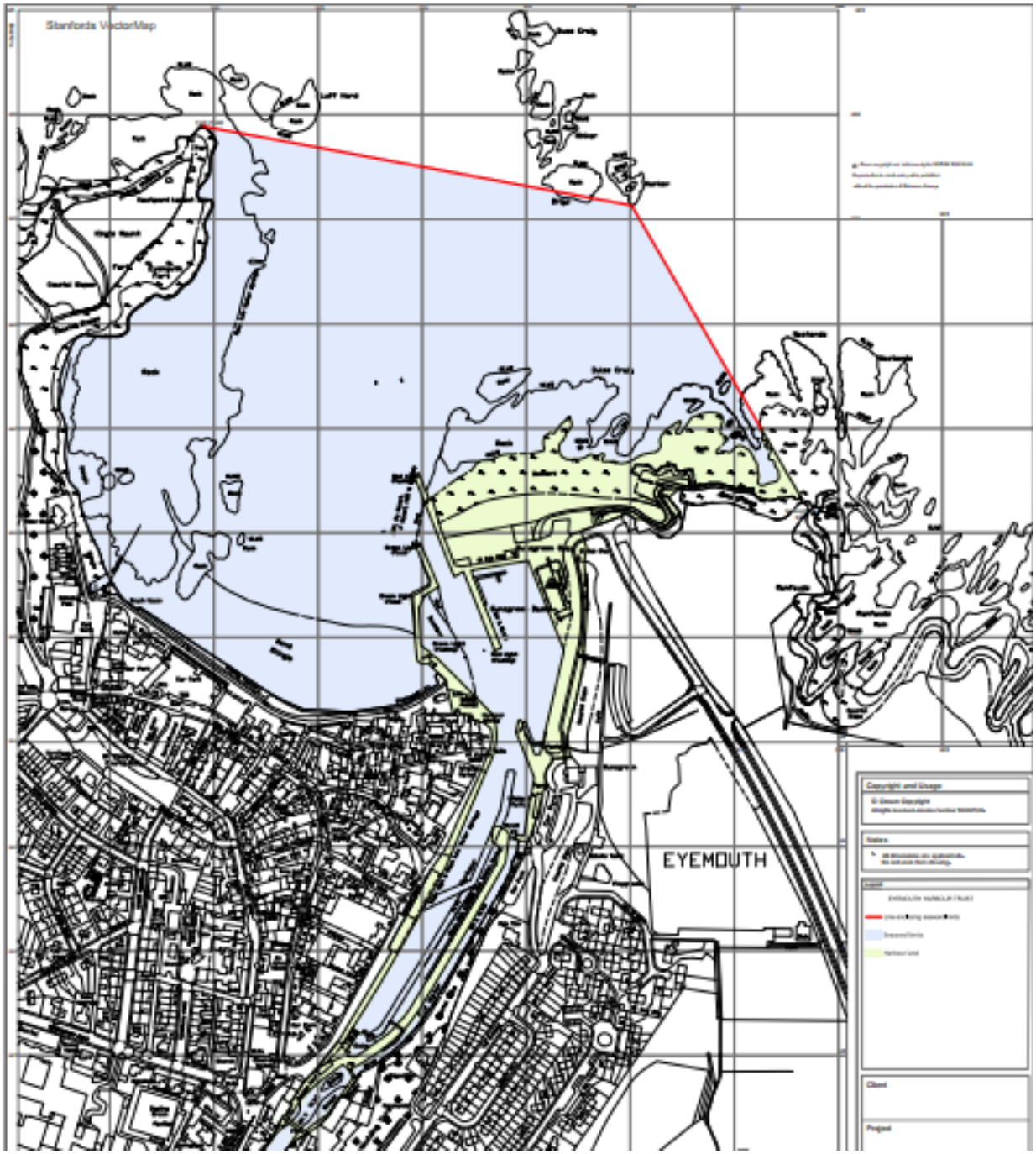
This policy applies to all employees and others contracted to undertake works on behalf of Eyemouth Harbour Trust within the port limits as defined in this plan.

Eyemouth Harbour employees and contractors will:

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

1.4 Area of Operation

The plan on next page deals with oil spills originating from commercial marine and associated operations, within the harbour limits. As such the area of operation is limited to the Seaward Statutory Harbour Limits boundary and the inland limit of the Upper Harbour and Eye Water as defined in the Harbour Revision Order 2021 (as described in the Eyemouth Harbour Order 1882) as shown the plan below.

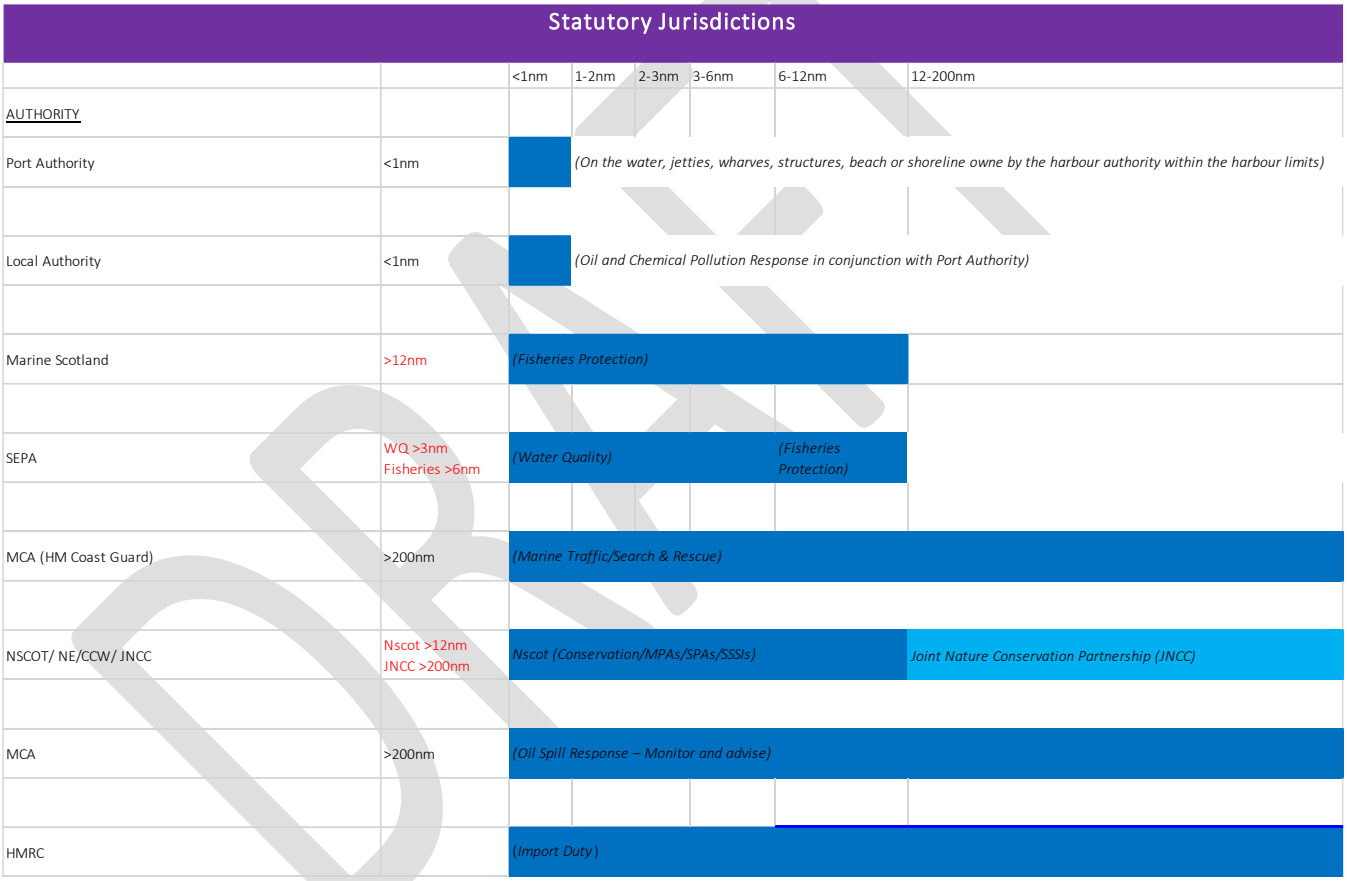


1.5 Identification of the Roles and Responsibilities of Parties Associated with this Plan

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

The competent national authority designated to oversee all matters pertaining to the OPRC Convention under the Salvage and Pollution Act 1994 is the Maritime and Coastguard Agency (MCA).

Statutory Jurisdiction



Key: -

Local Authority	Under a duty of care the Local Authority undertakes the obligation to prepare and/or implement an Oil and Chemical Pollution plan for response to an incident from Mean High-Water Springs to Mean Low Water Springs.
DEFRA/MS	Advise on use of dispersants and allow or ban such use.
NScot /JNCC:	NScot and JNCC require to be notified up to 12nm. JNCC's jurisdiction extends to 200nm
SEPA:	Require to be notified on Water Quality Issues up to 3NM & Fisheries Protection up to 6NM

In the event of an Oil Spill Incident

Eyemouth Harbour Trust will be responsible for the overall co-ordination of incidents within its jurisdiction.

The following diagram shows who is responsible in relation to location of pollution.

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

Figure 1 – Source: Contingency planning for marine pollution preparedness and response: guidelines for ports - GOV.UK (www.gov.uk)

1.6 Scope of the Oil Spill Contingency Plan (OSCP)

This ORCP has been compiled to cover the response to any spillage caused by or during berthing, refuelling, maintenance, and other commercial operations by vessels within Eyemouth Harbour.

The scope of the OSCP covers key elements of guidance contained in the MCA's '*Contingency planning for marine pollution preparedness and response: guidelines for ports.'*

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

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

Response Tier	Definition
Contained Operational Spills.	These are spills, which are contained on the ship or dockside and do not enter the water.
Tier 1:	Small operational type spills that may occur within a location as a result of daily activities. The level at which a response operation could be carried out successfully using individual resources and without assistance from others. Small operational spills where events can be controlled by onsite resources. A Tier 1 spill is not likely to require recourse to intervention by resources out with the port, an external incident response organisation or external authorities, except for purposes of notification.
Tier 2:	A medium sized spill within the vicinity of a company's location where immediate resources are insufficient to cope with the incident and further resources may be called in on a mutual aid basis. A Tier 2 incident may involve Local Government. Medium sized spills up to an operational maximum of 20 litres within Eyemouth Harbour, that will be handled by nominated Personnel and a contractor or other external assistance as nominated within this plan.
Tier 3:	A large spill where substantial further resources are required and support from a national (Tier 3) or international co-operative stockpile may be necessary. A Tier 3 incident is beyond the capability of both local and regional resources. This is an incident that requires national assistance through the implementation of the National Contingency Plan and will be subject to Government controls.

1.7 Risk Assessment

A series of Risk Assessments, which form part of the Safety Management System, which meet with OPRC contingency planning for ports have been completed by Eyemouth Harbour Trust.

SMSRA01 Collisions between vessels
SMSRA02 Contact between vessel and fixed installation
SMSRA03 Grounding of vessel

OSRRA01 Dispense from fuel pumps to vessel
OSRRA02 Delivery of fuel from vehicle tanker to vessel
OSRRA03 Delivery of fuel from vehicle tanker to fuel bunker

Scope of Assessment
These assessments cover operations from the point where vessels enter the Harbour Limits as shown on the plan on page 12.

Factors of Assessment
There are no crude or heavy oil fuel tanker marine traffic to Eyemouth Harbour.

Eyemouth Harbour has all tide access for vessels up to 2.0m draft with no locks, cills, or bridges. The harbour is open 24/7 but manned 0800 hours – 1700 hour (Winter – October to March) and 0600 hours – 1900 hours (Summer – April to September).

Vital statistics -

Entrance Channel:	width - 17m
	depth – 2.9m MLWS/7.2m MHWS
Gunsgreen Basin:	quayside length - 280m
	depth – 3.9m MLWS/ 8.2m MHWS
Inner Harbour:	quayside 490m (inc. 230m serviced pontoon)
	depth – 1.8m MLWS / 5.3m MHWS
Anchorages:	Eyemouth Bay: 5m depth, suitable for small vessels only.
	Coldingham Bay: 15m depth, 1.5 miles to harbour.

Marine traffic comprises:

Type of Vessel	Number of Vessels	Length (m)
Fishing Vessels (trawlers)	12 local trawlers and with up to 15 visiting vessels sporadically throughout the year	<25m
Fishing Vessels (creel/inshore)	9 creel vessels permanent/seasonal	<12m
Charter Vessels	7 charter vessels operating dive/angling/nature tips	<12m
Recreational/leisure craft	45 permanent/seasonal and up to 25 visiting per week during the summer months (based of pre-Covid statistics)	<15m
Offshore Wind Crew Transfer Vessels (2022 onwards)	From 2022 only: 3 or 4 CTVs permanently based at O&M Base for NnG Offshore Wind Farm	<30m
Occasional commercial or training craft	Up to 2 or 3 per month	<30m
Dredging Vessel	1 p.a. for 4-6 weeks	<40m

Navigational Access

Tide dependent, 24/7 hours of entry, but facility is only manned 0800-1700 hours in winter and 0600-1900 in summer.

Mooring Availability

Follows requirements for navigational area but mooring is available after contact with the harbour office. Contact with marine ops team in advance of arrival is encouraged. However, as the port is not manned 24/7 and it is an open entry harbour, some vessels do arrive unannounced. However, the entrance channel is covered by CCTV 24/7.

Vessel Repair Facilities

Available on request from Eyemouth Marine Ltd, weblink here, the local boatyard and those activities are subject to Risk Assessment.

Sheltered Areas and Anchorages:

Within the harbour limits, there is an anchorage in Eyemouth Bay for small (<15m) vessels, on Hydrographic Office Chart no. 1612. Outside the harbour limits, for larger vessels (>20m) there is an anchorage in Coldingham Bay, on Hydrographic Office Chart no. 0160.

Port Operations

The risks associated with port operations identified with bunkering on or from the quayside are factored into the following Risk Assessments.

- OSRRA01 Dispense from fuel pumps to vessel
- OSRRA02 Delivery of fuel from vehicle tanker to vessel
- OSRRA03 Delivery of fuel tanker to fuel bunker

Notably, there are occasional vessels refuelling by road tanker for which there is a bunker checklist within this plan (section 8), which potentially could result in a spill of up to 24,000 litres. This risk is covered in OSRRA02.

At time of writing this OSCP, the port operations are primarily fishing and leisure (including charter operators) with mitigation measures in place under the Port Marine Safety Code to control risk. From 2022, the harbour will also accommodate an offshore wind operations and maintenance facility and risk assessments will be updated to reflect the additional operation.

1.7.1 Vessel Traffic Management System

Vessel traffic management is controlled and monitored by VHF Channel 12, CCTV, and telephone during normal operational hours. In the event of any incidents, Channel 16 would also be monitored.

1.7.2 Pilotage

There have been no requests for pilotage to date – any request would be handled by the Harbour Master or Deputy with detailed local knowledge of the area but there is no formal system of training or examination in place. Any such requests would be considered on a case-by-case basis. Two local qualified Master Mariners have been identified and could be contacted if necessary.

1.7.3 Tugs

There are no tugs at Eyemouth.

1.7.4 Excessive Speed

The Master of a vessel shall not permit the vessel to exceed a speed of 6 knots or speeds which would result in a large amount of wake within the harbour limits.

This does not apply to a person going to the assistance of another person or vessel in difficulties, such as the RNLI.

The Master shall navigate his vessel with such care and caution, and at such speed and in such manner, as not to endanger the lives or cause injury to persons or damage to property, and as not to unreasonably obstruct the navigation, manoeuvring, loading, or discharging of vessels or cause damage to moorings.

Specific Risks

The following sub-sections highlight the specific areas of risk that could cause oil to be introduced into the Harbour waters:

1.7.5 Collision between Vessels (SMSRA01)

As with the majority of harbour/port operations, there is always a risk for those vessels operating in a close proximity to collide with each other.

Control measure in place to mitigate the risk are;

International Collision Regulations apply within the harbour limits.

Communication links with MCA Coastguard, RNLI, and emergency services

Oil spill response equipment kept at harbour for Tier 1 spill.

Harbour staff trained to follow safe working procedures during an oil spill.

Portable pumping equipment kept at harbour

Harbour staff trained in emergency first aid

Lifesaving equipment installed around harbour.

CCTV coverage of harbour

VHF radio communications are monitored during working hours, traffic information and directions available, warnings broadcast.

Aids to navigation:

- Leading line marks and lights.
- North Cardinal buoy marking Blind Buss and Hurkar rocks.
- Entrance navigation lights.
- Bullnoses emphasized by white marking.

Pilotage available on request.

Navigational information available from website and almanacs.

Notices to Mariners issued to notify changes or unusual circumstances.

Programme of depth survey carried out at regular intervals, usually monthly or after extreme weather event.

RNLI all-weather Shannon Class and inshore lifeboat D-Class stationed in harbour.

1.7.6 Contact between Vessel and Fixed Installation (SMSRA02)

The potential of a vessel impacting a fixed installation must also be addressed.

This incident could occur within the Harbour, in a number of ways including:

- Impact with the walls or piers entering/leaving the Harbour.
- Impact whilst berthing.

An impact could occur in each of these areas owing to the following causes:

- Loss of power to the vessels engines/manoeuvring aids.
- Misjudgement of tide and current influences.

There is also a potential pollution risk associated for moving vessels to collide with moored vessels;

The control measures are as above together with an oil pollution prepositioned spill kit and personnel trained in its use.

Aids to navigation; Leading line marks and lights; North Cardinal buoy marking Blind Buss and Hurkar rocks; Entrance navigation lights. Bullnoses emphasised by white marking.

VHF radio monitored during working hours and traffic information & directions available, warnings broadcast. CCTV monitoring.

Pilotage available on request.

Navigational Information available from website and almanacs

Notices to Mariners issued to notify changes or unusual circumstances.

Programme of depth survey and dredging carried out.

RNLI all-weather lifeboat stationed in harbour.

1.7.7 Vessel Grounding (SMSRA03)

Certain tidal and environmental conditions can result in lower than predicted water depths at times and there is always scope for human error. Therefore, there is a possibility that a vessel may run aground. As far as predicting the possibility of this scenario, due to unfamiliarity with the harbour, the likelihood that any grounding incident would involve visiting recreational craft is higher, as the regular fishing fleet have experienced crews with a great deal of local knowledge.

The chances of a vessel grounding and causing oil to enter the water is viewed as remote owing to the fact that the seabed is primarily sand, mud and shale (i.e. soft rather than hard.) This type of sediment is unlikely to cause severe structural damage to the vessel if it were to run aground.

Vessels moored at the quayside or at the grid may become unstable and keel over if not correctly moored and ballasted. This could lead to spillage of fuel and engine oil, particularly if the vessel down-floods on the rising tide. In this situation Tier 1 equipment will be deployed by harbour staff with booms to contain the spill.

1.7.8 Bunkering Operations (OSR RA 01 & OSR RA 02 & OSR RA 03)

Bunkering takes place from a fixed point and also by road tanker for which there are bunkering procedures in place.

Fuel is stored in two integrally bunded tanks in an enclosure within the Fuel and Port Waste Reception Facility at Gunsgreen Quay as shown Figure 2 below.

The tanks have a capacity of 35,000 and 5,000 litres respectively and are kept at a maximum level of approximately 30,000 litres and 4,500 Litres. Fuel is led to the pumps along 2 no. 20m of pipe, with manual valves at the tank and at two stages on the pipes.

Fuel is dispensed from two pumps in an enclosed fuel dispensing facility. These are operated using electronic keys and passwords. All key-holders are given training in the use of the fuel station. The pumps have both electric switches and manual valves, and the station can be isolated by valves on the supply pipes.

Fuel is delivered to the storage tanks by a licenced supplier operating to current industry standards. Road tanker vehicles are equipped with spill kits and drivers are fully trained.

Occasionally fuel is delivered directly over the quay from road tankers, again by a licenced supplier and conducted to industry standards.

The maximum capacity of road tankers on site is 24,000 litres.

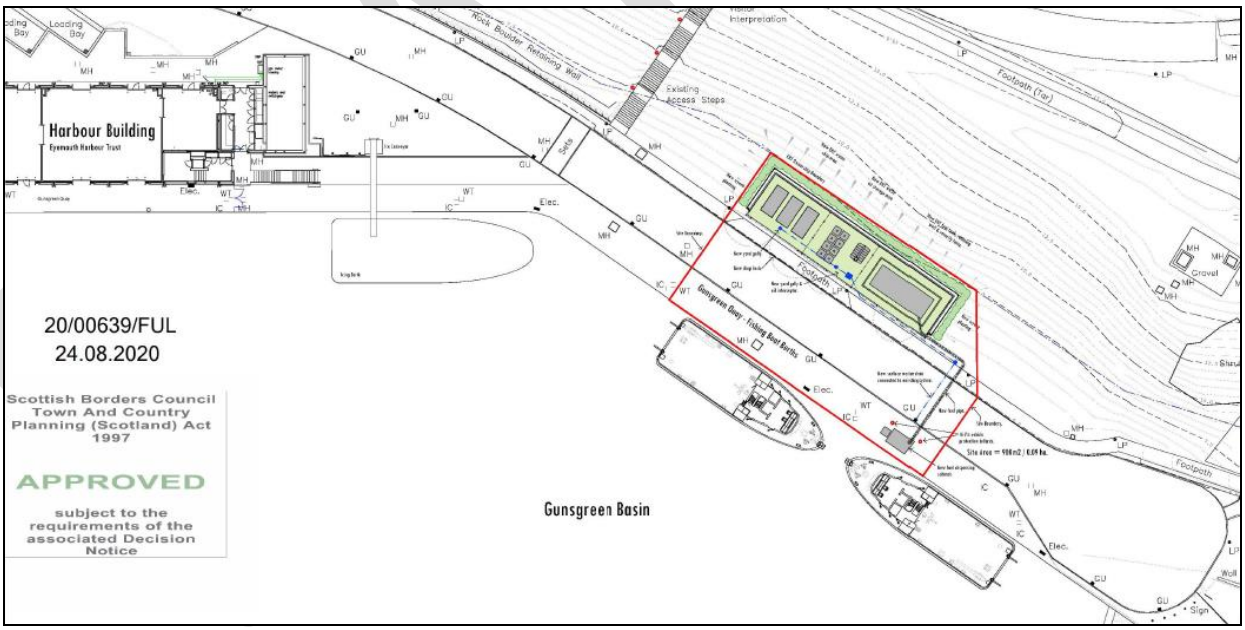


Figure 2 – Plan showing location, outline in red, on Gunsgreen Quay of fuel facility and port waste reception facility, where waste oil is stored for collection by specialist waste carriers.

1.7.9 Ship to Ship Oil Transfers

None takes place.

1.7.10 Anchorage

An anchorage for large vessels exists 1.5nm North of Eyemouth Harbour at Coldingham Bay. This is outside the Eyemouth Harbour limits and out with EHT jurisdiction.

The small vessel anchorage in Eyemouth Bay, occasionally used by leisure craft and small fishing vessels in suitable weather conditions, is similarly outside the Eyemouth Harbour limits and out with EHT jurisdiction, however a small risk of oil spill in this location affecting the harbour may arise as a result of collision from another vessel or from a dragging anchor, which may result in grounding.

1.7.11 Inherited Incident

The proximity of the North Sea and its associated vessel traffic means that a risk of oil pollution within the Harbour could come from an incident occurring outside the Harbour's jurisdictional waters, i.e., pollution that has been driven into the harbour limits by the wind and tide. This type of incident is difficult to plan for, as there can be no pre knowledge of the type and the potential quantity of oil spilled.

Oil or other pollutant may be carried into the harbour by the Eye Water. The catchment area of the River Eye is small and consists of agricultural land, wooded banks, and open moorland, however Eyemouth Marine Ltd, the boatyard, road traffic and agricultural operations are all potential sources of pollution.

1.7.12 Safe Haven/Place of Refuge

The UK Government recognises the need for places of refuge and the Maritime and Coastguard Agency has compiled an inventory of possible places using different criteria for anchorages/ports and harbours. It is recognised that Eyemouth might offer the potential for a safe haven and, therefore, pollution. This may require an additional response capability beyond the operational limits of this Plan.

1.7.13 Quantitative Risk Assessment – Probability and Consequence

The following table shows the scenarios, credible release quantity, worst-case release quantity and probability.

Location	Product	Scenario	Worst Case Qty	Credible Case Qty	Potential Probability
Harbour	Petrol/ Diesel	Fixed fuel tank on quayside is ruptured.	55m^3	<1m^3	Very Low
Harbour	Diesel	Vessel Bunkering from Road Tanker/Fixed Fuel Tank.	20m^3	<1m^3	Medium
Harbour	Diesel	Vessel has heavy impact with quayside during berthing operations - main fuel tank ruptured.	15m^3	<2m^3	Low
Harbour	Diesel	Two vessels collide with each other within Harbour Walls.	20m^3	<8m^3	Low
Harbour	Diesel	Vessel transferring diesel oil between tanks within the vessel. Incorrect set up of system causing oil leak.	40m^3	<1m^3	Low
Eyemouth Marine (Boatyard)	Diesel	Pollution incident during repair works	55m^3	21m^3	Low

Eyemouth Harbour can only mount a Tier 1 land response, and, by the use of its sorbent boom, could apply a temporary holding response at the entrance or around a vessel to a maximum on 20 litres. It is not bound to have a Tier 2 contract in place but seeks to make an informal arrangement with Briggs Marine Environmental Services who provide pollution response services 24/7, 365 days and work in partnership with Scottish Borders Council Emergency Planning Team in that respect.

1.8 General/Environmental Sensitivities and Priorities for Protection

See full response in Section 7 of this plan.

1.9 Categories of Incident

Fate of Spilled Oil

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

Non persistent oils are commonly referred to as white oils and have an (American Petroleum Industry gravity inverse measure) API > 45. Persistent oils are commonly referred to as black oils and have an API < 45.

The physical and chemical changes which spilled oil undergoes are collectively known as "weathering" (see Figure 3 below). Knowledge of these processes and how they interact to alter the nature and composition of the oil with time is valuable in preparing and implementing this contingency plan for effective oil spill response.

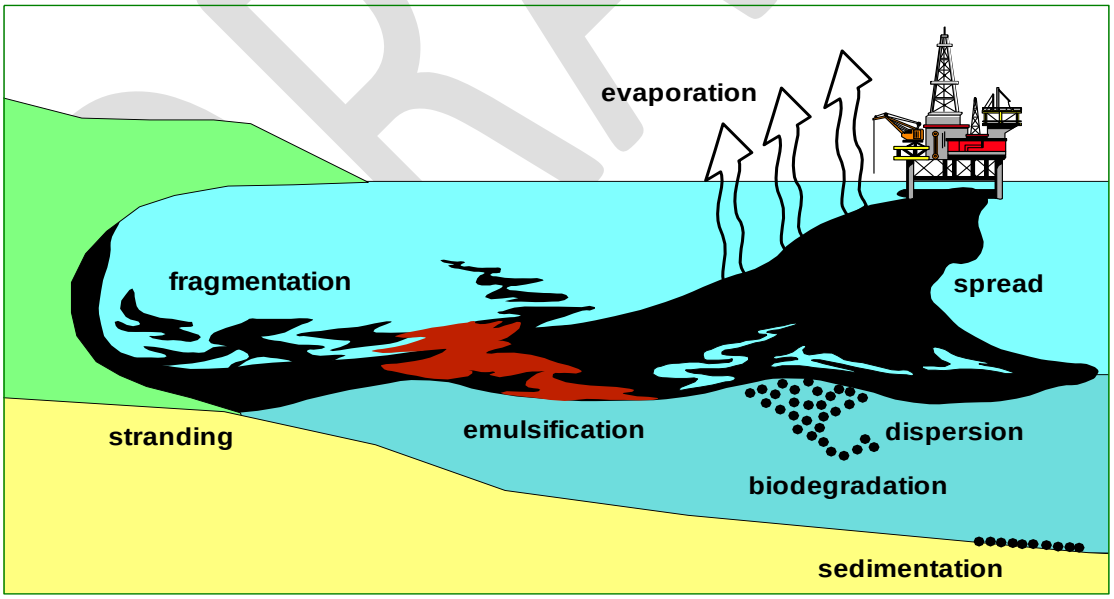


Figure 3 - Combined weathering process of spilled oil

Fate of Spilled - Specific (Marine Diesel Oil/Heavy Fuel Oil (HFO)

Eyemouth Harbour operations only involve the handling of non-persistent oil. A computer model, ADIOS 1.1, has been previously used to give an indication of the likely fate of an oil spill of both Marine Diesel and HFO.

The parameters used for model run one were:

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

The results of the computer model run were as follows:

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

The parameters used for model run two were:

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

The results of the computer model run were as follows:

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

Oil Spill Quantification

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

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

The Table below should be used in the estimation of oil spill quantity.

Oil Spill Quantification Table According to the Bonn Agreement Pollution Observation Log.

Colour	Oil Type	Thickness (mm)	Volume (m^3/km^2)
Silvery	Light Sheen	0.0001	0.1
Iridescent	Sheen	0.0005	0.5
Light Brown	Thick Sheen/FO	0.001	1
Brown	Fuel Oil/Crude Oil	0.01	10
Black	Crude Oil	0.1	100
Orange	Emulsion (Mousse)	1.0	1000

Oil Spill Movement

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

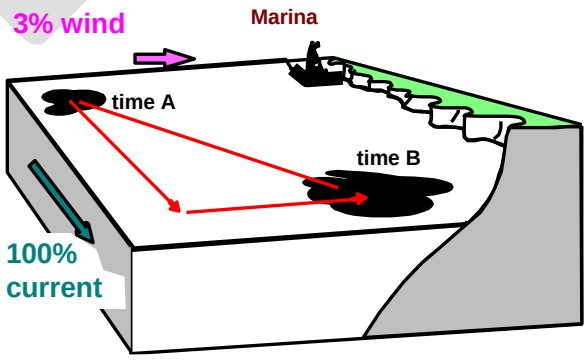


Figure 4 - Oil movement on sea surface

1.10 Waste Disposal Operations

Land based waste management provisions

In accordance with the provisions of the Environmental Protection Act 1990 (EPA90), waste from a property which is used wholly or mainly for the purposes of a trade or business is classified as commercial waste.

Section 34 of the EPA90 places a "Duty of Care" on the producers of commercial waste to ensure that there is no unauthorised or harmful deposit, treatment, or disposal of waste, to prevent the escape of waste from their control or that of any other person and on the transfer of waste to ensure that the transfer is only to an authorised person or to a person for authorised transport purposes.

Breach of that "*duty of care"* is a criminal offence. Third Party operators will therefore need to have satisfactory arrangements in place for the collection and disposal of their waste.

Eyemouth Harbour operates a 'Port Waste Reception Facility' and has a Port Waste Management Plan.

The Environmental Protection Act 1990 (EPA90)
Part 1 deals with the prescribed processes and substances, and applies, inter alia, to ports which store and handle certain materials. Authorisations under Part 1 are required from either the Scottish Environment Protection Agency or the Local Authority, depending upon the nature of the process.

Part 2 deals with waste on land. EPA90 s. 34 imposes a Duty of Care on those who import, produce, carry, keep treat or dispose of controlled wastes. The Waste Regulation Authority for Scotland is the Scottish Environmental Protection Agency.

Part 3 deals with statutory Nuisances and Clean Air. It gives power to local authorities over nuisances which may arise from vessels within territorial waters.

For further guidance on the provision of hazardous/special waste handling for Scotland please contact

Scottish Environment Protection Agency (SEPA)
Waste Management Licensing Regulations 1994, EPA90 and various other regulations provide a legal framework for ensuring that controlled wastes are properly handled, disposed of, stored, treated, and transported. The regulations aim to ensure that these activities are carried out so that there is no harm to human health or threat to the environment.

Merchant Shipping (Reception Facilities for Garbage) Regulations 1988 gives effect to the provisions of Annex V of MARPOL 73/78 by empowering Harbour Authorities to provide reception facilities for garbage disposed of by ships.

In addition, the Water Environment (Oil Storage) (Scotland) Regulations 2006, the Waste Licensing (Scotland) Regulations 2011, the Animal By-Products (Enforcement) (Scotland) Regulations 2013 have been consulted in preparation of this plan and the Scottish Environmental Protection Agency Guide to Consigning Special Waste have all been consulted in the preparation of this plan.

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

operator (to reduce liabilities to a minimum) has to ensure that each contractor has the relevant waste transportation and disposal licenses.

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

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

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

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

a) Direct to Appropriate Disposal Site

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

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

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

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

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

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

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

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

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

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

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

c) Temporary Storage and Appropriate Disposal Site

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

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

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

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

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

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

1.11 Document Control and Plan Revision

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

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

This document has an approved life span of 5 years from the date of approval by MCA and it shall be submitted in its entirety for re-approval in advance of its expiry date or earlier if a substantial amendment is required to the plan.

Section 2
Training and Exercise Policy

2.1 Training policy

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

In order to familiarise personnel in the use of this plan and comply with MCA guidelines. Oil Spill Response training courses will be held for all employees of Eyemouth Harbour with an identified role within the plan. In addition, a harbour users' group is being set up and awareness briefings with harbour users and the Agencies who were involved in the consultation process will be arranged early 2022.

Minimum training levels as recommended in the MCA guidelines are:

Harbour Master	MCA Level 5P*
Supervisors and operatives involved in Tier 1 incidents	MCA Level 1P
All staff who have undertaken training not more than 3 years previously.	MCA R (Refresher Courses)

*In the absence of the Harbour Master, a reciprocal arrangement has been made with the neighbouring port, Berwick upon Tweed, who have two members of staff trained to MCA Level 5P and two members trained to 2P.

2.2 Exercise Programme

To ensure that the OSCP is "user friendly" and understood by all those involved in its use, communications and practical exercises will be undertaken on a regular basis. Eyemouth Harbour undertakes this training and exercise through the joint work done by Scottish Borders Council.

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

EXERCISE IN THE USE OF THIS PLAN		
Annual Exercises	Timing	Type of Exercise
Desk-top	Non mandatory for a C and D Port	Communications test
Inspection and use of equipment		Inspect and use the equipment, updating personnel in procedures and use
Oil Spill Response		Simulation of an Oil Spill Incident using the OSCP, mobilizing equipment and personnel as appropriate
Revalidation		Update and test

Section 3
Incident Response Organisation

3.1 Introduction

This plan has been compiled to cover the response to any spillage caused by or during operations associated with safe passage to and from and within Eyemouth Harbour.

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

Definitions of the tiered levels used in this port are shown in Section 1.6.

3.2 Responsibilities and Incident Control Arrangements

The Operations Response Team will be lead by the Harbour Master or a deputy and will involve the personnel below. The Pollution Incident centre will be established in the meeting room at Eyemouth Harbour, 1st floor Harbour Building, Gunsgreen Quay, Eyemouth, TD14 5SD.

Eyemouth Harbour's Harbour Master or a deputy will act as Incident Controller for all areas as defined within this plan.

The Response Team Members comprise of:

- Harbour Master (Incident Commander)
- Deputy Harbour Master
- Harbour Assistant(s)
- SBC Emergency Planning Officer(s) (subject to availability)

3.3 Internal Alerting and Call-out Procedures

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

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

All calls and decisions made must be recorded, and a Pollution Report Form raised.

Notifying Users

Mobile telephones and VHF are the preferred methods of communication with the users.

Control and Command Centres

This plan will be used in conjunction with Scottish Borders Council's Oil and Chemical Pollution Plan and other regional plans including the MCA National Contingency Plan and the Scottish Standing Environment Group Plan (Aberdeen).

3.4 Booming Plan

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

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

A spill entering the port from a vessel or other source would involve protective booming of the vessel and the berth. Additionally, more substantial booming to cover the port entrance is available.

3.5 Provision for long running incident

This plan will used in conjunction with Scottish Borders Council's Oil and Chemical Pollution Plan and other regional plans including the MCA National Contingency Plan and the Scottish Standing Environment Group Plan (Aberdeen). Alternative facilities can be provided within the town of Eyemouth.

3.6 Dispersant Use

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

3.7 Interface with other Contingency/ Emergency Plans and the Role of the SOSREP in a Tier 3 Incident

Role and Responsibilities

Where incidents cannot be handled by a local contingency plan, i.e. where a Tier 3 national response is required, the role of the Government appointed Secretary of State's Representative (SOSREP) is to represent the Secretary of State for the Department for Transport (in relation to ships) and for the Department of Energy and Climate Change (in relations to offshore installations) by removing or reducing the risk to safety, property and the UK environment arising from accidents involving ships, fixed or floating platforms or sub-sea infrastructure. SOSREP will provide overall direction to any incidents which involve marine pollution from ships or offshore installation that require a national response.

SOSREP's powers of intervention are detailed in the section 5.5 of the National Contingency Plan, available here. Powers extend to UK territorial waters (12 nautical miles from the coast/baseline) for safety issues and to the UK Pollution Control Zone (200 miles or the median line with neighbouring states) for pollution. SOSREP is empowered to make crucial and often time-critical decisions, without delay and without recourse to higher authority, where such decisions are in the overriding UK public interest.

Notwithstanding, in cases where SOSREP are satisfied that the wider public interest in the welfare of the environment is being safeguarded to the greatest possible extent, their role will include lending all possible assistance and encouragement. It is only if there is a difference of opinion as to the best way of serving the overriding public interest that SOSREP will assert responsibility for controlling operations in a more active manner by giving Directions.

Working closely with the MCA, its parent organisation the Department for Transport (DfT) and the Department of Energy and Climate Change (DECC), SOSREP's key responsibilities include:

- acting at the earliest point during a shipping or offshore incident to assess the risk to safety, to prompt the end of any such incident and to ensure that increasing risk is evaluated and appropriate measures taken to prevent or respond to escalation.

- monitoring all response measures to significant incidents involving shipping and the offshore industry.

- if necessary, exercising ultimate control by implementing the powers of intervention, acting in the overriding interests of the UK and its environment.

- participating in major national and international exercises.

- reviewing all activities after significant incidents and exercises.

History of SOSREP

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

Scottish Borders Council

In the event of oil spill the Council will:

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

Maritime and Coastguard Agency

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

The MCA will:
a) Be the lead agency at sea.
b) Co-ordinate maritime Search & Rescue.
c) Act as primary point of contact in the event of an oil spill.
d) Provide advice and technical/scientific expertise.
e) Classify, categorise, and monitor marine pollution.
f) Co-ordinate response in accordance with the National Contingency Plan (NCP).
g) Establish the SRC with the Local Authority, if required.
h) Provide access to the government stockpile of oil spill clean-up equipment/resources.

Marine Scotland

Marine Scotland is a Directorate of Scottish Government and is responsible for marine planning, marine nature conservation, fisheries and aquaculture policy and the sustainable use of the marine environment. Marine Scotland operates emergency response procedures (and has emergency contacts) to provide environmental advice in the event of marine pollution incidents.

Marine Scotland will:

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

NatureScot (formerly Scottish Natural Heritage)

NatureScot is the government's principal statutory advisor on issues affecting the natural heritage of Scotland.

NatureScot will:

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

Scottish Environment Protection Agency (SEPA)

SEPA is responsible for environmental protection in Scotland and adopts an integrated approach to the protection and enhancement of water, air and land and associated natural resources.

During an emergency SEPA will deploy its comprehensive scientific capability to give support and advice to other agencies and to the general public on such matters.

SEPA is responsible for licensing discharges to inland surface, ground waters and coastal waters, most emissions to air and the carriage and disposal of waste and has a duty to care to conserve the environment.

SEPA also has duties requiring it to protect Special Areas of Conservation, Special Protection Areas and Sites of Special Scientific Interest, particularly during environmental licensing, and to further the conservation of biodiversity through the exercising of its functions.

In responding SEPA will:

- Deploy appropriate staff to meet local co-ordination arrangements.
- Provide advice on all aspects of environmental impact, protection, and recovery.
- Assist in determining the footprint and movement of any contamination.
- Give advice about implications to the environment, containment, storage, transportation and disposal of contaminated liquid or solid waste.
- Maintain operational links with Scottish Water, Local authorities, Environmental Health Departments and Health & Safety Executive.

Additionally, SEPA has powers to prevent, minimize or reduce pollution of the environment and enforces environmental legislation. SEPA performs the following functions:

- Regulates the treatment, storage, movement, and disposal of waste.
- Provides, as flood warning authority, regularly updated information on flood warnings (Floodline) across Scotland.
- Administers jointly with the Health and Safety Executive the Control of Major Accident Hazards (COMAH) legislation.
- Regulates the disposal of radioactive waste and manages Scottish interests in the Radioactive Incident Monitoring Network (RIMNET).

Scottish Society for the Protection of Birds (SSPB)

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

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

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

Scottish Society for the Prevention of Cruelty to Animals

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

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

UK and Ireland Spill Association

The UK and Ireland Spill Association (www.ukeirespill.org) represents accredited UK oil spill contractors and will:

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

International Tankers Owners Pollution Federation (ITOPF)

The role of ITOPF (www.itopf.org) to:

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

International Oil Pollution Compensation Fund (IOPC Fund)

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

Constabulary/Police Scotland

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

Fire and Rescue Service

The role of the Fire and Rescue Service is to provide chemical hazard data and also, under the Fire (Additional Function) (Scotland) Order 2005, remove contaminants from people if required, using mass decontamination equipment provided under the New Dimension programme and capture any water used to remove such contaminants.

Scottish Ambulance Service

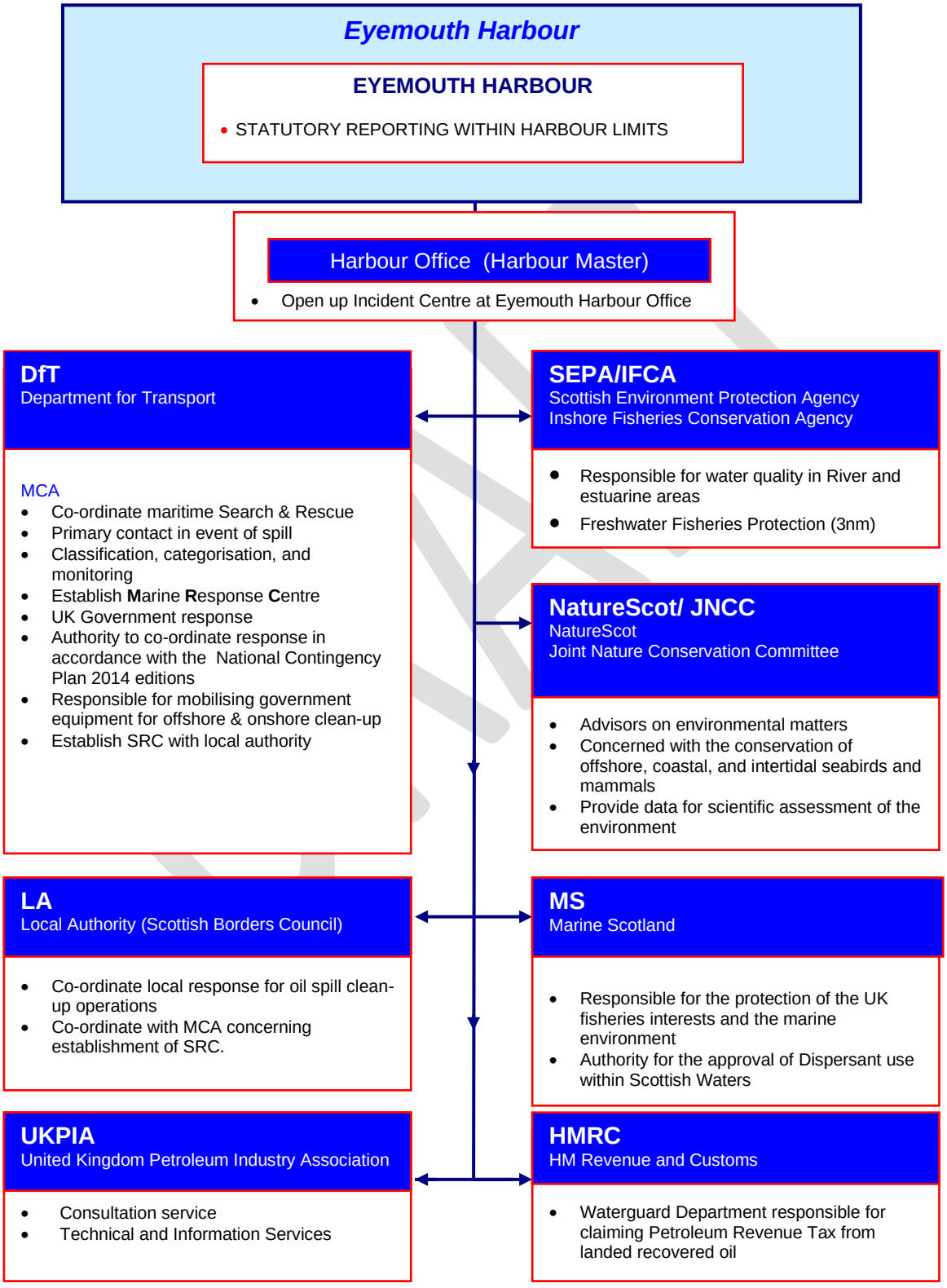
The role of the Ambulance Service is to provide transportation and initial treatment of casualties.

NHS

The NHS Board will be responsible for co-ordinating the public health aspects of the response to an incident. The operational response to public health issues will always be from the public health section of Scottish Borders NHS Board.

3.8 Liaison Procedures with Other Agencies

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



Section 4
Response Strategies

4.1 Health and Safety

4.1.1 Statutory Duties

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

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

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

4.1.2 Site Safety Plan

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

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

a) Site Survey
b) Operations Analysis
c) Site Control
d) Logistics and Supplies
e) Personnel

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

a) Site Survey

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

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

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

- Communication Requirements
- Water Hazards
- Exposure to adverse temperatures
- Lack of shelter from adverse weather

- Terrain Surface and Incline
- Edge protection – Handrails or Ropes
- Hazards to eyes
- Lighting conditions
- Visibility
- Machinery usage
- Manoeuvrability
- Manual Handling
- Vehicle Traffic
- Pedestrian Traffic
- Requirement to access Confined Spaces
- Sample collection
- Generic COSHH Assessments for appropriate oils

b) Operations Analysis

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

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

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

c) Site Control

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

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

d) Logistics and Supplies

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

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

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

Protective Clothing

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

Personal Protective Equipment (PPE).
PPE includes:

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

First Aid

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

e) Personnel

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

4.1.3 Safety on the Foreshore

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

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

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

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

4.1.4 Safety on the water

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

Protective Clothing

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

4.1.5 Safe Operations - Hazard Identification and Risk Assessment

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

4.1.6 Decontamination

Conditions requiring decontamination

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

Personal hygiene practices on the job

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

Decontamination Area Drainage

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

Disposal of Contaminated Clothing

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

4.2 Oil Spills

4.2.1 Introduction

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

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

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

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

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

4.2.2 Response to oil spills

The types of oil entering port area are limited and the only transfers which occur are diesel bunkering – there are no cargo transfers.

Oil handled	No. of ships per annum	Total in litres	Average per vessel
Marine gasoil	750	1,200,000	1,600
Luboil	40	2,000	50
Waste oil landed	75	5,500	73

<u>Oil spill within the dock/channel</u>

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

<u>Oil spill sampling</u>

Samples of the spilt oil should be taken as soon as possible before the oil has weathered. These samples may be required as evidence in legal proceedings. Guidance in the matter of collecting samples is given in MCA STOp Notice 2/98.

4.3 Disposal Plan

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

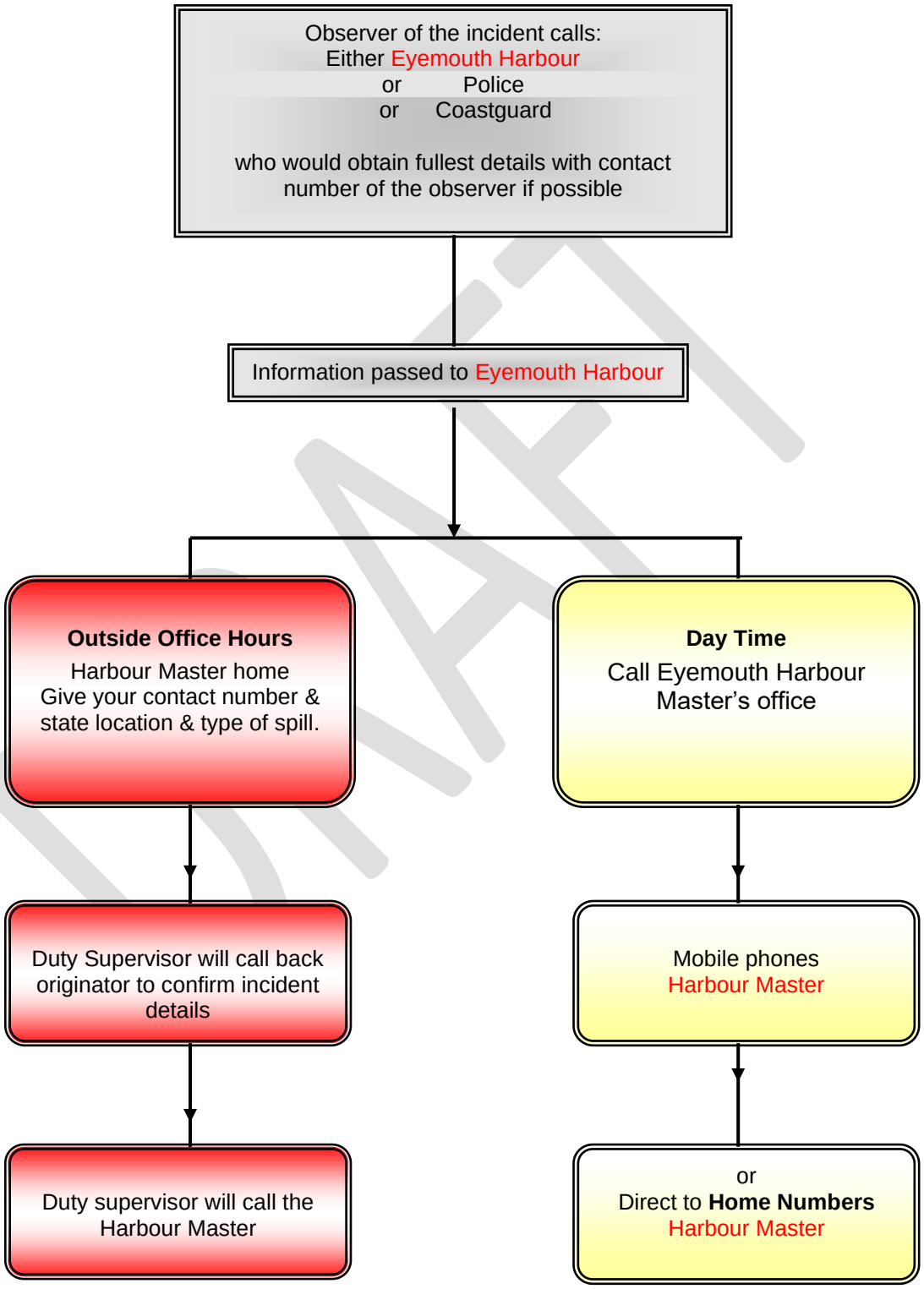
Within the resources of the plan, initial holding and storage will be possible through use of portable storage bags/boxes as listed in Section 11 and thereafter the oil will be disposed of using a local licensed contractor.

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

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

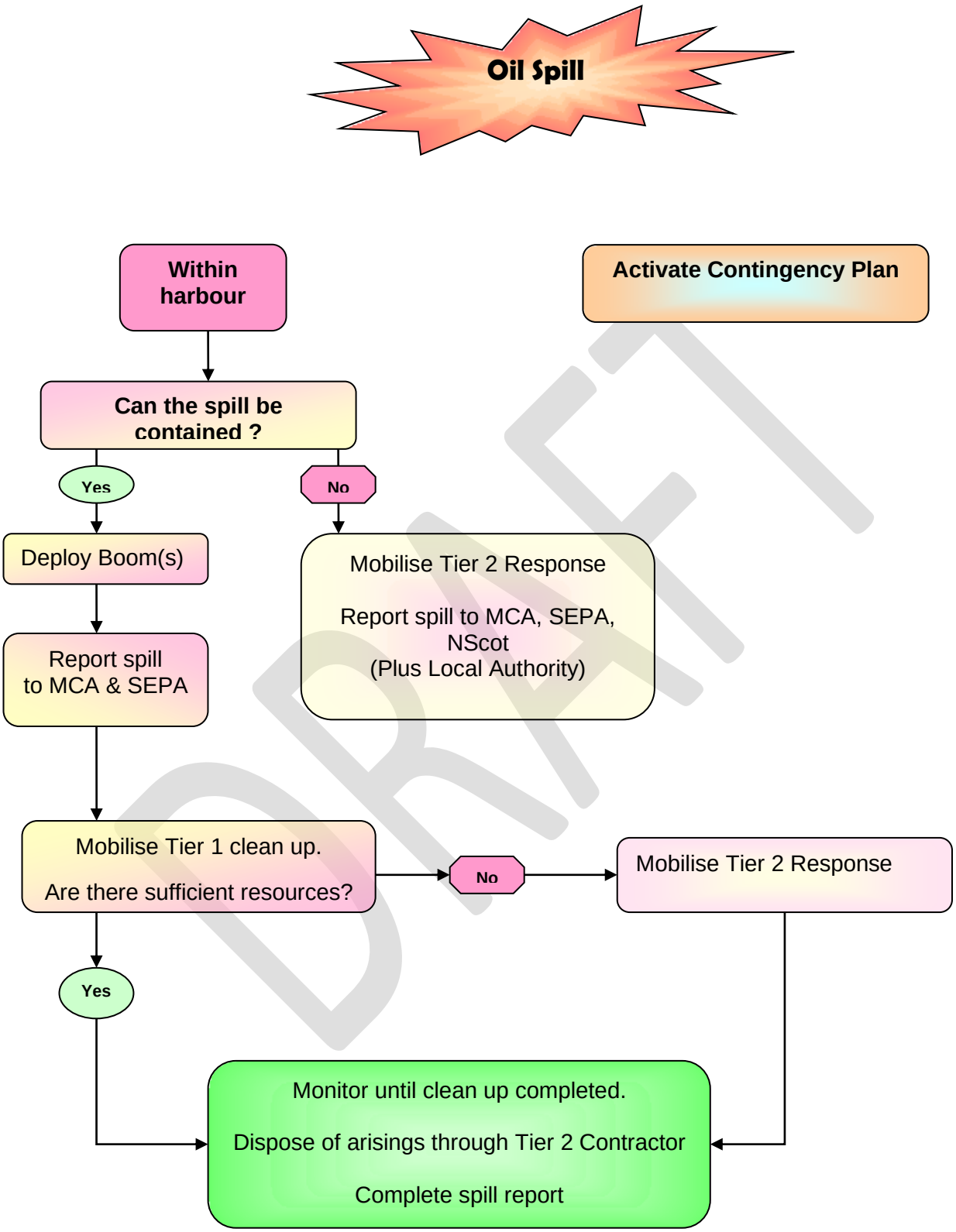
Section 5
Action Sheets

5.1 Observer of the Incident



For specific telephone numbers see Section 10

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



5.3 Duty Harbour Master - Action Sheet

NO.	ACTION	REFER TO
1	Obtain all available information. Ensure that an Incident Log has been started.	
2	Determine initial level of manpower and equipment resource mobilisation required.	Tiered Response Sect. 11
3	Establish communication with all concerned parties and ensure that statutory reporting requirements have been carried out.	Statutory Notification Sects. 6 & 8
4	Determine level of response that has been initiated and inform Coastguard, EA and NScot of intended response. Determine level of response required from duty personnel.	Tiered Resources Sect. 1.10
5	Contact/Call out Incident Response Team Personnel as appropriate.	Mobilisation Procedure Sect. 3.5
6	Initial containment	Contact Dir. Sect. 10
7	Ensure that a sample of spilt oil has been taken when the origin of the spill is unknown or legal proceedings are liable to be taken.	MCA's STOp Notice 2/98 Appendix 1
TIER 1 SPILL RESPONSE		
NO.	**ACTION**	**REFER TO**
8	Call-out Duty Team to handle all additional spill notifications.	Statutory Notification Sect. 6.1
9	Monitor situation. Obtain regular briefings from Clean-up Supervisor on progress of clean up.	

10	Determine likely impact of incident. Complete and log a full report	
11	If it appears that the spill has escalated, proceed as for Tier 2 and Tier 3 incidents.	

TIER 2 AND 3 INCIDENTS		
NO.	**ACTION**	**REFER TO**
12	Contact Briggs Environmental Services and agree primary level of response required.	Section 10
13	Start and maintain an accurate log of all communications with contractor.	
14	Establish communication link with the Contractor's Response Manager and issue a call back number.	
15	Determine extent of incident in terms of: • Any casualties • Any safety hazard • Damage to facilities • Extent of pollution • Results of any actions taken so far.	
16	Brief Response Supervisor of actions as appropriate.	
17	Establish review / planning meetings and continue communications and briefings.	
18	When incident stood down confirm incident closure with all agencies involved.	
19	Complete incident log and ensure receipt of report from response supervisor.	

5.4 Escalation of Response

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

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

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

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

Accommodation	Location	No. of Rooms	Telephone	Website
Hotel				
Eye Sleep Over	Eyemouth	24	018907 50913	https://www.eyesleep.co.uk/
Travelodge	Berwick Upon Tweed	40	0871 984 6279	https://travelodge.co.uk/hotels/275/Berwick-upon-Tweed-hotel
Premier Inn	Berwick Upon Tweed	60	0871 527 9676	https://www.premierinn.com/gb/en/hotels/england/northumberland/berwick-upon-tweed/berwick-upon-tweed.html?cid=KNC_Brn|_B_UK_UK_Eng_Enc_Brand%20Destinations_LO_Northumberland_EX&mckv=wpcbg73y_dc|pcrid|75660197642579|kword|premier%20inn%20berwick|match|be|plid||pgrid|1210562441112627|ptaid|kwd-75660281082152:loc-188|&ef_id=6b438609917e1f17c9dbe77e7d993081:G:s&s_kwcid=AL!9693!10!75660197642579!75660281082152&msclkid=6b438609917e1f17c9dbe77e7d993081
The Castle Hotel	Berwick Upon Tweed	15	01289 307900	https://www.castleberwick.co.uk/
Kings Arms Hotel	Berwick Upon Tweed	12	01289 331081	https://www.thekingsarms-berwick.co.uk/
B&B / Guest House				
Home Arms	Eyemouth	10	018907 51316	http://www.thehomearms.com/
Ships Quarters	Eyemouth	6	07966 052614	http://www.theshipsquarters.com/
Glenerne Guest House	Eyemouth	6	07875 298674	http://theglenerne.com/

There are also a number of food and drink outlets in the town, including restaurants and takeaways.

Catering / Food			
The Ship	Harbour Rd, Eyemouth	018907 51495	https://www.facebook.com/theshipeyemouth
Oblo	Harbour Rd, Eyemouth	018907 50317	https://www.oblobar.com/
Giacopazzis	Harbour Rd, Eyemouth	018907 50317	https://www.giacopazzis.co.uk/
Waterfront Café	Harbour Rd, Eyemouth	07366 048892	https://www.facebook.com/Waterfront-cafe-111460167046903/
Contented Sole	Harbour Rd, Eyemouth	018907 50268	
Loughs Bakery	High Street, Eyemouth	018907 50240	https://www.facebook.com/loughshomebakery
Mackays	High Street, Eyemouth	01890 751142	https://www.mackaysofeyemouth.co.uk/

5.5 Chairman of Trustees – Action Sheet

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

Chairman of Eyemouth Harbour Trust		
NO.	**ACTION**	**REFER TO**
1	Obtain briefing from Harbour Master with situation report and then relocate to Harbour Office if required.	
2	Assess incident in terms of: • People • Environment • Damage to facilities • Disruption to business	
3	Approve outline response strategy	Response Strategy Sect. 4.2
4	Approve immediate and future contracted equipment requirements.	Mobilisation Procedure Sect. 11
5	Arrange initial Public Relations programme.	Utilise advice and pro-forma statement Sect 9.1
6	Attend review meetings in Incident Centre	

Section 6
Communications

6.1 Notification Matrix

	Oil Spill Tier			**For contact numbers see Section 10 - Contact Directory**	
Organisation	**1**	**2**	**3**	**Method**	**Remarks**
EHT Chairman and Chief Executive	✓	☎	☎	Telephone	To notify and if additional resources required
MCA (HMCG)	☎	☎	☎	Telephone	Coastguard will require information on the Oil Spill Report Form in Section 8. Confirm details with fax. Coastguard will inform their Pollution Response Unit.
NatureScot	✓	☎	☎	Telephone, Pager	Contact if spill exceeds one tonne.
Local authorities	✓	☎ 🖷	☎ 🖷	Telephone, Fax	Contact the Neighbourhood Manager only if oil is likely to contaminate the shoreline out with the harbour
SEPA (Scottish Environment Protection Agency)	☎	☎	☎	Telephone	Contact if spill has originated from land-based source.
MS (Marine Scotland)	☎ 🖷	☎ 🖷	☎ 🖷	Telephone, Fax	Contact only if dispersant being considered
Oil Spill Contractor		☎	☎	Telephone	Contact the 24-hr contact number
Adjoining Harbour & Port Authorities	☎	☎	☎	Telephone	Contact if oil is likely to move into their area or if harbour authority is requesting support from neighbouring resources.

☎ NOTIFY IMMEDIATELY BY TELEPHONE

🖷 NOTIFY IMMEDIATELY BY FAX

✓ Notify during normal hours, see Section 10

6.2 Communication and Reporting

6.2.1 Reporting of Oil Pollution

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

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

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

The Harbour Master is responsible for ensuring mandatory notifications are made

Communication
Initially reports will be passed by telephone both landline and mobile (consideration should be given when using mobiles for security reasons). Eyemouth Harbour maintains VHF sets, which would be issued to supervisors once a clean-up strategy had been established.
In the event of a clean-up operation a shift system can be instituted to ensure that the main switchboard is manned on a 24-hour basis.

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

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

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

Section 7
Sensitive Areas Response Information

7.1 Environmental Sensitivities

Berwickshire & North Northumberland Coast Special Area of Conservation (SAC)
This SAC encompasses 635 square km of shore and sea, extending along 115km of coastline from Alnmouth in North-East England, up to Fast Castle Head in South-East Scotland. It includes the Berwickshire Marine Reserve, and, for management purposes, the bird features, and intertidal areas of the Lindisfarne Special Protection Area (SPA) and Farne Islands SPA.

The Berwickshire & Northumberland Marine Nature Partnership oversees management of these and the marine elements of other designated sites along this coast and further detail can be found here.)

Activities within Eyemouth Harbour have the potential to impact upon the qualifying features of the designated sites along the coast, and of the BNNC SAC in particular. Relevant Authorities, including Statutory Harbour Authorities must have regard to the EC Birds and Habitats Directives when performing their functions or duties.

The importance of the rich marine life of the area, including kelp forests, seagrass beds, colonies of grey seal, and a number of breeding and wintering seabirds is recognised by the designation of eleven Marine Protected Areas (MPAs) in these inshore waters. Originally formed in 1999, the Berwickshire and Northumberland Marine Nature Partnership comprises a range of nearly thirty organisations who are working together to manage the suite of inshore MPAs found between Fast Castle Head in Scotland down to the River Tyne in England and to raise awareness of their importance.

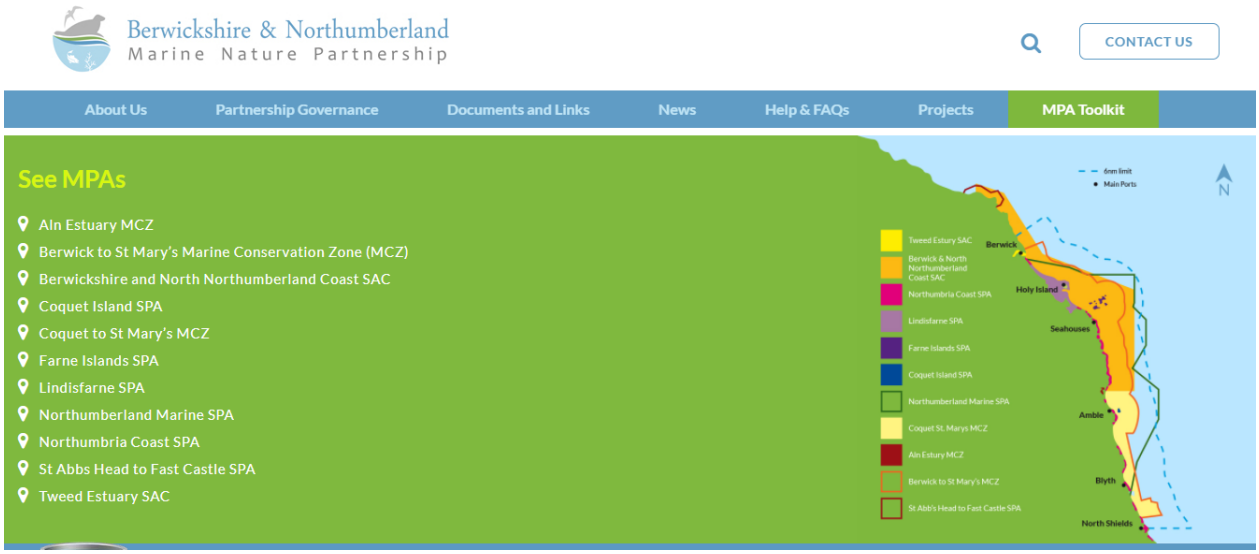


Figure 5 – Source https://www.xbordercurrents.co.uk/mpa-toolkit/mpas-in-our-area/

The Lindisfarne SPA lies south of Eyemouth, covering Holy Island and the adjacent mainland from just south of Berwick. It was designated in 1992 for supporting an internationally important assemblage of waterfowl, migratory species and internationally important populations of rare bird species as identified in Annex I of The Birds Directive, the short name for Directive 2009/147/EC of the European Parliament and of the Council on the conservation of wild birds.

The Birds Directive requires the classification of European sites known as Special Protection Areas for species on Annex I but also provides legal protection for all wild bird, their nests, eggs, and habitats within the European community.

The SPA is also designated under the Ramsar Convention as a wetland of international importance. Due to the southward drift, operations at Eyemouth Harbour have the potential to impact sensitive areas to the south.

There are a number of additional internationally significant conservation designations adjacent to or close to the port, including the St Abbs Head to Fast Castle SPA to the north. Further south, the Tweed Estuary SAC, the Northumbria Coast SPA and Ramsar Site, the Farne Islands SPA and Coquet Island SPA can be found.

To the extent of non-marine MLW, the sites listed above are underlain by Sites of Special Scientific Interest (SSSIs), are those areas of land and water that best represent our natural heritage in terms of their flora, fauna, geology, geomorphology, or a mixture of these natural features, while some of the areas in between are also designated as SSSIs.

The four local sensitivity maps are reproduced on the following pages.

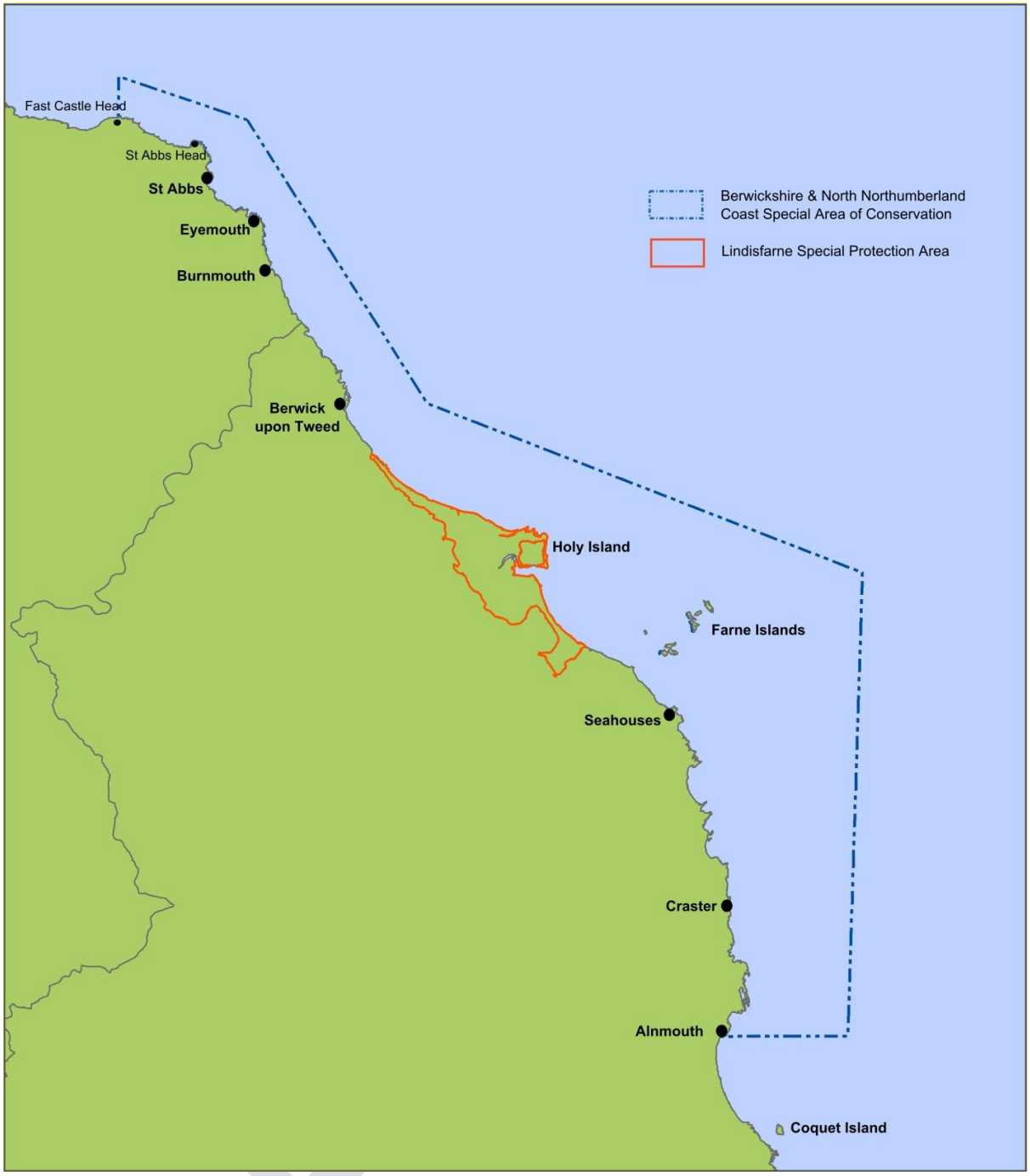


Figure 6 - Location of the Berwickshire and North Northumberland Coast SAC and the Lindisfarne SPA

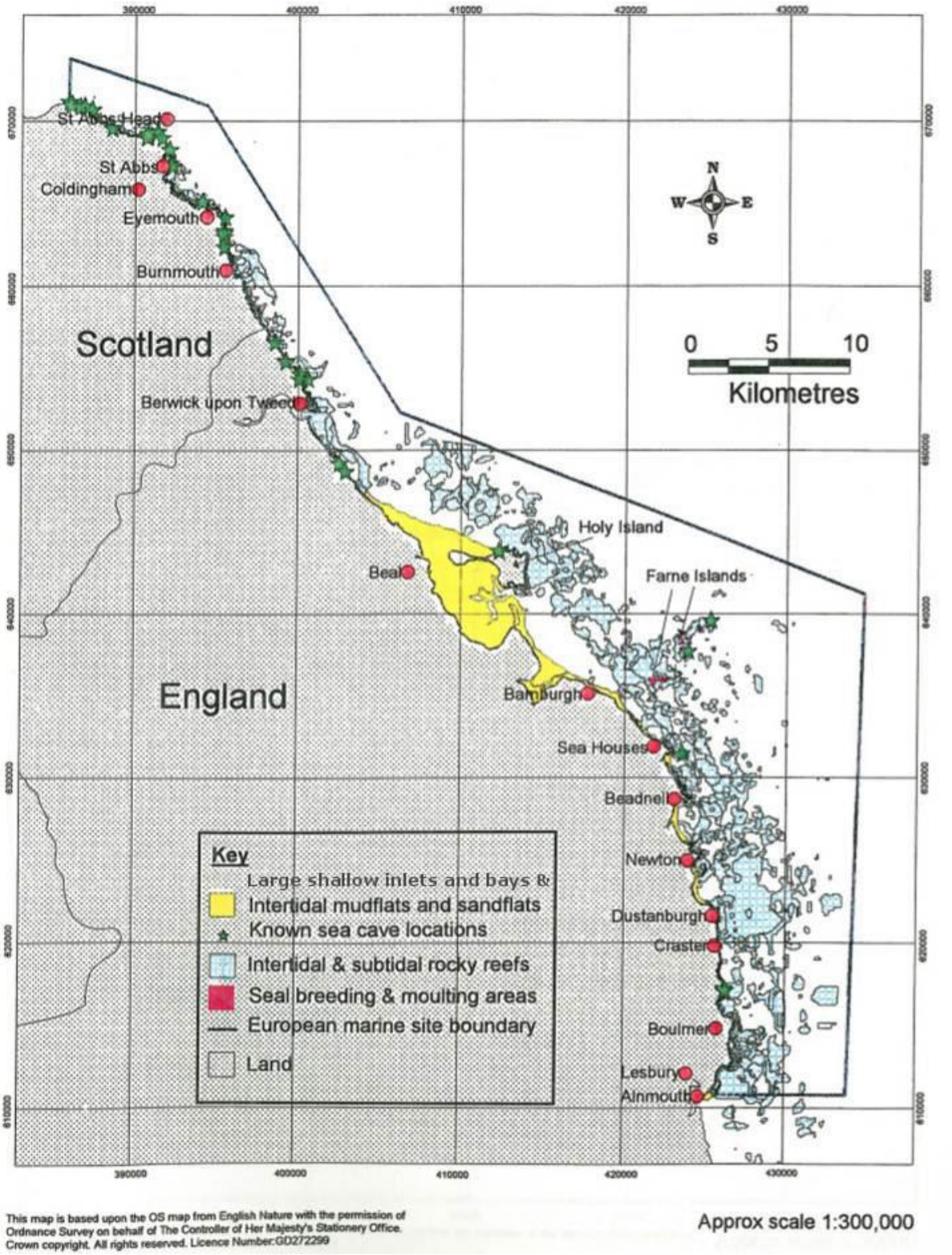


Figure 7 - Location of features within the Berwickshire and North Northumberland Coast SAC and the Lindisfarne SPA. Image replicated from the Regulation 33 Advice Package 2000.

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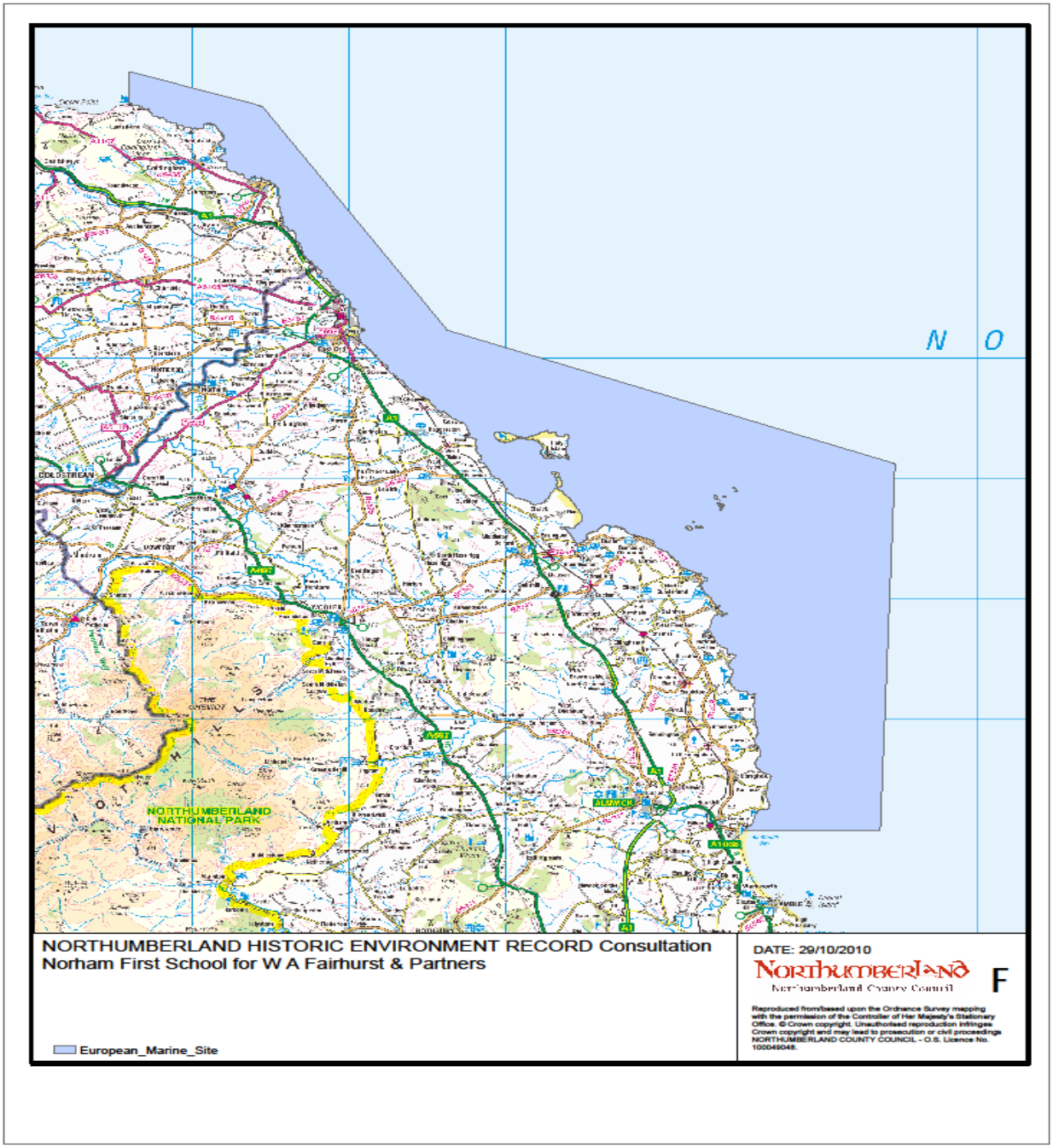

N O
COLDSTREAM
NORTHUMBERLAND NATIONAL PARK
NORTHUMBERLAND HISTORIC ENVIRONMENT RECORD Consultation
Norham First School for W A Fairhurst & Partners
European_Marine_Site
DATE: 29/10/2010
Northumberland
Northumberland County Council
F
Reproduced from/based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. NORTHUMBERLAND COUNTY COUNCIL - O.S. Licence No. 100049048.

Figure 8

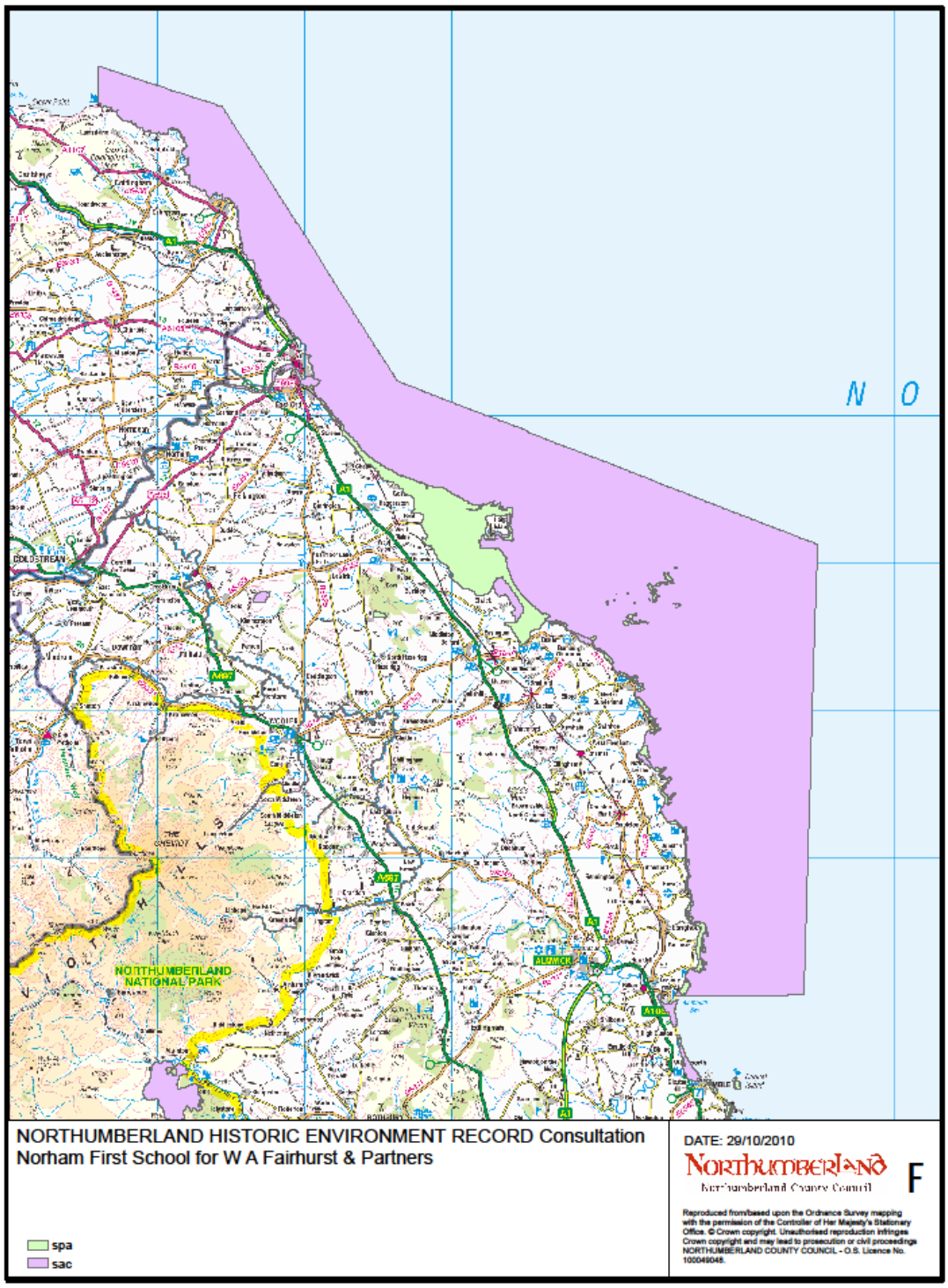

NORTHUMBERLAND HISTORIC ENVIRONMENT RECORD Consultation
Norham First School for W A Fairhurst & Partners
DATE: 29/10/2010
Northumberland
Northumberland County Council
F
spa
sac
NORTHUMBERLAND NATIONAL PARK
COLDSTREAM
ALNWICK

Figure 9

NatureScot has also advised Eyemouth Harbour of the following statutory designation information. In addition to the cross-border Berwickshire and North Northumberland Coast SAC (referred to above) there are the following designations relevant to Scotland:

Special Areas of Conservation (SACs)

St Abb's Head to Fast Castle SAC (located approx. 4km to the north of Eyemouth)

- Designated for its vegetated sea cliffs.

For map showing SAC boundary, see Annex 1 of the OSCP.

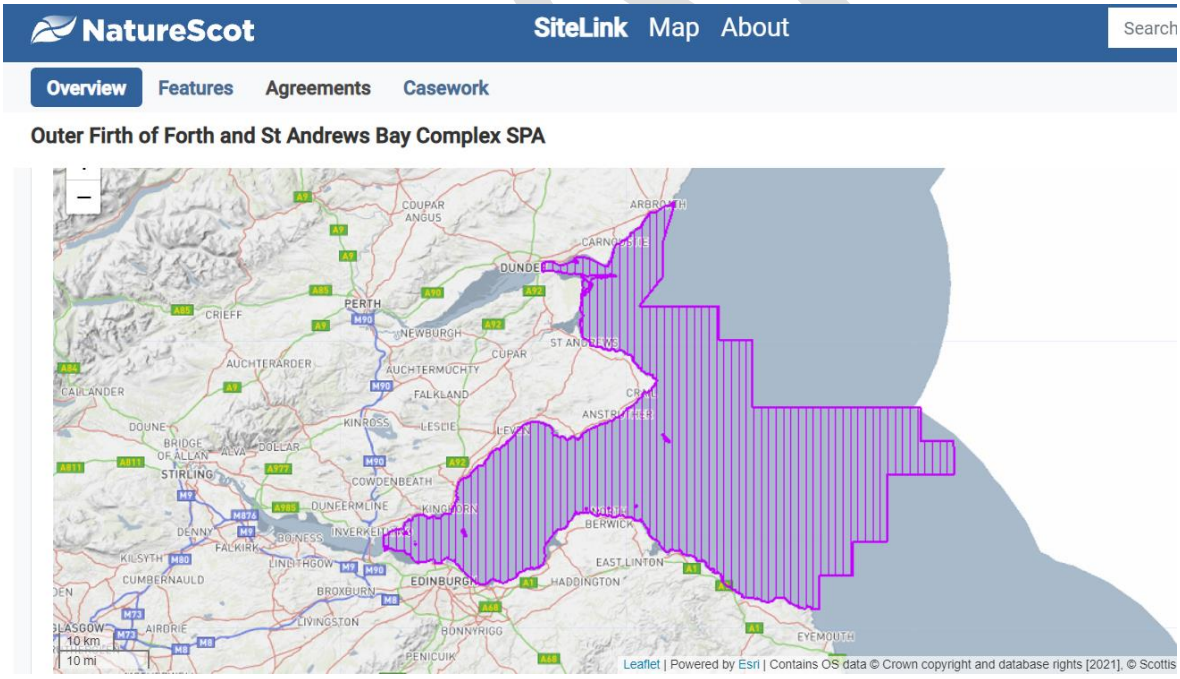
Special Protection Areas (SPAs)

St Abb's Head to Fast Castle SPA (located approx. 4km to the north of Eyemouth and extending seawards for approx. 1km)

- Designated for its aggregations of breeding seabirds.

For map showing SPA boundary, see Annex 2 of the OSCP.

Outer Firth of Forth & St Andrews Bay Complex, which is recognised as supporting important populations of 21 species of marine birds. The site stretches from St Abb's Head to Arbroath and encompasses the Firth of Forth, the outer Firth of Tay and St Andrews Bay.



For map showing SAC boundary, see Annex 2

Sites of Special Scientific Interest (SSSIs)

St Abb's Head to Fast Castle SSSI (located approx. 4km to the north of Eyemouth)

- Designated for its aggregations of breeding seabirds and its geological features.

For map showing SSSI boundary, see Annex 3a of the OSCP.

Berwickshire Coast (Intertidal) SSSI (located immediately to the north and south of Eyemouth)

- Designated for its rocky shore and sea cave features.

For map showing SSSI boundary, see Annex 3b of the OSCP.

Burnmouth Coast SSSI (located immediately to the south of Eyemouth)

- Designated for its maritime cliff, fly assemblage and geological features.

For map showing SSSI boundary, see Annex 3c of the OSCP.

Further information on the above sites can be accessed through NatureScot's website using the following link:

http://gateway.NScot.gov.uk/sitelink/index.jsp

Berwickshire Marine Reserve

Berwickshire Marine Reserve (BMR) covers some 8 km of coastline from Hairy Ness, Eyemouth in the south to Thrummie Carr in the north, and extends offshore to the 50m-depth contour, an average distance of 1.5 km. The whole area covers 1030 hectares.

BMR can be contacted as follows:
Alex Higgs
Project Officer
Berwickshire Marine Reserve
Scotland's First Voluntary Marine Reserve
https://www.berwickshiremarinereserve.org.uk/
Telephone: 01890 752509

Note on Section 7 of the OSCP

Eyemouth Harbour Trustees would anticipate that in the event of an incident of oil pollution, the MCA would convene the Scottish Environment Group (Aberdeen) which would have access to the information pertaining to section 7 of this plan and would provide detailed, accurate and timely advice on priorities for protection so that the appropriate response strategies could be engaged.

Section 8
Report Forms and Checklists

8.1 Oil Transfer – Bunkering Safety Checklist and Delivery Record

Company Name/Contact Details ……

Bunkering Safety Check List and Delivery Record

Vessel Name …… Number ……..... Nationality ……

Agents ……

Date …….. Time …… Port/Berth ……

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

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

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

…… litres of fuel oil

Signed ……

This section to be completed by the person making the delivery

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

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

Signed ……

Delivery Completion

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

Signed (for vessel) …….. (for supplier) ……

Print Name …….. ……

8.2 CG77 POLREP Pollution Report Form

To MCA –Copy to Agencies as required
From Eyemouth Harbour

Part 1 – Information which should be provided in an initial pollution report

A. Classification of Report:
(i) **doubtful** (ii) **probable** (iii) **confirmed**

(Delete as necessary)

B. Date: _____ Time: _____ pollution observed
Identity of Observer/Reporter: _____

C. Position of Pollution _____
(by latitude and longitude, if possible, state range and bearing from some prominent landmark)

EXTENT OF POLLUTION _____
LITRES/BARRELS/TONNES

Size of polluted area _____from _____
(from where sighted)

(estimated amount of pollution, e.g. size of polluted area, number of tonnes of oil spilled; or number of containers, drums, etc. lost. When appropriate give position of observer relative to pollution)

D. Wind Speed: _____ **knots; Direction from: _____**

Tidal status at time pollution observed: _____ **after/before HW/LW**

E. Weather Conditions and sea state:
_____ **sea state/ wave height** _____ **metres**

F. Characteristics of Pollution:
Type: _____
(e.g. oil, crude, diesel: packaged or bulk chemicals UN Number if known, garbage)

Appearance:_____
(E.g.: liquids, floating solid, liquid oil, semi-liquid sludge: tarry lumps; weathered oil, discoloration of sea; visible vapour; etc.)

G. Source of Pollution: _____
(from vessel or other undertaking)

Cause of Pollution: _____
_____
_____
(apparent deliberate discharge or causality. If the latter give a brief description. Where possible name, type, size, nationality, and Port of Registry of polluting vessel. If vessel underway give course speed and destination if known)

H. Details of other vessels in the area: _____

_____
(to be given if the polluter cannot be identified and the spill is considered to be of recent origin)

J. **Photographs taken** Yes / No

Sample taken for analysis Yes / No

K. **Remedial action taken, or intended, to deal with spillage**: _____

_____

_____

L. **Forecast of likely effect of pollution:** _____

_____

_____(e.g. arrival on coastline, with estimated timing)

M. **Names of those informed and other than addresses:**

_____

_____

_____

N. **Any Other relevant information:** _____

_____

_____

(e.g. names of other witnesses, references to other instances of pollution pointing to source)

PART 2 – SUPPLEMENTARY INFORMATION TO BE PROVIDED LATER

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

O. RESULTS OF SAMPLE ANALYSIS _____

_____

P. **Results of photographic analysis** _____

_____

_____

Q. **Results of supplementary Inquiries:** _____

_____

_____

(e.g. inspection by Surveyors, statements from ship's personnel, etc. if applicable)

R. **Results of mathematical models** _____

_____

8.3 Incident Log Sheet

Incident		**Date**	
Name		**Location**	

Time	Details

8.4 Waste Disposal Action Checklist

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

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

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

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

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

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

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

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

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

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

1. Identify suitably licensed waste carrier to remove material from site.
2. Identify suitable facility to receive the waste.
3. Confirm with waste carrier the disposal route and ultimate disposal site. Liaise with the Regulator to ensure that the disposal strategy is acceptable.

4. Ensure all associated paperwork, i.e. consignment notes, are retained and catalogued.

Section 9
Press and Public Information

9.1 Press Statement

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

- Deal professionally with representatives of the media.
- Co-ordinate and release information to the general public regarding the pollution incident and Eyemouth Harbour Trust's response to it.
- Keep Staff and Board members informed of developments regarding the progress of the incident; in so far as it affects their responsibilities.
- Minimise the pressures on those directly concerned with combating the spill.
- Responsibility for media relations needs to be clearly understood and who will be required to respond.
- For guidance it would be expected as follows:
  Tier 1 Spill – Eyemouth Harbour involvement only
  Tier 2 Spill – a response contractor and Eyemouth Harbour involvement
  Tier 3 Spill – JRC established with MCA Press Office staff in attendance

It is essential that the media are provided with a "balanced" view of the incident and actions taken. Remarks like "No comment" only increase rumour and fuel unnecessary speculation. Section 9.2 below is the format of a Press Holding Statement that can be used by a responsible Port Authority Manager pending full details becoming available and a press release issued.

9.2 Press Holding Statement

"Eyemouth Harbour Trust confirms that an incident has occurred (state where and give brief description) ……at approximately (give time) ……hours today.
Emergency response procedures have been initiated and relevant authorities (have been/ are being) advised. All support services are being co-ordinated through the Commissioners' incident response team and every possible effort is being made both to minimise risk to personnel at the scene and to contain and mitigate any effects.
Further information will be released, (as it becomes available at a press conference scheduled for ……..… time) today."

Section 10
Contact Directory

10.1 Internal (not to be used by external bodies)

Eyemouth Harbour Trust:

	Office Hours	After Hours	Mobile
Chairman Donald Duggan	07595 867919	018907 51204	07595 867919
Chief Executive Christine Bell	018907 52494	01361 840633	07747 003880
Harbour Master	018907 50223	n/a	07885 742505
Duty Harbourmaster	018907 50223	n/a	07885 742505
Deputy Harbour Master	018907 50223	n/a	07885 742505
Harbour Assistant	018907 50223	n/a	07885 742505

10.2 External

Statutory Bodies:

Emergency Services: Tel: 999

MCA Counter Pollution & Response (HMCG), Aberdeen

	Office Hours	Out of Hours	Mobile
Coastguard Operations Centre, Aberdeen	01224 592334	01224 592334	n/a

Scottish Environment Protection Agency

	Office Hours	Out of Hours	Mobile
SEPA 24/7 Contact Centre	0800 80 70 60	0800 80 70 60	n/a

NatureScot

	Office Hours	Out of Hours	Mobile
Operations Manager (Scottish Borders) Crispin Hill	01738 457070 DD 01738 457066	n/a	07717 541152
National Oil spill Coordinator (Name tbc by NS)	n/a	07774 161273 Pager: 07699 761509	07774 161273

Scottish Borders Council

	Office Hours	Out of Hours
Emergency Planning Department Emergency Planning Officer (Jim Fraser)	01835 825056 n/a	n/a 01896 752111
SBC Switchboard	01835 824000	n/a

Marine Scotland

	Office Hours	Out of Hours
MS emergency response number	07770 733423	07770 733423 F: 01224 295524
Email: MS.SpillResponse@gov.scot (should normally be used once initial contact has been made to the Marine Scotland Switchboard: 01224 876544)		

	Office Hours	After Hours	Fax/Mobile
Met Office	0370 900 0100	0370 900 010	F: 0370 900 5050
SSPCA	03000 999 999 option 1	03000 999 999 *7am – 11pm only*	
RSPB Scotland	0131 317 4100	0131 620 6019 (name tbc)	W 07739 600 702 P 07946 283 005 F 01767 685008

Marine Assistance – Ports

	Office Hours	After Hours	Mobile
Berwick Harbour (Scott Ferguson, Harbour Master)	01289 307404		07931 710156
Dunbar Harbour Trust (Quentin Dimmer, Harbour Master)	01368 865404		0795 875 4858

Other:

	Office Hours	After Hours
Eyemouth Marine Limited	01890 545545	
Eyemouth RNLI	018907 50293	

10.3 Tier 2 Contractor

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

Briggs Marine Environmental Services

Oil spill response activation is made through a single telephone number that directs the client to a permanent duty management system.

24/7 Emergency Response 0800 374 348

In event of Tier 2 and Tier 3, first contact should be with MCA!

Section 11
Resources Directory

11.1 Tier 1

Under the direct control of Eyemouth Harbour Trust.
The following resources are situated at the dockside and are available for immediate use.

Resources:		
Location	Description	Equipment comprises:
Waste Oil facility, Gunsgreen Basin	Bunker spill kit (120 litre +)	Locked grp storage locker containing: • 12m x 200mm diameter netted oil absorbent floating boom • 10m x 125mm diam. oil absorbent sock • 1 roll, 1.2m x 50m absorbent mat • 3 x rubber gauntlets
Waste Oil facility, Gunsgreen Basin	Vessel booming equipment -	Storage bins containing: • 39m x 200mm diameter netted floating oil absorbent boom
Waste Oil facility, Gunsgreen Basin	Additional equipment	4 x 50 packs oil absorbent pads 3 x PPE kits (coveralls, shoe covers, gauntlets, goggles) Hand cleaner, paper towels Waste disposal bags (32) Waste disposal bins (2 x 1000ltre)
Waste Oil facility, Gunsgreen Basin	Bunker spill kit (344 litre)	Locked bin containing: • 200 oil absorbent pads • 10 oil absorbent socks • large oil absorbent socks • oil absorbent cushions • disposal bags and ties • 1 dammit mat • 800g dammit ready mix • 1 personal safety kit

11.2 Tier 2

Full Tier 2 Response back up resources from Tier 2 Contractor.

11.3 Tier 3

Full Tier 3 Response back up resources from the MCA

Section 12
Appendices

Appendix I – STOp notices

The MCA produce guidance and information for oil spill contingency planning and other events in the form of STOp and INF Notices.

The latest issues of these publications are available on the MCA's website within the Environmental Section, subsection Counter Pollution & Response, or through the following link/address:-

www.mcga.gov.uk/c4mca/mcga-environmental/mcga-dops_cp_environmental-counter-pollution/mcga-dops_cp_stop_and_inf_notices.htm

(Site currently not active)

All holders of this plan are encouraged to visit the MCA website regularly to check for the latest additions and amendments to the STOp and INF notices and to download any relevant documents.

Below is the complete list as of May 2005 with relevant notices highlighted and pdf file size listed.

STOp 4/2009 GUIDELINES FOR THE PREPARATION OF COASTAL AND ESTUARINE BOOMING PLANS 576K

STOp 2/2009 MARITIME POLLUTION RESPONSE IN THE UK - THE ENVIRONMENT GROUP 106K

STOp 3/2009 THE ESTABLISHMENT, MANAGEMENT STRUCTURE, ROLES AND RESPONSIBILITIES OF A SHORELINE RESPONSE CENTRE DURING A MARITIME POLLUTION INCIDENT IN THE UNITED KINGDOM 322K

STOp 1/2009 GUIDANCE FOR THE OPERATION OF THE TECHNICAL TEAM, WASTE MANAGEMENT SUBGROUP WITHIN A NATIONAL CONTINGENCY PLAN 2014 EDITION SHORELINE RESPONSE CENTRE 26K

Appendix II - Summary of Consultation Responses

Consultee Name/Organisation	Response Received by Email (date and time)
Marine Response Control Centre (MRCC). HM Coastguard, Blaikies Quay, Aberdeen e: zone4@hmcg.gov.uk	
Maritime and Coastguard Agency, Counter Pollution and Salvage Officer, Scottish Mainland e: gary.spark@mca.gov.uk	
Marine Scotland e: ms.spillresponse@gov.scot	
Scottish Environment Protection Agency e: contact@sepa.org.uk	
NatureScot (Galashiels Area Office) e: southern_scotland@nature.scot	
Scottish Borders Council eps@scotborders.gov.uk cc: brian.macfarlane@scotborders.gov.uk	
Chrystal Petroleum e: scott.thompson@chrystalpetroleum.co.uk	
Berwickshire Marine Reserve, Alex Higgs, Project Officer e: alex@berwickshiremarinereserve.org.uk	
Berwickshire and Northumberland Marine Nature Partnership e: nick.brodin@northumberland.gov.uk	
Eyemouth Marine Ltd (Boatyard) e: norman@eyemouthmarine.co.uk	