PORT OF TYNE

OIL SPILL CONTINGENCY PLAN

HCE 505

Issue 2, Revision A

7th March 2019

How to Use This Plan in an Incident

1. **Action Cards** (Section 1.5, page 12)
    a. **Pull out** the laminated Action Cards
    b. **Follow advice** on card most appropriate to you/situation
    c. **Distribute** Action Cards to any relevant personnel present

    *(**Remember** to record actions on **Personal Log Forms**, page 69)*

2. **Call Out Procedures**
    a. Call out **Internal personnel** as shown in Table 1 (Section 1.2, page 10)
    b. Call out **External personnel** as shown in Table 4 (Section 1.7, page 23)

    *(**Contact details** are found in HCE 503 - Contact List)*

3. **Response Guidelines**
    a. **Follow** response guidelines (Section 1.6, page 17)

4. **Plan Guidance** – Use the rest of the Plan to assist response
    a. Spill Response Flowcharts (page 20)
    b. Counter Pollution Resources (page 51)
    c. Trained Port Personnel (page 44)
    d. Sensitive Area Information (page 45)
    e. Site Specific Response Information (page 55)
    f. Health & Safety (page 24)
    g. Press Details (page 24)
    h. Waste Management (page 24)
    i. Categories of Incidents - Tiers (page 36)

Introduction

I) DISTRIBUTION LIST

Organisation/Department	Copy No.
Internal (Port of Tyne)	
Harbour Master's Office	1
Tyne VTS	2
Environment Department	3
Cargo Operations Manager	4
External Organisations	
Accredited Tier 2 Responder (Tier 2 Responder)	5
Marine Management Organisation	6
Natural England	7
Environment Agency	8
Gateshead Council	9
MCA Headquarters	10
MCA Tyne	11
MCA (CPSO)	12
Newcastle City Council	13
North Tyneside Council	14
Northumbria Police	15
South Tyneside Council	16
Tyne & Wear Fire Brigade	17
Humber Coastguard (MCA Humber)	18

Additional copies of the Port's Oil Spill Contingency Plan are available from the Marine Services Department.

II) PORT OF TYNE

The Port of Tyne is now (based on cargo tonnage), one of the top 20 ports in the UK. As no refineries are based on the Tyne, the vast majority of this tonnage is Dry Bulk and Unitised (Containers / Cars).

Annually around 2000 reportable vessels (>30mLOA) visit the port resulting in 4500 movements, half of which are under pilotage.

Car carriers make up about 33% of such vessels; Ferries & Cruise, Bulk, and Container, vessels around 15% each, with the remainder being aggregates / cruise / repairs / project cargo.
As to bulk liquids, small product tankers carrying avgas, gas oil etc. make up about 3% of all traffic.

The upper size limit of the vessels on the various trades are as follows:

Car carriers – up to 230m LOA (Panamax beam)
Ferries – up to 200m LOA Cruise up to 300m LOA Panamax beam
Bulk – Panamax and Baby Cape
Container – 180m LOA
Aggregates / cruise / repairs / project – 160m LOA
Product tankers – up to 10,000 DWT

As well as these "reportable" vessels, a moderate sized fishing fleet is based in the Tyne, supplemented seasonally by foreign trawlers. The port has around 300 pleasure craft based on the river, and has a reasonable amount of visiting craft in the summer.

III) REVISION RECORD

Revision No.	Date	Approved by	Change	MCA Notified
0	1 Feb 04	A.Kerr	Port Oil Spill Contingency Plan published and distributed on CD	Yes
1	29 Jun 04	A.Kerr	Contact details changed for Marine and Fisheries Agency – office hours spill response number now 0870-785-1050	No
2	5 Aug 05	A.Kerr	Document layout changed to fall in line with Port's Integrated Management Systems approach and minor contacts changed	No
3	15 Nov 06	A.Kerr	Updated training lists, contact details and changed reference of Tier 2 contractor from Briggs to Accredited Tier 2 Responder. Made plan more user friendly. Changed English Nature to Natural England.	Yes
4	10 Dec 07	S Reid	• Updated emergency contacts for Environment Agency, STMBC, Gateshead MBC, and Marine and Fisheries Agency. • Reference to Port Head of Health, Safety and Environment added. Reference to DEFRA replaced with Marine and Fisheries Agency • Contact details added for two seafood companies who extract water from the river Tyne at North Shields Fish Quay. Section on Port of Refuge added.	Yes
5	31 Aug 2011	J Wright	Updated emergency contacts. Update to training section. Document style updated to be in line with corporate brand. Revised Env. and H&S Policies.	Yes
6	5 Nov 2012	J Wright	Removal of contact list to separate document, update of H & S Policy	No
7	1st Jan 2014	M Nicholson	Periodic Review. Full Consultation (changes incorporated)	Yes Approved 17 Dec 2013
8	6th Mar 2017	S Clapperton	Periodic Review	No
9	31st Oct 2018	A. Feast	Re-Write & Consultation prior to MCA Approval	Yes
10	7th Mar 2019	A. Feast	Recommendations from MCA included	Yes
11	17th Nov 2020	T Fatkin	Plan re-numbered to HCE 505 and moved to Marine SMS and contact list references updated to HCE 503	No

IV) PLAN APPROVAL

Approval Number: | 3303 / / ZZZ/3302/1900009

Maritime & Coastguard Agency

APPROVAL OF OIL SPILL CONTINGENCY PLAN

Issued in accordance with the requirements of
the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998,
under the authority of the Government of
the United Kingdom of Great Britain and Northern Ireland
by the Maritime and Coastguard Agency
an Executive Agency of the Department for Transport.

Name of Port / ~~Harbour / Oil Handling Facility~~ *	PORT OF TYNE
Category of Port	A & B
Name of ~~Operator~~ / Company *	PORT OF TYNE AUTHORITY
Address	Maritime House
	Tyne Dock
	South Shields
Post Code	NE349PT

APPROVAL

Pursuant to the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998, the Oil Contingency Plan submitted by the above is hereby approved by the Secretary of State for the Department for Transport.

Date of Plan: **07 March 2019** Plan version (where applicable): ED 307 Issue 2 Revision A

This Plan is valid until: **20 March 2024**

Issued by the Maritime and Coastguard Agency.

Issued at: **MCA HQ (UK)** (Place of issue)

Signed: (Signature of duly authorised official issuing the Approval)

Date: **21 March 2019** (Date of issue)

Name: **ANDREW HEALY** (For and on behalf of the Secretary of State)

MARITIME & COASTGUARD AGENCY mca COUNTER POLLUTION & RESPONSE

Official Stamp

* Delete as appropriate

MSF3303 / Rev0715 1/1

V) LIST OF ABBREVIATIONS

BPA	British Ports Association
CGOC	Coastguard Operations Centre
DEFRA	Department for Environment, Food and Rural Affairs
DOE (NI)	Department of the Environment (Northern Ireland)
EA	Environment Agency
EG	Environment Group
EHS	Environment and Heritage Service of DOE
ELO	Environment Liaison Officer
GT	Gross Tonnage
HM	Harbour Master *
HMCG	HM Coastguard
HNS	Hazardous and Noxious Substances
IRT	Incident Response Team
ITOPF	International Tanker Owners Pollution Federation Limited
JNCC	Joint Nature Conservation Committee
MCA	Maritime and Coastguard Agency
MCA CPSO	Maritime and Coastguard Agency – Counter Pollution and Salvage Officer
MMO	Marine Management Organisation
MRC	Marine Response Centre
UKCOC	Coastguard Operations Centre
NCP	National Contingency Plan
NE	Natural England
NNR	National Nature Reserve
OMT	Oil Spill Management Team
OPRC Convention	Oil Pollution Preparedness, Response and Co-operation Convention 1990
POLREP	Pollution Report
CPSO	Counter Pollution and Salvage Officer
SAC	Special Area of Conservation
SCU	Salvage Control Unit
SFI	Sea Fisheries Inspectorate
SI	Statutory Instrument
SITREP	Situation Report
SOLAS	Safety of Life at Sea Convention
SOSREP	Secretary of State's Representative for Maritime Salvage and Intervention
SSSI	Site of Special Scientific Interest
STOp	Scientific, Technical and Operational Guidance Notes
TCG	Tactical Co-ordinating Group
UKHMA	UK Harbour Masters Association
UKMPG	UK Major Ports Group
UNCLOS	United Nations Convention on the Law of the Sea 1982
VTSO	Vessel Traffic Services Officer

*Harbour Master includes the Harbour Master, his assistants or any person employed by the Harbour Authority and charged with carrying out his duties.

Table of Contents

Table of Figures

Tables

1.0 Action

This section details emergency procedures, which allow for rapid mobilisation of resources, such as notification flow charts and individual action cards.

1.1 INTRODUCTION

The following section provides information on the procedures and arrangements for the Port of Tyne, the incident response organisation.

1.2 OPERATIONS PLANNING AND NOTIFICATION OF KEY TEAM MEMBERS AND AUTHORITIES

An assessment of the type of spill will indicate the response personnel and agencies that need to be called out/informed:

Table 1 – Internal Communication Table

Personnel/ Organisation	Tier 1	Tier 2	Tier 3
Harbour Master	✓	✓	✓
Head of Environment	✓	✓	✓
Head of Health and Safety	✓	✓	✓
Marine Services Manager	✓	✓	✓
Conservancy Manager	✓	✓	✓
Pilot (if relevant)	✓	✓	✓
Operations Management (Riverside Quay)	✗	✓	✓
Chief Executive Officer	✗	✓	✓
Chief Operating Officer	✗	✓	✓
Chief Financial Officer	✗	✓	✓

The Communications Matrix is shown in section 1.7 – External Communication Table

1.3 CALL OUT PROCEDURES

All internal alerting and call outs will be carried out by the Duty Assistant Harbour Master. In the first instance the Harbour Master and the Coastguard will be notified. The Harbour Master will then, depending on the scale of the incident decide who else will be contacted, put on alert or called out.

During normal working hours personnel will be contacted either via VHF (boat crews) or by the individuals' telephone extension number.

Out of hours all required personnel will be contacted by Tyne VTS. Out of hours numbers for all port personnel are held by Tyne VTS.

1.3.1 Tier 1 Response Procedure

The initial response procedure in dealing with a reported spill is as follows:

1. Tyne VTS receive notification of spill
2. Tyne VTS deploy harbour launch to assess spill
3. Tyne VTS inform internal (Port) personnel
4. Tyne VTS inform relevant external organisations (**section 1.7 – External Communication Table)**
5. Depending on assessment, if Tier 1 or Tier 2 spill which can be responded to with Port resources, port personnel will commence clean up.
6. If Tier 2 spill beyond ports capability contact Tier Two responder

For response strategies see Section 1.6 – Response Guidelines.

1.3.2 Tier 2 Response Procedure

In the event that a spill occurs which requires the call out of the Tier 2 responder procedures will vary to that of a Tier 1 incident. The procedure would follow the steps below:

1. Tyne VTS receive notification of spill
2. Tyne VTS make initial assessment of extent of spill (follows Tier 1 procedures)
3. If spill classed as Tier 1 and beyond capabilities of the Port, Tyne VTS contacts Tier 2 Responder using 24 hour response number.
   Personnel authorised to call out Tier 2 responder:
   - Harbour Master
   - Head of Marine/Deputy Harbour Master
   - Deputy Harbour Master - Pilotage
   - Marine Services Manager
   - Conservancy Manager/Hydrographic Surveyor
4. Port of Tyne personnel begin initial response.
5. Tier 2 Duty Response Officer attends scene, assesses situation, and calls for Tier 2 manpower and equipment.
6. Port of Tyne Incident Response Team (IRT) contacts Port of Tyne Oil Spill Management Team (OMT), to inform them of current situation, and actions taken/likely.

1.4 REPORTING

It is vital that a complete record of the incident and associated response is kept (including decisions made and the reasons for them). A detailed and comprehensive set of records are essential. They can: serve as a basis from which reports/press releases are prepared; support claims for the recovery of expenditure; be used as a reference as to what is taking place during an incident; provide information to reconstruct events; form the backbone of any legal proceedings.

The log sheet which can be found in Appendix A should be started as soon as Tyne VTS receives notification of a spill and from that point on all messages and events with action taken should be noted in chronological order. Tyne VTS should consider use of office voice recording.

When key decisions are made the reason for it should also be noted and when dealing with external organisations if a decision is disagreed with this too should be recorded. This applies to Local Authorities, environmental bodies' vessel owners and especially ITOPF. When applicable, details of expenditure should also be noted, if this information is known.

Any information recorded on a sheet other than the incident log should be attached to the log sheet. It is seen as not appropriate to provide different forms for different information as this will become fragmented.

NB: Too much detail is better than too little

Table 2 - Reporting Forms

Form	Plan section	Area covered/When needed	Completed by	Sent to
Personal Log Form	Appendix A	Record throughout the whole exercise/incident. **Record all actions**	All Port personnel participating in incident/exercise	Harbour Master for records
Post Exercise/ Incident Report	Appendix G	Summary produced on completion of exercise/incident	Harbour Master (or Acting HM), Marine Services Manager	MCA
Annual Report Form	Appendix F	Completed annual to summarise exercises undertaken, incidents and training	Harbour Master	MCA
CG77 POLREP Reporting Pollution Form	Appendix B	Provides details during an incident/exercise, including spill and vessel details, etc	Harbour Master, Tyne VTS	Various, including MCA, EA, MMO
Report of Use of an Oil Treatment Product	Appendix E	Supplies information after use of dispersant or other oil treatment product	Harbour Master	MMO (Regulatory Agency)

1.5 ACTION CARDS

ACTION CHECKLIST			
1.5.1	**HARBOUR MASTER**		**Incident - Oil Spill**
Responsibilities		Assumes initial responsibility for spill response Carries out initial response call-outs and notification Directs Port Personnel as required Decides response strategy (along with Tier 2 responder) Initiates debrief and review of plan	
RESPONSE ACTIONS		**Additional Information**	**Completion/Notes**
1	Receive notification of incident	Note all relevant details Log information in the incident log sheet, See log sheet Appendix A – Personal Log Forms	HM to commence log as soon as incident notified
2	Ensure precautions taken to ensure safety of personnel with access to area.	Utilise security staff in dock estate	
3	Ensure measures have been taken to stop the spillage		
4	Mobilise launches to confirm report, assess scale, identify source, sample if necessary		
5	Confirm Tier of incident	Tier 1, 2 or 3	
6	Mobilise response strategy in accordance with level of incident	See Section 1.6 Response Guidelines	
7	If necessary contact Tier Two responder, invoke Port Emergency Plan	See Table 4 – Communications Matrix (Section 1.7)	Ensure that correct financial and justification records are maintained for future claims.
8	Ensure that all relevant bodies have been notified	See Table 4 – Communications Matrix (Section 1.7)	
9	Prepare for handover to SOSREP if upgraded to Tier 3/National Contingency Plan	See National Contingency Plan	
FURTHER ACTIONS		**Additional Information**	**Completed/Notes**
10	Stand down response team when clean-up has been complete.	Consult with response team	
11	Carry out debrief of incident and response	Include all those involved with incident	
12	Liaise with press		
13	Review Contingency Plan	Amend if necessary following outcomes of debrief submit to MCA for Approval	
14	Ensure pollution response equipment is replaced		
15	Liaise with NE England Environmental Group	Only if activated	

ACTION CHECKLIST			
1.5.2	**DUTY ASSISTANT HARBOUR MASTER / VTSO**		**Incident - Oil Spill**
Responsibilities		Receives initial call Informs all relevant parties Ensures safety of navigation Keep log of events	
RESPONSE ACTIONS		**Additional Information**	**Completion/Notes**
1	Receive initial call. Inform Harbour Master and all relevant others	See Table 4 – Communications Matrix (Section 1.7)	Tyne VTS to commence log as soon as incident notified
2	Commence log of events immediately	See log sheet Appendix A – Personal Log Forms	
3	Ensure communications and safety of navigation		
4	Consider enforcing traffic control if necessary		
5	Assist Harbour Master as required		
6	Inform HMCG (by telephone), complete POLREP and email to CGOC	Appendix B – CG77 POLREP*	
FURTHER ACTIONS		**Additional Information**	**Completion/Notes**
7	Ensure log of events is complete		
8	Attend Debrief		

*** This should be followed up with a phone / VHF call to check that the Coastguard have received the transmission.**

ACTION CHECKLIST			
1.5.3	**MARINE SERVICES MANAGER / CONSERVANCY MANAGER**		**Incident - Oil Spill**
Responsibilities		Investigate reported spill – verification & assessment Liaise with Marine Police in sample taking Maintain local traffic control – in conjunction with VTS Provide necessary crew and vessels Potential to be used as on scene afloat	
RESPONSE ACTIONS		**Additional Information**	**Completion/Notes**
1	Prepare harbour launches for the desired response	Deployment of booms, chemical dispersion as agreed by the MMO. Use of boats for mechanical agitation	
2.	Liaise with Marine Police for sample taking and/or with assistance in response strategy	Ensure samples are sealed and signed.	
3	Call in extra crews / manpower as required		
4	Assist Tier Two responder with response strategy		
5	Maintain local traffic control within port if necessary		
FURTHER ACTIONS		**Additional Information**	**Completion/Notes**
6	If dispersant was used ensure all information is provided to complete form and sent to MMO	See dispersant report form Appendix E – Report of Use of an Oil Treatment Product	
7	Clean vessels as required, return response equipment to stores, re-order stock		
8	Attend Debrief		Complete report on clean-up operations

ACTION CHECKLIST			
1.5.4	**PORT OF TYNE DUTY OPERATIONS MANAGER**		**Incident - Oil Spill**
Responsibilities		Provide manpower for clean-up operations	
RESPONSE ACTIONS		**Additional Information**	**Completion/Notes**
1	Liaise with Harbour Master, Tier Two responder to determine resource requirements.		
FURTHER ACTIONS		**Additional Information**	**Completion/Notes**
	Attend Debrief		

ACTION CHECKLIST			
1.5.5	**HEAD OF HEALTH AND SAFETY/HEAD OF ENVIRONMENT**		**Incident - Oil Spill**
Responsibilities		Advise relevant parties, especially Port personnel, on health and safety matters	
RESPONSE ACTIONS		**Additional Information**	**Completion/Notes**
1	Liaise with Harbour Master and provide advice, where required.		
2	Start completing log forms immediately	See log sheet Appendix A – Personal Log Forms	
3	Liaise with NE Standing Environment Group		
4	Monitor clean-up operations to ensure Health and Safety requirements are being met.		Provide feedback to Incident Management Team,
5	Attend briefings to maintain awareness of clean-up operations, and provide advice accordingly.		
FURTHER ACTIONS		**Additional Information**	**Completion/Notes**
6	Attend Debrief		Provide a report following clean-up. Lessons learnt etc.

1.6 RESPONSE GUIDELINES

The response strategies for dealing with various types of oil, which may be spilt within the Port, do vary. Not all spills can be responded to in the same way. For example dispersants cannot be used on oil types such as diesel, gas oil, or other light oil types which normally disperse readily by evaporation, or to treat oils which have a viscosity beyond the maximum specified by the manufacturers of the dispersant.

A range of factors will affect the response to a spill, the quantity, type, location, weather and tide conditions will all play a part in determining the best response.

The overall generic response to a spill in the Port Authority's jurisdiction is:

- **Natural Dispersion**
- **Containment and Mechanical Recovery**
- **Chemical Dispersion**

Figure 1 shows the generic response to a spill impacting the water with figures 2 and 3 detailing the response actions to a diesel and heavy fuel spill.

It must be noted that the response strategies provide a guide, they are not definitive as every spill has the potential to provide a different set of factors therefore the most effective response will be determined on the day.

1.6.1 Tier 1 Spill

Table 6 (Tier Classification System) indicates that most spills contained on land or on-board a vessel will be categorised as Tier 1. This means that there will generally be resources at hand to deal with the spill.

Whenever bunkering operations are undertaken, ships should follow their individual oil spill plans and have the relevant equipment available.

The Port of Tyne berths maintain Tier 1 response kits at strategic points on their estate. Tier 1 resources are listed in Section 3.4 Counter Pollution Resources.

1.6.2 Tier 2 Spill

Any spill in which a significant amount of oil enters the water is to be initially regarded as a Tier 2 spill. In this way the Tier 2 response organisation will have early warning of an incident, even if it is not envisaged that response and assistance is required. Tier 2 responder can prepare equipment for deployment, and await confirmation from incident controller, that the incident requires this size of response.

However, many spills, which are classified as Tier 2, will be dealt with using Tier 1 resources and will not involve the Tier 2 responder at all. The method of response for each type of incident is shown in flow diagrams (See Figure 1 – Generic Response, 2 – Diesel Spill, 3 – Heavy Fuel Oil Spill).

1.6.3 Tier 3 Spill

A major spill in the Port's jurisdiction may lead the MCA to initiate the National Contingency Plan. The National Contingency Plan can be found on the MCA Website.

1.6.4 Dispersant Use

The Port of Tyne will first consider other response methods before the use of dispersants is considered. As identified in the Risk Assessment the majority of types of oil, which are likely to be spilt, are such that the use of dispersants would not be appropriate. The environmental sensitivities on the Tyne in particular the habitats, which are primarily mud flats, would be severely affected if dispersants were used in the vicinity, as would any migratory fish.

If the use of dispersants is to be considered then approval will be requested for this regulated activity from the Marine Management Organisation and consultations will take place with NE and EA Fisheries staff beforehand to seek their advice as well.

We reiterate that the use of dispersants would only be considered if all previous response strategies were not feasible or proved to be ineffective and the environmental impacts associated with chemical dispersion are not greater than those occurring without dispersant use."

1.6.5 Booming

Due to the fast flowing nature of the estuary with in general the tidal flow being in the range of 2-4 knots booming has been viewed as generally unfeasible in the majority of cases with the overriding opinion that it would be ineffective. However, there are certain sites on the Tyne, which warrant protection due to the environmental sensitivities. Initial consultation with the Environment Agency has highlighted areas where booming may be feasible. Due to the dynamic nature of this, it is not considered feasible to pre-determine a booming strategy.

If a spill occurred which was likely to threaten an area identified for protection the Port of Tyne in conjunction with the Environment Agency and if necessary the Tier Two responder would endeavour as best as possible to protect the area.

Trials may be carried out to practice boom deployment on the identified sites in order to assess feasibility. Once this has been done for a particular site the necessary information on boom deployment will be added to the site specific response sheets.

1.6.6 Sampling

In the event of a spill where a pollution incident has occurred either from an illegal discharge or an accident, it is necessary to take a sample of the pollutant. If possible, take a sample from the suspected source or Vessel. This is for comparison and possible use in legal proceedings.

A spill occurring within the port jurisdiction from a maritime related activity would require the Marine Police Unit to undertake the sampling with assistance from the Port Authority. A chain of custody for the samples must be maintained and witnessed.

Refer to Gov.uk website for relevant STOp note.

1.6.7 Fate of oil spills

In devising a response strategy it is necessary to understand the likely fate of any oil spilled into the river. In order to do this, two criteria must be understood. These are the likely movement of the oil and the physical changes the oil is likely to suffer during its time in the water environment.

1.6.8 Likely movement of the oil

The River Tyne is a tidal river, constrained in most areas by man-made banks and quay walls. The tidal stream is generally along the length of the river and only in certain areas do eddies occur. The maximum rate of current is approximately 3 knots on the ebb tide and about 2.5 knots on a flood tide. These rates may be locally increased or decreased by the amount of rainfall and also the activity at Kielder Reservoir.

The prevailing wind is from the south-west though winds from any direction are experienced. In many reaches of the river the wind is deflected to blow mainly parallel to the course of the river.

Wind effects on drifting oil are approximately 3% of the speed and direction whereas 100% of current will affect the direction in which the oil spill will be moving. It follows therefore that the most probably direction of any oil spill will be up or downstream, at the speed of the tidal current at the time. Action sheets provide for this assessment to be made.

1.6.9 Physical changes in the condition of oil

The physical changes of an oil spill will depend on the type of oil spilled and the weather conditions at the time. It is necessary to understand the likely changes in order to effectively plan the response strategy for each particular type of oil and weather condition.

Table 3 - Fate of Spilt Oil

Fate of oil	Remarks	Distillates	Heavy Oils/Lub Oil
Spreading	During the early stages of most spills the oil will spread out to a thin film. Viscosity, pour point, wax content, and weather conditions affect the spreading rate.	Likely to spread easily at all ambient temperatures	Will spread easily in summer, less so in colder water
Evaporation	The rate of evaporation is determined primarily by the volatility of the oil. The rate of evaporation also depends on spreading rate and weather conditions.	Expected to evaporate quickly. Be aware of explosion risk from low flash point products on hot days.	Will evaporate but less quickly. Lub oils will tend not to evaporate to a great extent.
Dispersion	The rate of natural dispersion is dependent upon the nature of the oil and sea state. Slick thickness related to the amount spilt and the degree of spreading is an important factor since smaller droplets are produced form thin films.	Remains fluid and likely to disperse completely in a few days.	Likely to remain fluid and to disperse completely in a few days. In extremely cold weather may emulsify.
Emulsification	Oil tends to absorb water to form emulsions, which can increase the volume of the pollutant by a factor of between 3 & 4. The rate at which emulsification takes place is a function of sea state although viscous oils tend to absorb water more slowly	High viscosity oils take longer to form emulsions and these will not exceed 40% water content.	High viscosity oils take longer to form emulsions and these will not exceed 40% water content.
Dissolution	Rate and extent to which an oil dissolves depends upon its composition, external spreading, water temperature and turbulence	Not a significant factor in clean-up process.	Not a significant factor in clean-up process.
Biodegradation	Seawater contains marine bacteria, moulds and yeast, which can utilise oil as a source of carbon and energy. Factors affecting biodegradation are temperature, oxygen availability and nutrients	Bleached oil breaks down more slowly than oil in water.	Not a significant faction in clean-up process.
Sedimentation	Sinking is usually brought about by adhesion of particles of sediment or organic matter to the oil. This is less likely to happen in the open sea but shallow waters are often laden with suspended solids.	This is less likely to happen in the open sea but shallow waters are often laden with suspended solids	This is less likely to happen in the open sea but shallow waters are often laden with suspended solids.
Combined processes	The process of spreading, evaporation, dispersion, emulsification, and dissolution are most important during early stages of a slick whilst sedimentation and biodegradation are long term processes.		

Figure 1 - Generic response to an oil spill in water

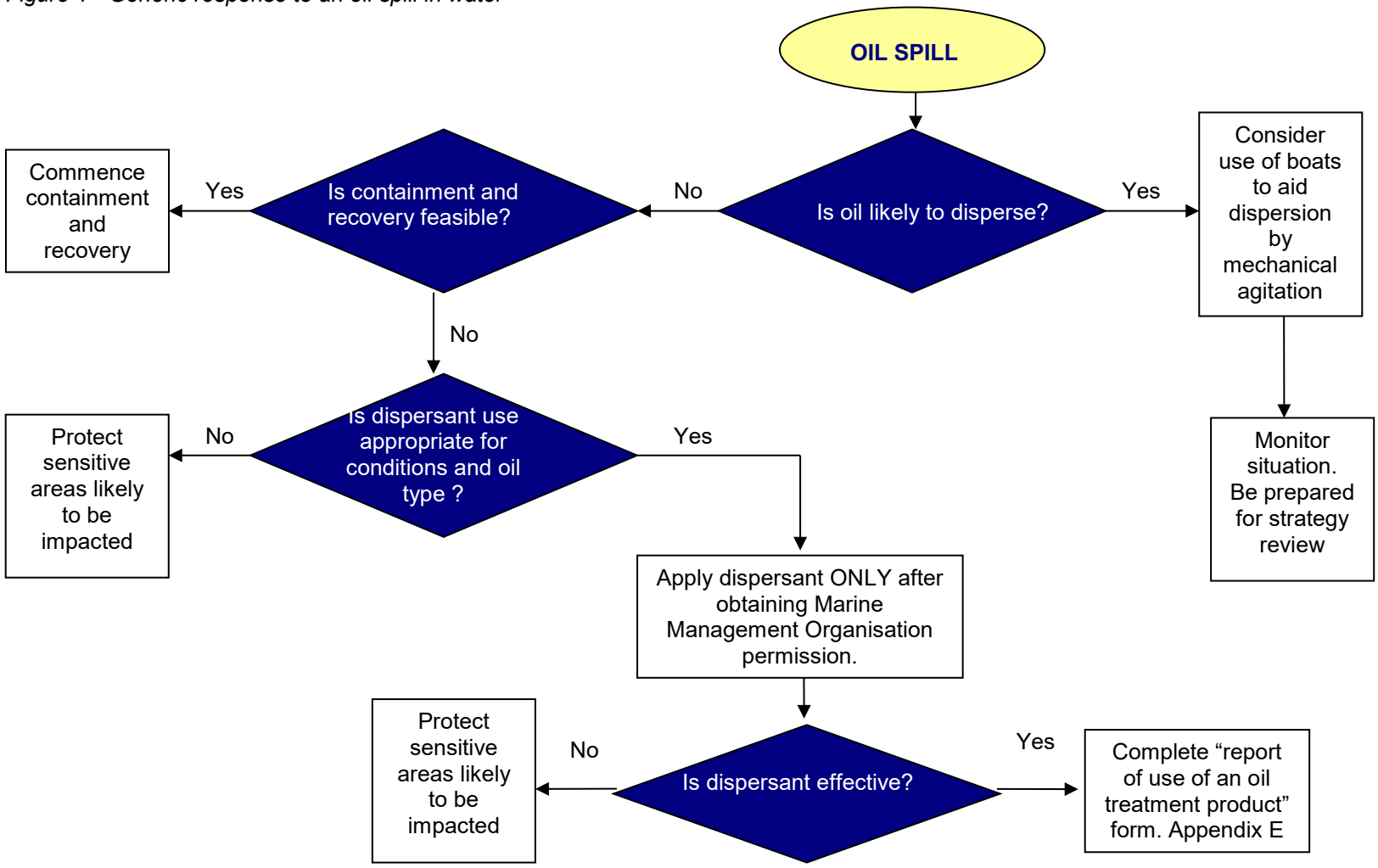


Figure 2 - Response strategy to a diesel spill

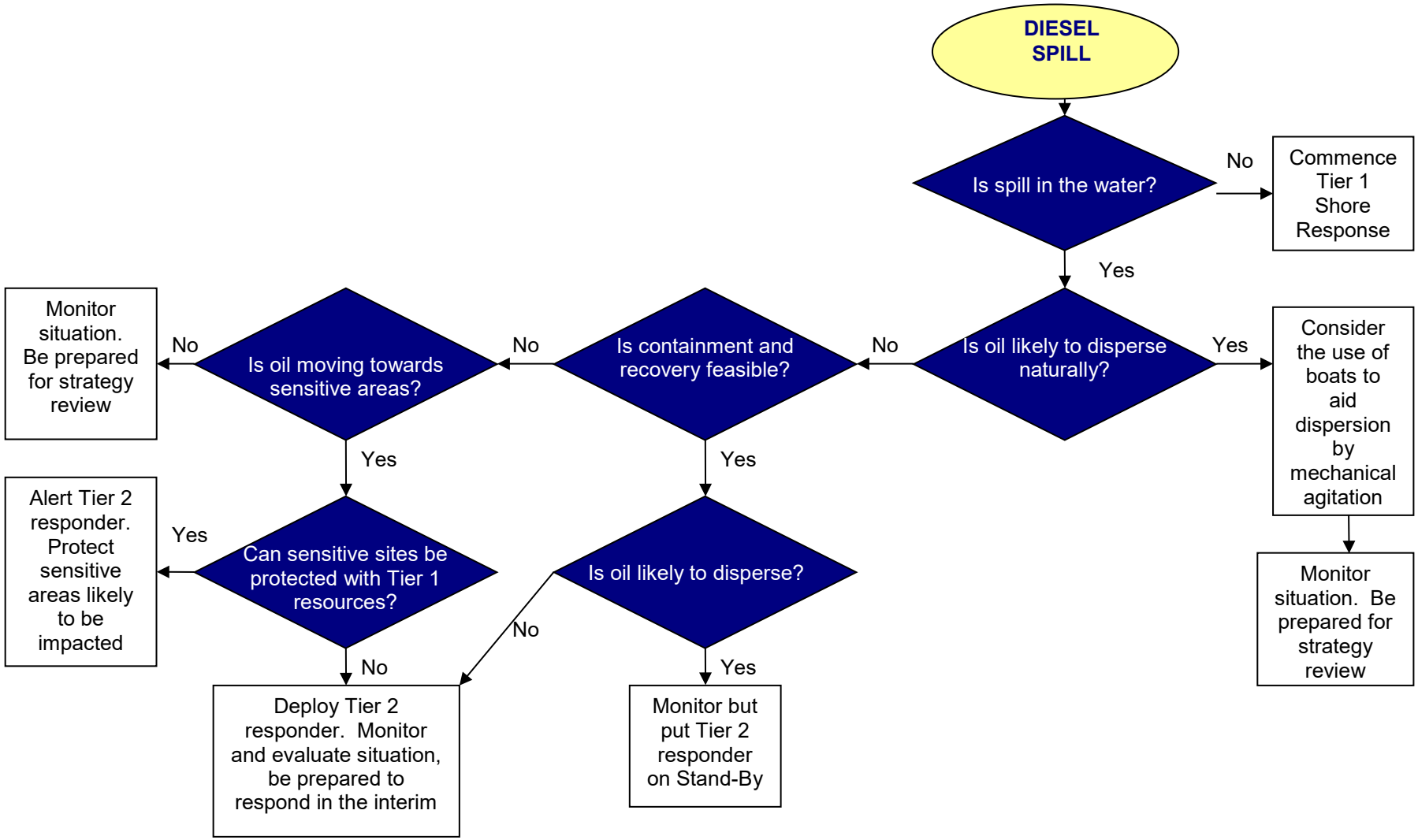
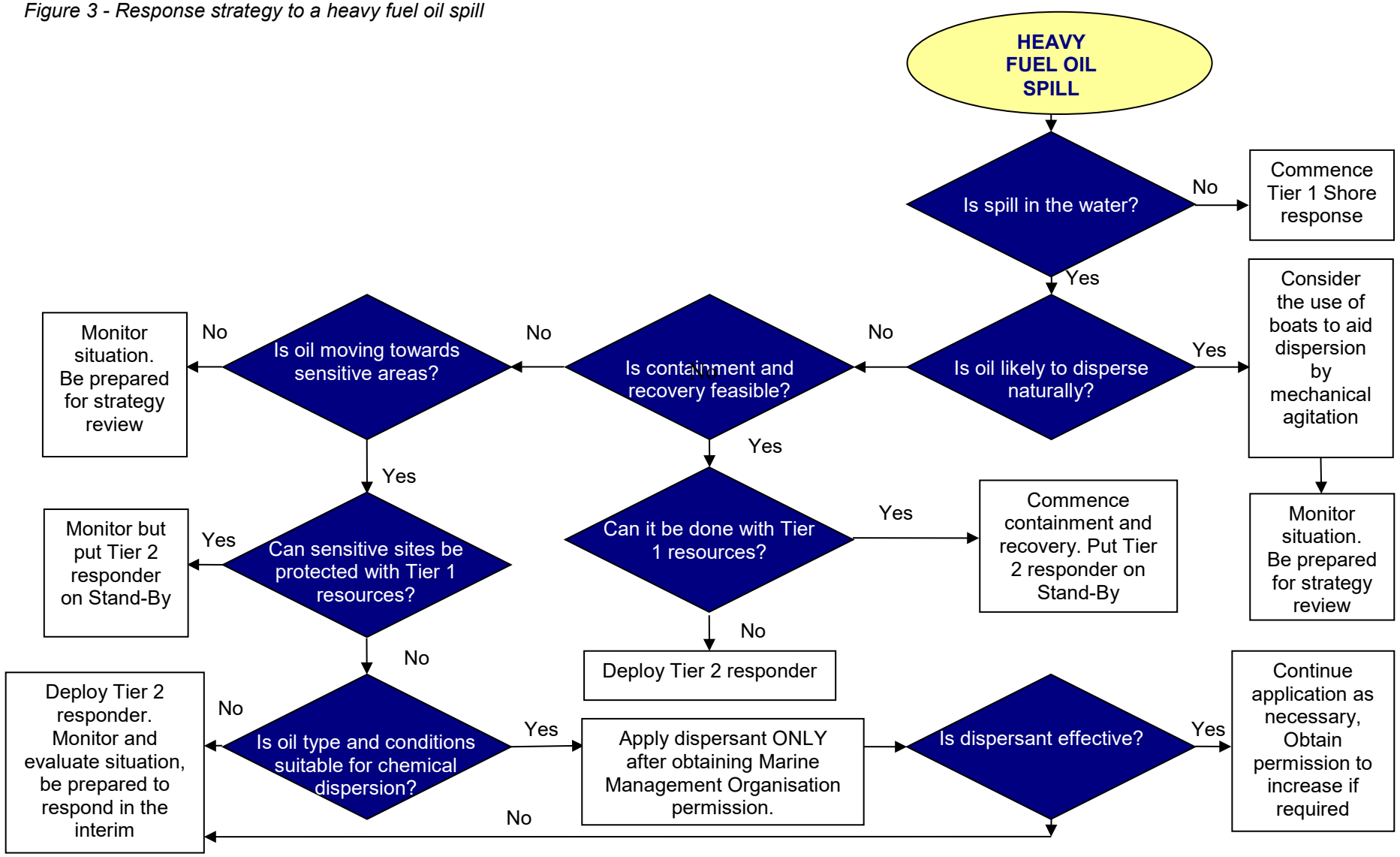


Figure 3 - Response strategy to a heavy fuel oil spill



1.7 COMMUNICATIONS

Table 4 – External Communication Matrix

Organisation	Oil Spill Tier 1	2	3	Method	For contact numbers see HCE 503 - Contact List Remarks
HM Coastguard	☎	☎	☎	Telephone	Contact immediately (legal requirement to report all spills)
Accredited Tier 2 Responder		☎	☎	Telephone	Contact to place on alert or deploy
Marine Police		See	Remarks	Telephone	Contact if samples or assistance is required
Fire Brigade		See	Remarks	Telephone	Contact as appropriate and in all cases of HNS spillages
Environment Agency	✓	☎	☎	Telephone	Contact immediately
Marine Management Organisation	☎D	☎	☎	Telephone	Contact in case of threat to local fisheries and if use of dispersants is being considered as MMO approval is required or if use made without approval on health and safety grounds
MCA		☎	☎	Telephone	Contact the relevant MCA CPSO if spill is likely to impact the lower reaches of the estuary
Natural England		☎	☎	Telephone	Contact immediately if spill is threatening any environmentally sensitive areas (including SSSI,SAC's & SPA's) otherwise keep informed
Port/River Users	✓	✓	☎	Telephone	Contact if spill is likely to threaten operations
Newcastle/Gateshead Councils		☎	☎	Telephone	Contact if spill is in upper reaches of the estuary
Tyne Port Health Authority			☎	Telephone	Contact when Tier 3/ National Contingency Plan initiated
SOSREP			☎	Telephone	Contact when Tier 3/ National Contingency Plan initiated
Salvors			☎	Telephone	Contact when Tier 3/ National Contingency Plan initiated
Insurers Representatives			☎	Telephone	Contact when Tier 3/ National Contingency Plan initiated

✓ = Notify in normal working hours, ☎ = Notify by method described, ☎D = notified when dispersant use is envisaged.

The operational frequency of the Harbour Master (Tyne VTS) is VHF Channel 12. Vessels in the approaches to the Port, but outside the incident Zone, and those passing through the zone but not involved, should keep continuous watch on VHF Channel 12.

Communication with harbour launches will be done via Tyne VTS from Tyne VTS.

For contact with land based personnel in the vicinity of the spill, either radios or mobile phones will be used. Contact between office based personnel will be carried out as usual through the Port internal telephone line or externally. Fax transmissions can be sent direct to Tyne VTS on the number listed within HCE 503 - Contact List.

1.8 PRESS DETAILS

All communication with the press should be conducted through the Port's Communications Department and follow the Port's Press Policy, which is in Appendix H – Port's Press Policy and Holding Statement.

The initial 'holding statement' may be used during the initial stages of any incident, which is also in Appendix H – Port's Press Policy and Holding Statement.

1.9 HEALTH & SAFETY

All Port of Tyne health and safety procedures as detailed in its 'Safety Policy' will be followed as in the event of a spill. A copy of the Port's Safety Policy Statement can be found in Appendix D – Port Safety Policy, while H&S procedures are accessed via the Health & Safety Management System.

Protective clothing and equipment will be provided and must be worn at all times when dealing with a spill.

In any incident of a prolonged nature, where large numbers of personnel are involved, or where the weather is inclement, the welfare of the workforce needs to be considered. It is likely that this situation would arise from a shoreline clean-up operation in which case the Tyne and Wear Oil Pollution plan would be in operation and the District Oil Pollution officer would have responsibility for the welfare of the workforce.

1.10 WASTE MANAGEMENT

In the event of a spill where it is deemed necessary to recover the oil either by the use of absorbents or mechanical recovery both temporary and final disposal arrangements are required.

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

- The Environmental Protection Act 1990
- Hazardous Waste (England and Wales) Regulations 2005
- Environment Permitting Regulations 2016
- Waste (England and Wales) 2011
- The Controlled Waste (England and Wales) Regulation 2012

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 has to ensure that each contractor has the relevant waste transportation and disposal licenses.

Natural England may need to be consulted on any proposal to store waste material onsite to ensure that sensitive wildlife areas such as SSSI's are not affected. In addition HM Revenue & 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 & 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:

- Temporary store, clean, stabilise and then recover or re-use
- Temporary store and then take to appropriate disposal site for burial
- Take to a refinery / incinerator (mainly for oily liquids only)
- Take to appropriate disposal site

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

1.10.1 Temporary Storage, Clean, Treat, Stabilise, Recover, Re-Use

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 EA.

The following identified sites are the locations where the recovered oil will be held before being taken to final disposal. The identification of these sites is based on the areas highlighted for protection, access to the site by road and water and type of substrate.

- Tyne Car Terminal - Jarrow Slake. Most appropriate berth/pontoon.
- Area of enclosed sandy beach between No 1 and 2 Groyne behind Fish Quay Gut (must be above high tide)
- Riverside Quay in the event of a spill from a ship alongside.
- Derwenthaugh Marina frontage
- Inter Terminals Tyne Terminal frontage
- Whitehill Point
- Herd Sand (must be above high tide)(also known as Little Haven Beach)

Oil or oily waste will be contained either in tanks erected in the above locations or if feasible be pumped directly into road tankers for final disposal, see section below.

1.10.2 Temporary Storage and Appropriate Disposal Site for Burial

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.

In addition, under the above legislation, the temporary storage site including demountables, may require a Waste Management Licence. 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 EA.

1.10.3 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 on-board a dedicated recovery vessel following an at sea containment and recovery operation then it can be transferred across the quay, at a suitable berth, to a road tanker or other suitable waste reception facility. Alternatively this waste can be fed directly into the reception facility at a marine terminal of an oil refinery. It is the responsibility of the ship's Master to ensure that this waste is disposed of appropriately.

However, the local council must confirm that any contractors have the necessary licences to handle and dispose of the waste. The disposal route should also be agreed with the EA to ensure it meets with their satisfaction.

1.10.4 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 Hazardous Waste Regulations 2005. Mixes of crude oil / sand and oil / seawater etc would probably be considered as Hazardous 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 Hazardous Waste.

The transportation of Hazardous Wastes generally requires that the Environment Agency (EA) be informed before the waste is removed. This is done by filling in parts A, B and D of a Hazardous Waste Consignment Note, available from the EA, which is sent to the Department responsible for the receiving facility. This should be done at least three clear working days before the waste is to be moved.

However, in the event of an “emergency” EA may waive the requirement for pre-notification. 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 hazardous 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 EA. 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 EA to confirm that the disposal route identified meets with their satisfaction.

Disposal of oily wastes from either the temporary holding sites or direct from the water will be carried out by a reputable licensed waste company/carrier in the area. Every measure will be taken to ensure against spills to prevent contamination of land and drainage systems when the material is brought ashore or being transferred to tankers etc. Compliance with the Waste Management Duty of Care practices will be followed.

In the event of a spill and therefore disposal the disposal route will be checked and audited to ensure that the waste has been correctly disposed of.

The Port of Tyne also has its own Port Waste Management Plan which is approved by the MCA.

2.0 Strategy

This plan is intended to provide a framework which draws together the various resources to deal with any oil pollution incident which might occur within the jurisdiction of the Port of Tyne and its seaward approaches and thereby: -

- Minimise the extent of damage, and provide for the safety of navigation through the port;
- Ensure that all concerned are warned immediately;
- Provide effective co-operation and liaison between the marine and shore authorities concerned;
- To effect anti-pollution measures to limit where possible harm to environmental and commercial sensitivities.

This section describes the scope of the Oil Spill Contingency Plan, including the geographical coverage, overview of the perceived risks, division of responsibilities, roles of authorities and the proposed response strategy. This section is to be used for reference and planning.

2.1 STATUTORY REQUIREMENTS

This plan has been prepared in accordance with the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 (SI 1998/1056), which requires ports, harbours and oil handling facilities which fall within the criteria laid out below, to prepare and maintain an effective oil spill response:

- any harbour for which there is a statutory harbour authority having an annual turnover of more than £1 million, or
- any other harbour or oil handling facility offering berths alongside, on buoys or at anchor, to ships of over 400 GT or oil tankers of over 150 GT, or
- any other harbour or oil handling facility in respect of which the Secretary of State has served the harbour authority or operator (as the case may be), a notice stating that he is of opinion that maritime activities undertaken at that harbour or facility involve a significant risk of spillage of over 10 tonnes of oil, or
- any harbour or oil handling facility on which the Secretary of State has served the harbour authority or operator a notice stating that he is of opinion that it is located in an area of significant environmental sensitivity, or in an area where a discharge of oil or other substance could cause significant economic damage.

These regulations implement the UK Governments obligations under the International Convention on Oil Pollution Preparedness, Response and Co-Operation 1990 (the OPRC Convention). This Plan has been developed using the MCA Guidelines (Contingency Planning for Marine Pollution Preparedness and Response - Guidelines for Ports [March 2002]).

Relevant environmental legislation can be found in the Port's Environmental Legislation Guide which is available from the Environmental Officer or on the Port's Intranet.

2.2 RESPONSIBILITY FOR PLAN

The Port of Tyne's Harbour Master is responsible for the upkeep and amendments to this Plan. The Port Oil Spill Contingency Plan is a controlled document and will be distributed as shown in section I of this Plan (Distribution list). The Plan will be made available on the Port's website (www.portoftyne.co.uk) and hard copies delivered to the distribution list.

The Plan will be reviewed to incorporate changes, verify appropriateness.

- On an annual basis,
- Following and new regulations.
- Post exercise or incident,
- Plus at a minimum before the end of each 5 year external re-validation cycle

Such revisions and re-issues will follow the MCA OPRC Guidelines to Ports.

Major plan reviews will be submitted for approval by the MCA, amendments will if considered necessary be the subject of consultation with the appropriate bodies, minor inconsequential amendments will be issued only.

2.3 GEOGRAPHICAL BOUNDARIES/JURISDICTION LIMITS

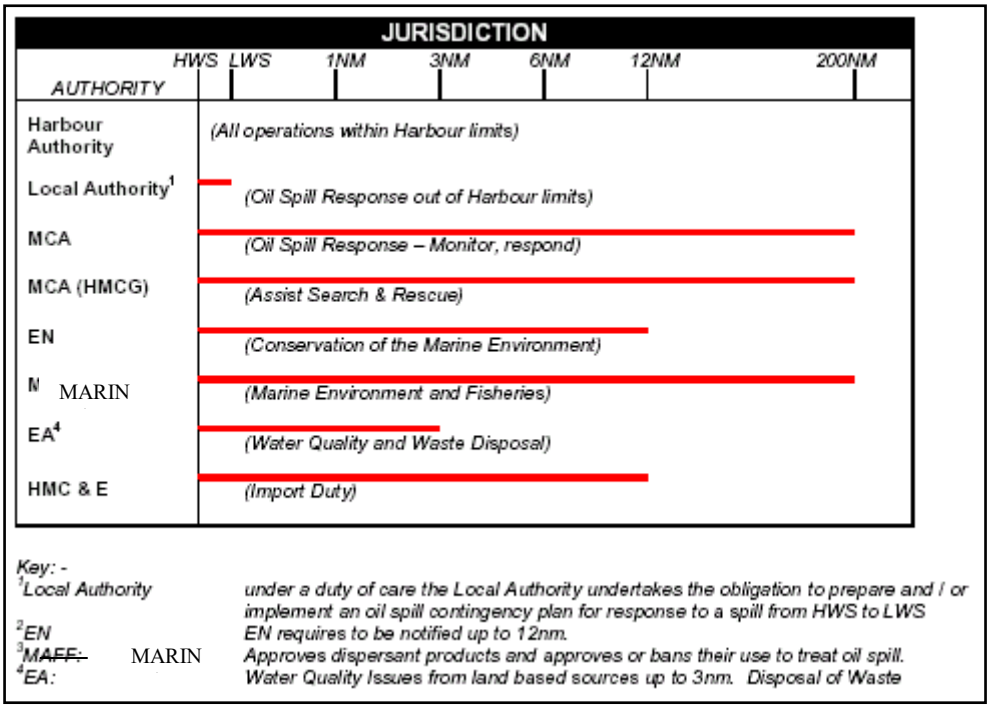
2.3.1 Port Jurisdiction

The area of operation is that within the jurisdiction of the Port of Tyne comprises:

1. The River Tyne from Hedwin Streams above Newcastle Upon Tyne and including the seaward approaches within a radius of one mile from either of the round heads of the North pier and South pier at the mouth of that river.
2. All rivers, streams, havens, creeks, bays and inlets within the flow and reflow of the tide which discharges into the River Tyne within the limits referred to in paragraph (1) above, and
3. The dock estate as defined in byelaw 3 of Port of Tyne General Byelaws 1987.

This plan shall apply to all anti-pollution activities associated with either floating or stranded oil, which are undertaken or supervised by the Port of Tyne within the harbour jurisdiction.

The relevant Admiral Chart is entitled 'Entrance to the River Tyne', chart number 1934.



2.3.2 Government Agencies' Jurisdictions

Within the United Kingdom there is an adopted structure and procedure for response to main oil spills, which clearly defines the roles and responsibilities of industry, central and local government (including environmental agencies) and competent port authorities. Each statutory body has a designed area of jurisdiction within zones extending from the High Water Mark to 200 nautical miles or the UK Territorial Limit. (UK Pollution Zone)

The competent national authority designated to oversee all matters pertaining to the OPRC Convention under the Merchant Shipping Act 1995 is the Maritime and Coastguard Agency.

For land based sources of Pollution the lead agency is the Environment Agency. For marine pollution within the UK Pollution zone the following have responsibility: -

Table 5 - Government Agency Jurisdictions

Place	Pollution to Clean-up	Responsibility Lies With
Outside Harbour Limits	On Water	MCA
Outside Harbour Limits	Shoreline (including land exposed by falling tide)	Local Authority / Environment Agency
Within Harbour Limits	On Water	Port Authority
Within Harbour Limits	Jetties/Wharves/Structures.	Port Authority
Within Harbour Limits	Beach/Shoreline owned by Port Authority	Port Authority
Within Harbour Limits	Shoreline not owned by Port Authority (including land exposed by falling tide)	Local Authority / Environment Agency

2.3.3 Vessels in Transit

The statutory duty for reporting and dealing with pollution from any vessel en route to the Port of Tyne lies with the Master and vessel owners. After commencing pilotage to the Port of Tyne through the designated area of jurisdiction covered by this plan, reporting and response to any pollution incident will be co-coordinated through the Port of Tyne and this plan.

2.3.4 Port of Refuge

Under certain circumstances it may be that a vessel, due to some defect, malfunction, stress of weather, incident or other unplanned event seeks port of refuge in the Tyne.

In these circumstances it is likely that the risk of pollution would be greatly increased. Indeed it is possible that the vessel could already be leaking oil or HNS. Such that if entry was envisaged this plan (or appropriate parts thereof) may be put in place in advance in preparation for entry of a vessel seeking refuge.

In the UK, the legal basis for providing a ship in need of assistance with a Place of Refuge is the Merchant Shipping Act 1995 (as amended by Schedule 3A – Marine Safety Act 2003) and the Merchant Shipping and Maritime Security Act 1997).

2.3.4.1 Refuge Facilities

In determining a Port of Refuge the master of a vessel would (among other things) look at the following aspects.

* The degree of shelter from prevailing weather
* The absence of hazards to navigation
* The presence of possible beaching points
* Facilities (dry docks, craneage, repairs etc).

While hazards on entry and degree of shelter would depend on conditions appertaining at the time, the Tyne does (along with most ports) offer all of the above facilities.

2.3.4.2 Maximum Dimensions of refuge vessels
While there are many quays of differing dimensions, availability is dependent on trade at the time. Choice of quay would also depend on facilities required; ability to receive / lift / off cargo, repairs etc.

Safe access (and any restrictions) are the over-riding factors so the limits are in many ways determined by the maximum dimensions for the port.

The table below is a guide to acceptability of vessels for refuge, but the Harbour Master must be consulted in all cases, as specific conditions or temporary restrictions may be in place.

DIMENSION	MAXIMUM WITH TIDAL OR OTHER RESTRICTION	MAXIMUM WITHOUT RESTRICTION
LENGTH OVERALL	300 metres	200 Metres
BEAM	50 metres	30 Metres
DRAFT	12.8 metres	10 Metres
AIR DRAFT	85 metres (past Jarrow Wires)	No Restriction below Jarrow

2.3.4.3 Granting of Refuge

The legal basis for providing refuge is in the MSA (Merchant Shipping Act) 1995 (as amended by MSA 2003).

The decision to allow entry would (in the first instance) be at the discretion of the Harbour Master or his deputy and would depend on a dynamic risk assessment, taking into account (but not limited to) the following factors:-

* The Paramount need to preserve life
* The preservation of property (both the ship and the port / docks)
* Possible disruption to the port including liability
* Risk of (and balancing) environmental damage.

2.3.4.4 SOSREP Intervention
Acceptance of a vessel may be imposed on the port by SOSREP. In these circumstances, a dynamic risk assessment would determine best use of the facilities / berths using this plan as a guide to reducing risk to particularly sensitive areas and the need if possible to protect such areas in advance.

The majority of incidents originating within a harbour area are handled entirely adequately by implementing the local port contingency plans and through using the combined efforts of the harbour master, salvors, ship owners and crew, and the MCA. When notified of an incident within a harbour area, the SOSREP monitors and tacitly approves the response actions and proposals.
The statutory powers of the Secretary of State do empower the SOSREP to take over command of all operations in certain circumstances. Where possible the SOSREP will endeavour to put the notice of intervention in writing, however if this is not immediately possible, a verbal Direction will be given and written confirmation will be provided when circumstances permit.
The SOSREP will work with the harbour authority to resolve incidents and use the intervention powers in support of the harbour authority's management of the incident. It is recognised that the process of bringing a vessel, particularly one that is damaged or has difficulty in manoeuvring is a complex and demanding process and achieving it safely requires the proper co-ordination of port resources.

The control exercised by the SOSREP may not nor need not be ultimate. It can be limited to requests made to the harbour master or harbour authority requiring certain general courses of action to be adopted or avoided. This control need not take the active form of giving directions. It can be in the form of monitoring (and tacitly approving) the proposals for, and progress of operations to ensure that the wider public interest is being safeguarded.
It is imperative that full and comprehensive consultations are held with harbour authorities and the Harbour Master prior to making any decisions regarding marine casualty management in ports.

2.4 IDENTIFICATION OF LEAD AUTHORITY AND OTHER AUTHORITIES REPRESENTED WITHIN THE PLAN

The lead authority for the overall execution of the plan is the Port of Tyne. Within the Port of Tyne the Harbour Master is responsible for the overall operation and co-ordination of the plan.

2.4.1 Consultation

The MCA Guidelines give a wide view of the consultation process, stating that consultations should take place with a variety of interests. The following organisations were consulted during the preparation of this plan:

2.4.1.1 Maritime and Coastguard Agency

The MCA is the UK Competent Authority for pollution preparedness and response and regulates compliance with OPRC Regulations and MARPOL
The MCA respond to oil and other hazardous substances spills. They assess reports of marine pollution and potential pollution and take appropriate action, and also provide scientific and technical advice on shoreline clean up. They also provide training for local authority oil pollution response. Counter Pollution & Salvage Officer (CPSO) take responsibility for monitoring and dealing with pollution incidents in their regions, with support from HQ as needed. They approve the Pollution Contingency plans of Ports and Authorities.

2.4.1.2 Marine Management Organisation

Provides, through local Sea Fisheries Inspectors, guidance on the impact of pollution and response measures insofar as they will affect local fisheries and fishing interests. Marine Management Organisation (MMO) also approves oil dispersants and bioremediation agents and their use. MMO liaises with the Food Standards Agency on food safety issues, particularly those concerning fish and shellfish.

2.4.1.3 Natural England

Provide advice on inclusion of appropriate environmental information within contingency plans to ensure that conservation interests are adequately addressed in the event of an incident.

2.4.1.4 The Environment Agency

Has responsibility for protecting the environment. It has wide ranging powers relating to the control of pollution and regulates:

- Discharges from land based sources and water abstractions;
- Disposal and Management of waste (including radio-active material);
- Major Industrial Processes.

2.4.1.5 North East Environment Group

This group provides public health and environmental advice to all response units involved in responding to a significant maritime pollution incident. The Maritime and Coastguard Agency (MCA) will initiate the formation of an EG to provide advice during any incident requiring a regional or national response. However, the framework established by Standing Environment Groups (SEG) will also enable coordinated and timely environmental input to any other more localised or unusual/specialised incidents.

2.4.1.6 Accredited Tier 2 Responder

The MCA approved Tier 2 responder, who has a contract with the Port of Tyne to respond to incidents of pollution the consequences of which are beyond the Port's capabilities or resources.

2.4.2 Implementation

There are identified roles in the plan for the following bodies: -

2.4.2.1 Maritime and Coastguard Agency

As well as monitoring pollution incidents and providing technical advice, the MCA could be co-ordinating the response to a pollution incident at sea that affects the Port of Tyne and requires its participation, or involved in an incident that originated within the Port and exceeded local or regional response capabilities necessitating implementation of the National Contingency Plan.
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2.4.2.2 Marine Management Organisation
Attends any Environmental Group set up to advise oil spill response team when required. Provides approval for dispersant use in Ports and Harbours. Provides information on local fisheries and fishing interests.

2.4.2.3 Natural England
Provide advice to ensure that conservation interests are adequately addressed in the event of an incident. Consulted by the Marine Management Organisation regarding use of dispersants.

2.4.2.4 The Environment Agency.
Where appropriate the Environment Agency will take lead responsibility for responding to incidents originating from a land-based source. Will provide approvals /licenses for the moving storage and disposal of all wastes generated during clean-up operations. They will provide advice concerning water quality and ecology during an incident.

2.4.2.5 Ports of Blyth and Sunderland
The nearest ports to the Tyne may be involved in an incident originating in the Tyne and spreading (and vice-versa) or an incident at sea affecting the whole coast.

2.4.2.6 Accredited Tier 2 Responder
Tier 2 responder responsible for delivering incident response, when requested by the Port.

2.4.2.7 Environment Group /North East Standing Environment Group.
Consists of members of the Marine Management Organisation NE, EA, and other relevant nature conservation /protection organisations. Advise response units and provide advice and guidance on monitoring, assessing and documenting the public health and environmental (including wildlife) impact. Provide advice and guidance on the humane rescue and rehabilitation or humane disposal and post mortem analysis of wildlife casualties.

2.5 INTERFACING CONTINGENCY PLANS
The only terminal on the Tyne that is required to have an Oil Spill Contingency Plan under the regulations is that of Inter Terminals, North Shields. As required they have sufficient equipment to deal with a Tier One, but for larger spills above their designated Tier One the terminals plan will 'dovetail' into the Port of Tyne Oil Spill Plan for a Tier Two and above response.

In the event where an incident takes place which would warrant the call out of the emergency services for example an accident, fire or collision in the harbour approaches, it will be the decision of the Harbour Master whether to invoke the Port of Tyne Emergency Plan. If a result of the incident is a spillage of oil this Oil Spill Contingency Plan will also be put into operation alongside the Emergency Plan.

The councils of Northumberland, North Tyneside, South Tyneside, Newcastle, Gateshead and Sunderland have a Joint Northumbria Resilience Forum Marine Pollution Plan for dealing with coastal pollution.

The Ports of Blyth and Sunderland, our immediate neighbours to the North and South, have their own Pollution Contingency Plans. It is possible that a major incident may affect these Ports in which case their plans should be consulted. Resources may be pooled during such an incident to ensure the best overall response and to avoid duplication of effort.

As above when the National Contingency plan is put into operation the Port Plan will continue to operate in conjunction with the Northumbria Resilience Forum Marine Pollution Plan, until no longer applicable.

Bunkering Operations are covered in the Port's Safety Management System, namely procedure HP 544-TRANSFER OR MOVEMENT OF OIL. This is a separate controlled document and so is not reproduced here.

2.6 SUMMARY OF RISK ASSESSMENT

The following section summarises the risk assessments conducted by the Port of Tyne as at February 2017. These are reviewed annually.

2.6.1 Operations/Events

2.6.1.1 Transfer or Movement of Oil

Bunkering operations on the Tyne vary from a large vessel loading several hundred tonnes at the Tanker berth, or by barge, to a small craft owner filling Jerry cans at the Fish Quay, and transporting them by vehicle and then transferring the fuel into his craft's tank.

The majority of commercial vessels bunker by road tanker at their berth in quantities of 30 – 60 tonnes. Because of the layout and operational requirements at different berths, it may be necessary for the road tanker to be situated up to 40 metres from the vessel. This could involve several lengths of hose being connected together by a flange coupling. The more couplings, the greater the risk of leaks.

Our Risk Assessment indicates that possible releases of oil could be in the order of:

- Up to 500 litres for accidents involving hoses rupturing etc. This could be at the tanker berth, barge operations, or via road tanker. The probability is low, and historically we have a good record. This would most likely be diesel oil and would probably activate a Tier 1 response only.
- Up to 50 litres from small craft and fishing boats, where the fuel nozzle is placed directly into a filler pipe. The likelihood of such a large spillage is low, although there is a high risk of small quantities (<5 litres) being spilt into the river. Even small quantities spread out over a significant area and look bad, but are quickly and easily dispersed and cause no damage to wildlife. It would be diesel oil.
- The leaks from slack hose couplings are also likely to be less than 5 litres and this would generally be on shore and easily mopped up and not be a pollution threat.
- The worst case scenario could involve a casualty to a loaded bunker barge or rupturing of vessels bunker tanks, which could result in 500 tonnes of heavy fuel oil being spilt into the river. The probability is low, but this would require a Tier 2 response.

2.6.1.2 Bulk Liquid Cargoes of Oils or Chemicals

The Tyne regularly handles bulk cargoes of oil or chemicals in quantities up to 6000 tonnes, and also sewerage sludge in quantities of 1000 tonnes. These vary in their potential to pollute. The risk of even small quantities being accidentally spilt into the river is low as the industry has a good safety record.

Our Risk Assessment indicates that possible releases of substances could be in the order of:

- In most cases less than 1 tonne. Some of this may be on the shore and therefore contained and cleaned up relatively easily, some be get into the river and be difficult to clean up.
- The worst case scenario could be an incident involving a fully laden tanker, which resulted in the discharge of several thousand tonnes into the river. Depending upon the cargo being carried, this could become a major incident and require a Tier 3 response. It could mean the Port was closed for several days and the media interest that would follow could have serious economic repercussions.

2.6.1.3 Shore based Vehicles and Fuel Tanks

Almost all industrial sites adjoining the river operate vehicles which have the potential to leak diesel oil or hydraulic fluid in quantities up to 75 litres. All these sites will also have fuel storage tanks which have the pollution potential of 500 litres of oil being accidentally released. The probability of this oil ending up in the river is low, as most would be contained ashore and cleaned up.

Our Risk Assessment indicates that possible releases of oil could be in the order of:

- 5-10 litres for incidents involving vehicles.
- 500 litres for damage to fuel storage tanks.

- Worst case scenario could be the accidental damage to a fuel storage tank during a period of prolonged or heavy rain, which could cause the oil to reach the river fairly quickly and in large quantities. The tanks are also subject to rust attack. Hopefully most tanks are encased by a cofferdam to contain any spillages.

2.6.1.4 Shore Installations

There are several shore installations on the banks of the river that manufacture or process chemicals. Each has the potential to pollute the river. All of them have a good safety record and the risk to the river is low, as in most cases the chemicals would be contained and cleaned up before reaching the river. However there is a greater risk from fire at these premises, as clouds of toxic fumes could be blown over large areas, and could necessitate evacuation of premises in its path. This could result in disruption to the Port's activities and have some economic consequences.

2.6.1.5 Grounding

The greatest risk of grounding occurs in the lower harbour, to the north of Nos. 1 & 2 buoys. The river bed slopes steeply from the dredged channel and there are large areas of rocks close to the surface (Black Middens). Should a vessel run aground in this area, there is a very high risk that the damage sustained would be serious enough to cause a major pollution incident (proportional to the size of the vessel). This is made worse by the fact that vessels may be travelling at greater speeds in this vicinity.

The risk of grounding is inversely proportional to the size of vessel. Small craft and fishing vessels regularly go outside the channel to the north of the buoys, and because some of these may be strangers to the port, may be less aware of the dangers present. Larger vessels have to use the channel and usually have the services of a Pilot - only an on-board emergency such as machinery failure would present a risk of grounding.

The area to the south of the Herd Sand buoy is gently sloping and the sea bed is sandy. If a vessel strayed into this area it would be in less imminent danger, and the resulting risk of pollution low. The banks of the river are generally soft mud, so should a vessel run aground there, the risk that the damage caused would be serious enough to cause a pollution incident is minimal.

Our Risk Assessment indicates that possible releases of oil could be in the order of:

- For a small craft running aground on the Black Middens rocks up to 200 litres of diesel oil. Probability low to medium
- A Fishing vessel running aground on the Black Middens rocks up to 500 litres of diesel oil. Probability low to medium.
- For a cargo vessel running aground on the Black Middens rocks 20- 200 tonnes of oil. Probability low.
- For a small craft or fishing boat running aground anywhere else on the river, risk of oil pollution virtually zero.
- For a cargo vessel running aground anywhere else on the river, risk of oil pollution is low and quantities likely to be less than 10 tonnes, and possibly zero. Probability of occurrence is low.
- Worst case scenario could be tanker running aground on the Black Middens rocks at full speed in an Easterly gale (heavy seas breaking over the rocks) and on a falling tide. This would probably result in serious structural damage to the vessel with the possibility of several cargo tanks being ruptured and up to a 1000 tonnes of oil or chemicals being released. Because of the tide and weather conditions it is likely that any salvage operation would not be possible for some time after the incident. This would be a major incident and require a Tier 3 response. Probability of occurrence is low.

2.6.1.6 Collision

Risk of collision will always exist when two or more vessels are moving simultaneously. The risk is greater when traffic encounter each other in a crossing situation. There are only a few locations on the Tyne where traffic cross routinely, apart from the North / South Shields ferry. Traffic density is generally such that risk of collision is also minimal. The greatest risks of collision occur in five locations:

a) Approaches to the piers, where traffic can be heading in almost any direction, and some inbound small craft approach close to the South Pier and then have to cross to the north side of the channel.
b) In the Lower Harbour where outbound fishing vessels leave the Fish Quay and have to cross to the south side of the channel to proceed out. There are often numerous sailing boats in the Lower Harbour from one side of the channel to the other.
c) On the bend at Brighams Corner. This is relatively narrow, and somewhat blind, and there is a tendency for vessels to be swept by the tide towards the opposite bank. Tyne VTS always tries to ensure that vessels approaching each other do not meet on, or close to the corner.
d) Off the entrance to Royal Quays Marina, where small outbound craft leave the marina and cross to the South side of the channel. Small craft do not routinely inform Tyne VTS of their movements and these craft can easily be obscured as they are leaving the entrance.
e) Off Riverside Quay. Tyne VTS will know of any intended movements for commercial vessels and will inform them accordingly of other traffic movements in that vicinity.

Historically the Tyne has a good navigation safety record, with no collisions in the last 25 years. Weather, especially visibility, is often a major factor in a collision. Because of the numerous possible variations in circumstances involving a collision, it is hard to predict with any degree of certainty the potential pollution risk.

Our Risk Assessment indicates that possible releases of oil could be in the order of:

- Collision between 2 small craft - up to 50 litres of diesel oil. Probability of collision is medium but the probability of oil pollution resulting from it is low.
- Collision between 2 fishing vessels - up to 100 litres of diesel oil. Probability of collision is medium but the probability of oil pollution resulting from it is low.
- Collision between 2 commercial cargo vessels - up to 200 tonnes of diesel oil. Probability of collision is medium, the probability of oil pollution resulting from it is high.
- Collision between a cargo vessel and a small craft or fishing vessel – up to 20 tonnes oil. Probability of collision is medium, the probability of oil pollution resulting from it is low, but likely to come from the small craft or fishing boat only, in which case it will be in region of 50-100 litres.
- Worst case scenario could be collision between a cargo vessel and a loaded tanker, resulting in several thousand tonnes of oil or chemicals being released. Probability of collision is medium to low, but the likelihood of pollution would be very high. This could result in a Tier 3 response.

2.6.1.7 Collision between vessel and berth / structure

The potential damage caused is unlikely to result in any oil spill.

2.6.2 Consequences

2.6.2.1 Environmental Impact

From the above risk assessments the majority of potentially major incidents are likely to occur in the lower harbour. Any major oil spill in this region may affect the coastline for several miles north and south of the piers. In most cases, if it is diesel oil, it will disperse relatively easily with the action of wind and waves.

The sandy beaches allow easy cleaning up of residues. It could be harder to conduct an effective clean-up operation on the rocky foreshores. There may be a minor impact to wildlife with possibly a large number of birds being contaminated with oil, but little impact to marine life. Agriculture should not be affected in any way. Minor spills of diesel oil – up to 200 litres - may spread out and disperse naturally over a short period of time.

2.6.2.2 Health Effects

The risk assessment identified no areas where residual risks to the health of port employees, or surrounding population, was other than low, for both oil spills and the chemicals normally handled on the Tyne.

2.6.2.3 Economic Impact

Most of the major incidents outlined in the risk assessment are unlikely to have a serious economic impact on the port. In the majority of cases, other traffic might be delayed only for a period of a few hours during the incident and normal activities would be able to continue, at most berths thereafter. Any incident at a particular berth could cause that berth to be inoperative for a period of time. The worst case scenario would be a collision in the lower harbour, which could stop all traffic movements for up to 24 hours.

2.7 CATEGORIES OF INCIDENT

Table 6 - Tier Classification System

Tier	Definition
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.
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.
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.

2.8 INCIDENT ORGANISATION

The level and scope of organisation will depend on the degree of response necessary as indicated above. The first responder on scene/alerted will have responsibility of mobilising a sufficient number of appropriate personnel so that an organised response is available. Then response teams as below will be set up when personnel/outside organisations arrive.

Discretion should be used according to the incident and resources available as to the composition of the teams. Some teams may not be necessary in a given incident while others may need to be increased or duplicated: -

In all cases Tyne VTS would be kept informed, so as to be able to mobilise extra resources, make a decision to escalate response, direct shipping and craft (both those involved in the response up and those not) and to keep an incident log.

2.8.1 Tier 1

For small operational spills where the spill has NOT gone into the river, it is envisaged one team would conduct operations.

Table 7 - Incident Response Team (IRT) - On Scene

Personnel (*Alternative*)	Duties/ Roles
Berth Manager (*Ship's Master)*	Contain spill, organise clean up, inform Tyne VTS
Shore staff (*Crew)*	Assist as required

For small operational spills where the spill HAS gone into the river, one or more teams would carry out operations as necessary:-

Table 8 - Incident Response Team (IRT) - On Scene Ashore

Personnel (*Alternative*)	Duties/ Roles
Berth Manager (*Ship's Master)*	Contain spill, organise clean up, inform Tyne VTS
Shore staff (*Crew)*	Deploy absorbents, booms, assist as required.

Table 9 - Incident Response Team (IRT) - On Scene Afloat

Personnel (*Alternative*)	Duties/ Roles
Launch Coxwain	On Scene checking situation, reporting progress, relaying information to Tyne VTS. Deploying booms.
Launch crew	

2.8.2 Tier 2

For medium spills involving outside assistance an oil spill management team would be formed consisting of representatives of the outside agencies involved. Incident response teams would provide ancillary services etc, and supervise Clean-up Teams.

Table 10 - Oil Spill Management Team (OMT) – Tyne VTS

Personnel (*Alternative*)	Duties/ Roles
Harbour Master. (*Deputy Harbour Master)*	Incident Controller
Tyne VTS	Traffic control and initial response, keep Incident Log, Communications, Prepare to call out further personnel as required.
Deputy Harbour Master, Marine Services Manager	Can be used as On-Scene commander or assist Harbour Master/ Tyne VTS with advice & communications
Accredited Tier 2 Responder representative	Co-Ordinating Tier 2 responders response and operations staff
Local Council Oil Pollution officers	Liaison and staff operations

Table 11 - Incident Response Team (IRT) - On Scene Ashore

Personnel (*Alternative*)	Duties/ Roles
Conservancy Manager (Deputy Harbour Master, Marine Services Manager*)*	Organise local operations, inform Tyne VTS
Head of Health & Safety/Head of Environment	Provide advice, support, risk assessments
Accredited Tier 2 Responder representative	Co-Ordinating Tier 2 response and operations staff
Local Authority Pollution Officer	Liaison and staff operations
Emergency Services	Co-Ordinating emergency services response and operations staff

Table 12 - Incident Response Team (Marine) - On Scene Afloat

Personnel (*Alternative*)	Duties/ Roles
Launch Coxwain	On Scene checking situation, reporting progress, relaying information to Tyne VTS. Deploying booms. Marshalling craft
Launch crew	
Marine Police (Emergency service vessels)	Collect samples, gather evidence

Teams would be made up as staff become available. One or more teams of clean up staff can be constituted as necessary from dock, Tier 2 responder and local authority staff, with the person in charge having hade some training in response/clean up procedures.

Table 13 - Clean-Up Teams - At Scene

Personnel (*Alternative*)	Duties/ Roles
Berth Staff (*Trained MCA Level 1 Port personnel*)	Lend support, have vehicles/ fork lift trucks etc as required.
Council Staff	As required, general labourers provide special vehicles such as bulldozers, skips, tankers etc

2.8.3 Tier 3

For large spills invoking the National Contingency Plan a similar structure to Tier 2 above would be in place with extra clean up teams as necessary and other teams as detailed below as circumstances dictate. As further response staff from MCA, Environment Agency, Salvors etc arrive on scene the structures may alter slightly to allow liaison between the different groups and input from the

organisations. Some key staff may have roles in more than one group. Further details are contained in the MCA **National Contingency Plan.**

When the threat of pollution to the shoreline exceeds the capabilities of the affected local authorities the MCA will initiate a national response and request that a Shoreline Response Centre be established to supervise clean up operations. The shoreline response centre so instigated may be subdivided into six teams but in general will at least contain the personnel indicated below. Further details in National Contingency Plan.

Table 14 – Tactical Co-ordinating Group

Personnel (*Alternative*)	**Duties/ Roles**
Accredited Tier 2 Responder Marine Representative	Organising Tier 2 responders response and operations staff
Local Council Oil Pollution officers	Liaison and staff operations
Emergency Services	Organising emergency services response and operations staff, including Marine Police craft and Fire boat
MCA Officer	Directs MCA Response
Environment Agency Representative	Advice and liaison with Environmental Group etc
Port representative (Marine Services Manager, Conservancy Manager)	Advice and liaison with ports response

Table 15 - Oil Spill Management Team (OMT) – Tyne VTS

Personnel (*Alternative*)	**Duties/ Roles**
Harbour Master (*Deputy Harbour Master)*	Incident Controller
Tyne VTS	Traffic control and response, keep Incident log, Communications, Prepare to call out further personnel as required
Emergency Services	Co-Ordinating emergency services response and operations staff. Liaison with Port staff

Table 16 - Incident Response Team (IRT) - On Scene Ashore

Personnel (*Alternative*)	**Duties/ Roles**
Conservancy Manager (Deputy Harbour Master, Marine Services Manager)	Organise local operations, inform Tyne VTS
Head of Health and Safety/Head of Environment	Provide advice, support, risk assessments
Accredited Tier 2 Responder representative	Co-Ordinating Tier 2 response and operations staff
Local Authority Pollution Officer	Liaison and staff operations
Emergency Services	Co-Ordinating emergency services response and operations staff
Port of Tyne Level 1 Trained Staff	Provide support services, arrange suitable equipment

Table 17 - Incident Response Team (Marine) - On Scene Afloat

Personnel (*Alternative*)	**Duties/ Roles**
Launch Coxwain	On Scene checking situation, reporting progress, relaying information to Tyne VTS. Deploying booms. Marshalling craft
Launch crew	
Marine Police (Emergency service vessels)	Collect samples, gather evidence

Clean-Up Teams – At Scene
Teams would be made up as staff become available. One or more teams of clean up staff can be constituted as necessary from dock, Tier 2 responder and local authority staff, with the person in charge having hade some training in response/clean up procedures.

Table 18 – PTA Administration & Services Team – Maritime House

Personnel (*Alternative*)	Duties/ Roles
Communications Manager	Press and Media
Facilities Team Leader	Facilitating office services as required
Health and Safety Officer	Advise on Health and Safety Issues
Administration Staff	As Required
Accountancy Staff	Monitoring, recording costs and expenditure

Table 19 - Environment Group

If a regional or national response is required the MCA Chief Scientist or his representative will establish an Environment Group. Contact with response units normally by telephone / liaison officers, but may locate at scene.

Personnel (*Alternative*)	Duties/ Roles
Natural England representative	Nature and conservation interests
Marine Management Organisation representative	Fisheries and Farming interests
Environment Agency representative	Waste Disposal advice etc
MCA Officer	Liaison etc
Environment Liaison Officers	From above organisations, liaison with response units
Public Health England	To assess public health / health protection issues.
RSPCA	As situation develops

Refer to Gov.uk website for relevant STOp note.

If pollution is from a marine casualty at sea that may affect the port or require its services (as port of refuge or anti pollution equipment etc.) Sosrep will set up a SCU.

Table 20 - Salvage Control Unit (SCU)

Personnel (*Alternative*)	Duties/ Roles
SOSREP	Issue directions. Intervention (*Control if Necessary)*
Salvage Manager	In control of Salvage operations
Harbour Master / Deputy / Assistant	Advice and liaison with port services
CPSO (MCA)	Pollution Control – National Resources
Environmental Liaison Officer	From Environmental Group
Owners/Insurers Representative	Monitoring property and liabilities
Salvage Adviser	If SOSREP appoints one

In almost all cases involving a national response at sea a Marine Response Centre will be set up by the MCA.

Secretary of State's Representative (SOSREP) is appointed by the Government to provide overall direction for all marine pollution incidents involving the salvage of ships that requires a national response. SOSREP has intervention powers to direct the salvage operation to ensure any response actions taken are in the public interest. If SOSREP takes control of the incident, all those involved (including the Port Authority) will act on his directions.

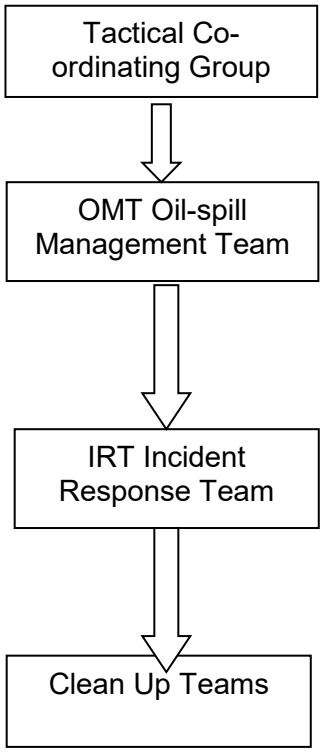
In the event of a shipping casualty requiring a salvage operation, the Port will establish a local Salvage Control Unit, which may or may not be adopted by SOSREP. Should SOSREP set up a separate SCU and invite the Port to participate, the Port SCU will disband.

Table 21 - Marine Response Centre (CGOC or Tyne VTS)

Personnel (*Alternative*)	**Duties/ Roles**
MCA Head of Cell	In control of incident
MCA CPSO	Manage sea & airborne resources
MCA Officer	Cargo and Transfer Operations
MCA Logistics Officer	Deployment of Equipment
Harbour Representative	Liaison / Local advice
Environmental Liaison Officer	From Environmental Group
Marine Management Organisation (Sea Fisheries Inspectorate)	Advise on impact / provide local knowledge
Public Relations Officer (MCA)	Liaise with press office and media

2.8.4 Command and Control Structure

1.8.4.1 Executive and Operational Teams



Managing the shoreline clean-up response. Strategy, advice, communications, liaison with government bodies etc. Monitoring progress. Briefing Media. Procurement. Financial recording.

Managing the company response. Strategy, advice, communications, liaison with government bodies etc. May be amalgamated within the SRC if appropriate. For instances where the SRC is dealing with a major incident outside of the harbour, the OMT would manage operations within PoT jurisdiction but come under overall control of the SRC.

In a forward role, supervising the individual clean up teams, providing support and advice to same. Acting as liaison between teams and the OMT or SRC. Provision of craft and marine services.

Responsible for clean up operations in individual areas/zones.

2.8.4.2 Advice and Support Teams

Providing services to all groups/teams as required.

Environment Group	Provides operational advice to all other groups/teams on how to address the environmental aspects of the response to an incident and minimise the impact on the wider environment. This would be sometimes reffered to as the “North East Standing Environment Group”, suffice to say a body that provides appropriate advice to the Oil Pollution Response Teams.
PoT Admin & Services Team	Providing office services as required. Acting as scribe to log times of actions and record the decision making processes. Advice on Health and Safety. Monitoring, recording, costs and expenditure. Attending to press and Media.
Facilities	Provision of accommodation if incident becomes prolonged. Catering for response teams. Source Welfare facilities, toilets, washing / drying rooms etc if required.

2.8.4.3 MCA Marine Incident Teams

These units are for operations wholly at sea and do not come within the command/control structure of this document but are included as they may involve, make requirements of, or have a direct influence on the port, its operations, and its response to pollution incidents. Liaison would be necessary in these cases.

Salvage Control Unit	Set up by the SOSREP to oversee any salvage operations that involve a threat of significant pollution.
Marine Response Centre	Manages the response to assess, monitor, contain, disperse and neutralise marine pollution.

2.9 TIER 2 RESPONDER

For spills which impact the water which cannot be responded to purely with the Ports resources the Tier Two Responder will be deployed. The Ports nominated Accredited Tier 2 Responder, should be contacted via the emergency number in HCE 503 - Contact List.

2.10 INCIDENT CONTROL ARRANGEMENTS

Table 22 - Details of National Response Units

Group	Location	Support
SCU	CGOC	MCA
MRC	CGOC	MCA
OMT	Harbour Master's Office	Port of Tyne

Full contact directory can be found in HCE 503 - Contact List.

Further information regarding the roles of and facilities available from the response units can be found in Section 4 (Setting up the National Response Units) of the National Contingency Plan.

2.11 DETAILS OF ACTION

The Port shall adopt the following operative principles when dealing with an oil spill. The responses are shown in order of preference:

- **Prevention** – most cost effective and environmentally friendly option.
- **Containment** – containing any spill within a restricted area, e.g. using a boom.
- **Recovery** – Recovering the oil for disposal or recycling.
- **Dispersal** – Dispersing the oil, by treating with a dispersant chemical.
- **Waste Management** – Undertaking waste disposal to comply with legislation.

2.11.1 Prevention

Preventing pollution occurring in the first place is the best course of action. This can be achieved through:

- Correct operation of plant equipment vehicles etc, their regular maintenance, and timely repair.
- Staff training in both the use of equipment and awareness of the risks and causes of pollution.
- Taking into account potential hazards from pollution when drafting work practices and procedures.
- Using alternative non-polluting products when available.
- Having well trained pilots, suitable tugs watercraft etc, regular surveys, appropriate navigation aids, giving advice and information to masters, to reduce the chances of a marine casualty.
- Learning from the experience gained when incidents or near misses occur and through points raised during exercises. Altering procedures, practices etc in light of this.

2.11.2 Containment

If an escape of pollutant does occur its rapid containment should be the priority. Anything that can be done to stop further escape (shutting valves, emptying tanks, plugging holes etc) should be the first step. Then efforts should be directed to contain the pollution within a manageable area (closing dock gates, booming entrances, damming/bunding of pollution on land etc). Sensitive sites should then be identified and further measures taken to protect them (shielding water courses, plugging of drains and boom protection of sensitive marine environments).

2.11.3 Recovery

Once further releases of pollution have been prevented and pollution already released has been contained, the recovery operations can begin. Inappropriate recovery methods in sensitive areas can often do more harm than good, so this stage should be carefully planned and advice taken from the relevant agencies (Natural England, Marine Management Organisation, Environment Agency, etc) before commencing. Sometimes the best course of action may be to let the pollution disperse and degrade naturally.

2.11.4 Dispersal

Pollution released into the marine environment may be very difficult to recover effectively; any such pollution should be monitored carefully. Tidal data and meteorological forecasts should be used to predict its movement and spread. It may be that the best course of action is to let the oil disperse naturally as lesser concentrations of pollution can be more readily broken down by natural processes in the sea. In some circumstances the use of dispersants and bio-remediation agents may be considered. See Section 1.6.4 Dispersant Use for more information.

2.11.5 Waste Management

The Port will ensure that it follows the Waste Hierarchy (the 3 R's) when undertaking waste management operations. The following principles are shown in order of preference:

- **Reduce** - Equipment, resources, cleaning agents etc will all contribute to the amount of waste generated, this has to be balanced against the effects of leaving the pollutant to weather and disperse naturally. Sometimes less overall damage to the environment will be caused by minimising activity and thereby creating no waste. Inefficient methods or unrealistic targets will generate a great deal of waste. Use of appropriate equipment and techniques will keep waste generation to a minimum.
- **Re-Use** – Where possible, equipment and resources will be reused to their maximum capacity, for example, booms will be cleaned and redeployed where appropriate.
- **Recycle (and recovery)** – Recyclable products will be segregated and sent for recycling, recovery and/or composting where appropriate. Products may include paper, glass, plastic, and waste oil.
- **Disposal** - The correct procedures, licences and methods for disposal should be followed. Other considerations should include cost efficiency, environmental impact and legal compliance.

Refer to Gov.uk website for relevant STOp note.

3.0 Data

This section should contain all relevant maps, lists and data sheets and support information required to assess an incident and conduct response accordingly.

3.1 CONTACT DIRECTORY

All emergency contacts are found in the document HCE 503 - Contact List. This is maintained up to date on an ongoing basis and verified on a 6 monthly basis.

3.2 TRAINING AND EXERCISE

All personnel involved in the oil spill response must be competent to fulfil their roles. Personnel have been identified and the required training will be given, in accordance with the standards the MCA considers the minimum for a port the size of the Port of Tyne. Training will be conducted by a Nautical Institute accredited training provider.

The required frequency of refresher training is 3 years from the date of issue of the previous training certificate.

3.2.1 Training

The Port will maintain not less than 10 staff trained and certificated to OPRC level 1 and not less than 2 to OPRC level 4.

Training and certification records will be held by the Port of Tyne Human Resources department and the Harbour Masters Office.

3.2.2 Exercise

The programme of exercises has been in compliance with the MCA guidance on planning and conducting exercises, which have been designed to evaluate the Plan and include a degree for any personnel likely to be involved in an oil spill incident. Accredited Tier 2 Responder would like to be involved with exercises when they occur. The Port will participate in exercises in accordance with the provisions within its OPRC Compliant Plan.

Type of exercise	Frequency	Description
Notification	Twice per year	Test communication systems, availability of personnel, evaluate travel options and test the transmission of information.
Mobilisation	Once per year	Test the actual mobilisation times of individuals and contracted resources. Ideally without prior notification.
Table-top	Once per year	Test the emergency management knowledge and capability. Provides individual and team training, familiarise roles and responsibilities, as well as testing the principles of response strategies.
Incident Management	Once every 3 years	Test the capability of local teams to respond to Tier 1-3 type incidents, providing experience of local conditions and spill scenarios, enhancing individual skills and teamwork, integrating the roles of external bodies and organisations. **Must hold min. Tier 2 incident exercise every 3 years.**

The post-exercise form (Appendix G – Post Exercise/Incident Report Form) should be completed and forwarded to the MCA CPSO, each time an exercise is completed. Corrective actions should be taken regarding any suggested improvements or inadequacies in the Oil Spill Contingency Plan.

The organisation of joint exercises should be considered, with potential exercise partners being the Environment Agency, emergency services and Port/River Tyne berth operators.

3.3 ENVIRONMENTAL, COMMERCIAL AND RECREATIONAL SENSITIVITIES

The River Tyne has been identified as a Strategic Wildlife Corridor due to its mobile nature and the fact that the dependent wildlife is also of this nature i.e. birds, fish. Therefore the river as a whole is of environmental significance. Within the stretches of the river, sites exist of varying environmental importance, which have been categorised on three levels:

- Level Three – Lowest environmental importance but still worthy of recognition.
- Level Two – Sites of Nature Conservation Importance (SNCI). Recognised by Local Authorities, Wildlife Trusts for their local importance. Do not have statutory protection
- Level One – Sites of Special Scientific Interest (SSSI). Designated by Natural England and have statutory protection.

Special Areas of Conservation (SAC's) and Special Protection Areas (SPA's) are designated sites under the European Habitats Directive and Birds Directive. These sites are existing SSSI's and are awarded even greater protection under the European Directive.

On the whole the River Tyne has Level One sites, limited to the Durham Coast SSSI at the South Pier and the Northumberland Coast SSSI at the Black Middens, Tynemouth. However, several Level Two, SNCI's and Level One areas have been designated by the four Local Authorities along the river.

The Port and River Tyne can be categorised into 3 main sections, for the purpose of spill management:

- Section 1 - Heddon (NZ 214652) to Tyne Bridge (NZ 254638)
- Section 2 - Tyne Bridge (NZ 254638) to Howdon Pans (NZ 214652)
- Section 3 - Howdon Pans (NZ 335662) to Seaward end of piers – North (NZ 383691) South (NZ 384687)

The following details are provided for each of the 3 spill management areas:

- Details – Relevant context details, including length of sector, description and access from land.
- Conservation – A summary of designated conservation areas with the estuary.
- Resources at Risk – Risks to recreation, fisheries, angling and industrial process.
- Areas to be Protected – Priority areas are identified for protection.

3.3.1 Section 1 – Heddon (NZ 214652) to Tyne Bridge (NZ 254638)

3.3.1.1 Section 1 – Details

This section is located at the western end of the Port's jurisdiction:

- Length of Sector 1 – 12.88 Kilometres
- River Sector Description – Stretch of river mainly used for recreational purposes, river banks are relatively unspoilt, Derwent and Team tributaries are present, very little commercial shipping takes place upstream of the city bridges, downstream towards Newcastle/Gateshead city centre area becomes increasingly urban with prominent man-made features.
- Access from land – Varies greatly. On the whole poor in the upper regions, good access at various recreational facilities (slipways) in the middle of sector and good in city centre areas with access to the quayside.

3.3.1.2 Section 1 - Conservation

This sector of the river portrays typical intertidal river line habitats. Along the south bank of the river from Stella to Blaydon and Dunston to Redheugh (north and south side) sites exist of inter-tidal mud flats which support mud dwelling invertebrates such as the ragworm *neris* and the crustacean *corophium* providing an abundant food source for wintering and migrant wading birds with the period between October and March most critical. The flats are also a food source for estuarine fish and the resident invertebrates. These areas of mudflats are the principal ones on the Tyne.

Waders such as Lapwings are present throughout the year, but Greenshank, Common Sandpiper and Green Sandpiper are passage migrants feeding on the flats. Curlew, Golden Plover, Redshank,

Teal and Mallard in varying number can also be found. The Vickers factory roof at Scotswood has a large Gull roost supporting 1% of the British wintering population of Black Headed Gulls. The number on the actual river is much lower however, with them feeding in the water column the risk from a spill is significant.

Areas of saltmarsh are also evident though not in abundance therefore giving greater importance to established sites. Where the rivers Derwent and Team enter the Tyne areas of intertidal habitat which supports diverse flora and fauna are evident though the Team is void of lower saltmarsh species due to gross pollution of the river.

Table 23 - Section 1 Conservation Designations

Site Name	Designation and Habitat	Conservation Interest
River Tyne Tidal Mud **Stella-Blaydon** (NZ 182636) **Dunston-Redheugh** (NZ 232626)	SNCI – Intertidal Mud	Important feeding area for rare species of wintering and migrant wading birds.
Lemington Gut (NZ 188644)	SNCI – Saltmarsh and mud	Saltmarsh rare local habitat, feeding site for birds
River Derwent (NZ 203625)	SNCI – Inter-tidal riverine habitat	Locally rare habitat, diverse flora and fauna, ornithological interest
River Team Saltmarsh (NZ 233625)	SNCI – Saltmarsh	Saltmarsh
Ryton Island (NZ 2146654)	SNCI - Saltmarsh	Botanical interest
Tyne Riverside (NZ157653)	SNCI – Saltmarsh, grassland	
Newburn Haugh Riverside (NZ 180637)	SLCI – Intertidal mud	

3.3.1.3 Section 1 - Resources at Risk

The following resources are at risk in this section:

Recreation

- Riverbanks popular with dog walkers and ornithologists towards upper limits of the sector. A wide range of water based activities take place within this stretch.
- High powered craft and water skiing takes place in an area extending from the River Derwent a mile eastward to Dunston Staithes, which is designated as the 'Fast Craft Zone'. High-powered craft are also permitted to operate in an area west of the slipway at Newburn with the eastern limit marked by a notice board.
- Personal Watercraft use the river in an area immediately upriver of the River Derwent allocated for this use. Canoeing and Rowing also takes place. Water immersed sports such as jet and water skiing will be more affected by a spill then boating activities.
- There are a number of boat and canoe clubs which are present in this area of river. Many of them have moorings and launch facilities for their members which may be of importance in the event of a spill for example access to the water and potential impacts on moored boats. Clubs include Tyne Cruising Club (Newburn Haugh) and Tyne Rowing Club.

Fisheries

- The whole estuary is important for migratory salmon and sea trout as they return to the river to spawn, therefore they are present in all areas of the estuary as they make their journey to the spawning grounds. The early spring run takes place from February to May their numbers are small but they are highly prized as generally are larger. The main run happens between June and November with peak migration happening with the autumn run in September and October.
- Migratory fish are unlikely to be effected by low levels of oil pollution unless they stay in the estuary for one/two weeks in the vicinity of a spill. However, the impact of a large spill during a critical time of year (June-August) on a neap tide may have detrimental effects in the upper reaches of the estuary (tidal limit) where the fish are already stressed. The likelihood of a significant oil spill impacting the very upper limits of the estuary is extremely unlikely.

Angling

- Angling for salmon and sea trout occurs 200yds upstream of Wylam. Angling for white fish and flat fish, especially for cod in the winter months occurs within the stretch of the estuary at various locations.

Industrial

- N/A

3.3.1.4 Section 1 - Areas to be Protected

The following areas are considered to be key areas for protection:

- **Mouths of River Derwent and Team** - A spill likely to impact the mouths of either of these tributaries may be prevented from entering by the deployment of booms across the entrances. A spill of any significant scale is highly unlikely to occur in this sector due to the lack of commercial activity.
- **River Tyne Tidal Mud** - The importance of these flats warrants protection through either deploying a boom to either prevent oil from coming ashore or diverting the spill to a less sensitive area. It may be possible depending on the state of the tide, weather conditions and locality of the spill to prevent the oil from entering this sector of river as already stated, a spill is more likely to occur down river of this stretch.

NB All protective measures are subject to weather and tidal conditions.

Table 24 - Section 1 Seasonal Sensitivity Matrix

Resources	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec
Habitats	H	H	H	H	H	H	H	H	H	H	H	H
Seabirds	M	M	M	L	L	L	L	L	M	M	M	M
Wildfowl	H	H	H	L	L	L	L	L	L	H	H	H
Waders	H	H	M	L	L	L	L	L	M	M	H	H
Shellfish	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Migratory Fish	L	L	M	M	M	H	H	H	M	M	L	L
Demersal	L	L	L	L	L	L	L	L	L	L	L	L
W/Sports inc Bathing	L	L	L	M	M	H	H	H	H	L	L	L
Boating	L	L	L	L	L	L	L	L	L	L	L	L
Beach Use	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Commercial	L	L	L	L	L	L	L	L	L	L	L	L

H = high, M = medium, L = low, NA = Not applicable

3.3.2 Section 2 - Tyne Bridge (NZ 254638) to Howdon Pans (NZ 214652)

3.3.2.1 Section 2 - Details

This section is located to the east of the Tyne Bridge and west of Howdon Pans, North Shields:

- **Length of Sector 2 –** 8.89 Kilometres
- **River Sector description –** Artificial banks, vertical walling and staithes exist in this urbanised and industrialised sector. Recreational facilities are situated towards the Bridges on the North side with ship construction and repair yards dominating the upper regions of this sector. Extensive sheet piling forms hard edge to most of river frontage.
- **Access –** Access varies along the length of this section. Access by foot is available throughout, but vehicle access varies.

3.3.2.2 Section 2 - Conservation

Due to the highly developed nature of this sector conservation areas are limited to a few key sites. Areas of saltmarsh and intertidal mud are present. A narrow strip of coastal plants such as Sea Aster and Sea Plantain are evident at Felling Shore along with a small area of intertidal mud. At low tide wading birds such as Redshank, Curlew, Dunlin and Common Sandpiper can be found at Bill Quay where a rare area of slightly rocky shore is colonised by Bladder and Serrated Wrack housing Shore Crabs. Within this sector there are very few areas of soft riverbank or seaweed covered boulders for

feeding and roosting waders. Resulting in this sector having significant less number of birds then the other two.

Table 25 -Section 2 Conservation Designations

Site Name	Designation and Habitat	Conservation Interest
Felling Shore (NZ 280631)	SNCI – Riverside	Coastal plants, small area of intertidal mud
Bill Quay (NZ 290629)	SNCI – Intertidal river bank	Area colonised by bladder and serrated wrack. Wading birds found at low tide
Hebburn Riverside (NZ 300635)	SNCI – Grassland, intertidal habitat.	Intertidal zone provides bird feeding habitat
Willington Gut (NZ 305675)	SNCI - Saltmarsh	Middle saltmarsh communities
Walker Riverside (NZ 298640)	SLCI – Intertidal mud, scrub	

3.3.2.3 Section 2 - Resources at Risk

The following resources are at risk in this section:

Recreation

- This sector of the river is not used for actual recreational activity, as it is not permitted. Recreational craft will however be present in this sector as they move up and down the river to and from their moorings or access location to the permitted, designated areas of activity.

- St Peters (NZ 275636) Marina is located one mile east of Newcastle City Centre and has berthing space for 150 craft a spill would not effect this facility due to the lock gates which if remained closed would prevent oil from entering. Other smaller facilities actually on the river for the mooring and launching of recreational craft are present at a number of places within this sector.
- Other recreational boat clubs include Friar's Goose Water Sports, Hebburn Marina, Jarrow Motor Boat Club and the Ouseburn Water Sports Association. Contact details are available from Tyne VTS.

Fisheries/Angling

- As in Section 1 (3.3.1.3)

Industrial

- The operator of the former Amec yard at Wallsend has a water abstraction licence for direct cooling. They are permitted to abstract water up to 68m^3 an hour or 1600m^3 a day or 250,000m^3 per year. This is not done on a regular basis and the Environment Agency is contacted prior to abstraction and discharge.

3.3.2.4 Section 2 - Areas to be Protected

The following areas are considered to be key areas for protection:

- **Willington Gut** - Deployment of a boom across the entrance to the gut would adequately protect both recreation and environmentally sensitive areas.
- **Bill Quay** - Deflection of oil away from this area to a less sensitive location for containment and collection.

NB All protective measures are subject to weather and tidal conditions.

Table 26 - Section 2 Seasonal Sensitivity Matrix

Resources	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec
Habitats	H	H	H	H	H	H	H	H	H	H	H	H
Seabirds	L	L	L	L	L	L	L	L	L	L	L	L
Wildfowl	M	M	M	L	L	L	L	L	M	M	M	M
Waders	M	M	M	L	L	L	L	L	M	M	M	M
Shellfish	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Migratory Fish	L	L	M	M	M	H	H	H	M	M	L	L
Demersal	L	L	L	L	L	L	L	L	L	L	L	L
W/Sports inc Bathing	L	L	L	L	L	L	L	L	L	L	L	L
Boating	L	L	L	L	L	L	L	L	L	L	L	L
Beach Use	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Commercial	M	M	M	M	M	M	M	M	M	M	M	M

3.3.3 Section 3 - Howdon Pans (NZ 335662) to Seaward end of piers – North (NZ 383691) South (NZ 384687)

3.3.3.1 Section 3 - Details

This section is located at the eastern end of the Port's jurisdiction:

- **Length of Sector 3** – 8.40 Kilometres
- **River Sector Description –** Heavily industrialised sector with areas of urban developments. Sheet piling forms most of the river frontage. Sector dominated by port related activities. Small areas of conservation interest exist amongst developed areas. Towards the mouth of the estuary the area widens leading up to the North and South Piers. Inside the piers are areas of outcrops of bedrock and sheltered shores of sand. Outside of the piers to the North the coastline is a mixture of vertical cliffs, rocky foreshore and sandy coves. To the South the coast is of high amenity value with sandy beaches backing on to dunes.
- **Access** – Good overall access within this sector. Quayside accessible by road for vast majority of areas on both North and South sides due to working dock areas dominating this sector. Slipways at NZ 375679 and 364682 on the south side near the estuary mouth and on the North at Priors Haven NZ 373692.

3.3.3.2 Section 3 - Conservation

Significant area of the estuary as the only statutory designated site (SSSI) is located at the mouth providing important roosting and feeding area for birds, especially waders and terns migrating to and from their breeding grounds. The site known as Black Middens is a series of intertidal rocky outcrops on the north shore. The area is important as a roosting and feeding area for birds. Of particular importance is the fact that it is the only known location where the Roseate Terns (a rare and declining species under protected by the Wildlife and Countryside Act 1981) congregate away from their breeding colonies.

A large area of the South Pier, South Shields is part of the Durham Coast SSSI.

Other sites near the mouth of the estuary also provide feeding and roosting areas for bird populations migrating up and down the coast. Areas of intertidal mud at Jarrow Slake are important mainly as a winter feeding and roost site supporting Lapwing, Golden Plover, Redshank, Curlew, Cormorant and Teal. Low tide mudflats and saltmarsh vegetation, which is rare on the Tyne, are found at Northumberland Dock also an area for migrant bird populations. Sea ducks such as Long-tailed Duck and Scoters can be found just offshore in large numbers in the winter months. The area is often used as a refuge in bad weather at sea

Table 27 - Section 3 Conservation Designations

Site Name	Designation and Habitat	Conservation Interest
Northumberland Dock (NZ 338662)	SNCI – Saltmarsh, mudflats grassland and scrub	Popular with feeding waders Locally important vegetation
Jarrow Slake (NZ 344657)	SNCI - Mudflats	Feeding and roosting area for birds
Black Middens (NZ 371688)[Northumberland Coast]	SSSI – Intertidal rocky outcrops	Marine life, roosting and feeding area for birds
South Pier (NZ 375680)[Durham Coast]	SSSI – Artificial high tide roost sites	
South Shields Dunes	SNCI	

3.3.3.3 Section 3 – Resources at Risk

The following risks are associated with this section:

Recreation

- Small boat sailing is permitted within a confined area within the piers at the mouth of the river, either side of the shipping channel (see Port of Tyne River Recreational Rules). There are no permitted areas elsewhere within this sector. As before recreational craft will be present in other areas as they move up and down the river to and from their moorings or access location to the permitted, designated areas of activity. Priors Haven beach is very popular with sailing fraternity as used as launching and storage area.
- The Royal Quays Marina (NZ 355669) has controlled lock gates, which will act as a barrier to any spill. There are 225 pontoon berths for recreational pleasure craft.
- Facilities on the actual river for the mooring and launching of recreational craft are present at a number of places within this sector.
- Outside of the piers surfing and scuba diving as well as the other watersports already mentioned on the estuary takes place.

Tourism

- Within the piers on the south side at Herd Sands (NZ 373677 to 368683) beach is of a high amenity value especially at weekends and the summer months as too is the continuing coastline southwards outside the piers. At the harbour entrance on the north side the area is also popular with visitors and locals visiting Tynemouth and the surrounding area.

Fisheries

- Inside the south pier fishing activity takes place for lobsters and crabs using static gear with approximately 3-4 vessels working in this area. Outside of the piers within the 3-mile radius of the Port of Tyne's jurisdiction the area is heavily fished all year round. It is very important for the inshore fleet, as having smaller vessels does not provide the capability to move to fishing grounds further afield. Therefore a spill in this area of significant proportion could harm this fleet. Small trawlers tow across the mouth of the Tyne mainly for Nephrops, which are fished in the summer months along with whatever white fish is available. Gill Netting for Cod mainly takes place in the winter from October to March with other demersal fish being caught in the summer. There is a greater concentration of static gear north of the Tyne entrance than in the South.
- Drift netting takes place for Salmon and Sea Trout in areas outside of the Tyne but not directly in the area around the mouth as there is conservation, or "Playground" area in place. The season runs from the 1 June till the 31 August.
- Bait digging is carried out at low tide at Black Middens mainly for personal use though collection for commercial purposes also occurs.
- Important fish landing area at North Shields Fish Quay (NZ 362684 to 358682).
- There are 2 companies at North Shields Fish Quay who extract water from the river for vivier tanks used in seafood namely Moir Seafoods and Northumbria Crab Company. If an oil spill occurs in the area of North Shields Fish Quay these companies should be contacted to advise them to stop extraction of river water.

Angling

- Angling for white fish and flat fish, especially for cod in the winter months occurs within the stretch of the estuary at various locations.

Industrial

- N/A

3.3.3.4 Section 3 – Areas to be Protected

The following areas are considered to be key protection areas:

- **Northumberland Dock and Jarrow Slake** - Areas of soft sediment habitats, which should be given priority protection due to their highly sensitive nature. A spill should be prevented from impacting these areas through the diversion to dock areas in order to contain and recover it or by deploying booms to prevent oil from coming ashore.
- **Black Middens** - Awarded highest priority for a rocky shore due to its SSSI designation, however, lower then soft sediment areas as self-cleaning. Black Middens should be protected by diverting the spill to a less sensitive area such as Priors Haven though conflicts could arise as this is used extensively by recreational craft or seaward depending on sea and weather conditions.
- **South Pier SSSI** – The conservation aspects of the South Pier have been awarded a SSSI designation and should be protected in the event of any oil spill incident.

NB All protective measures are subject to weather and tidal conditions.

Table 28 - Section 3 Seasonal Sensitivity Matrix

Resources	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec
Habitats	H	H	H	H	H	H	H	H	H	H	H	H
Seabirds	M	M	M	M	M	H	H	H	H	M	M	M
Wildfowl	H	H	M	L	L	L	L	L	M	M	H	H
Waders	H	H	M	L	L	L	L	L	M	M	H	H
Shellfish	L	L	L	M	M	H	H	H	H	M	L	L
Migratory Fish	L	L	M	M	M	H	H	H	M	M	L	L
Demersal	M	M	M	L	L	L	L	L	M	M	M	M
W/Sports inc Bathing	L	L	M	M	H	H	H	H	M	L	L	L
Boating	L	L	L	L	M	M	M	M	M	L	L	L
Beach Use	L	L	L	M	M	H	H	H	M	L	L	L
Commercial	M	M	M	M	M	M	M	M	M	M	M	M

3.4 COUNTER POLLUTION RESOURCES (EQUIPMENT, PEOPLE, ADMIN, ETC)

In the event of an oil spill incident, a variety of resources are available to deal with the spillage, from a number of sources (**contact details are held in HCE 503 - Contact List)**. Tier 1 spillages may be dealt with using the following sources:

- **Port of Tyne**– 80m of fence boom (3x20m & 2x10m) is stored in a 10ft container on RoRo 3 adjacent to the small craft pontoon. A selection of absorbent boom and materials and admin equipment is also available at RoRo 3. A 500 litre spill kit is sited at the station, and a 250litre kit is held on-board the workboat “Sir Bobby Robson”
- **Up to 5 x Port of Tyne craft available to assist**
- Inter Terminals– 2 absorbent spill kits and 2 marine booms, located at their Tyne Terminal, North Shields.
- **Environment Agency** – the Agency keeps water pumps, storage containers, boats and booms at various depots along the River Tyne and in other North East areas.

Tier 2 spillages will be dealt with by:

- **Tier 2 Contractor** (Accredited Tier 2 Responder) – Accredited Tier 2 Responder has a large variety of equipment. Additional large scale equipment is also available, including boats and

air support. Supplies are based at Barnsley, Dundee and Milford Haven, but, supplementary equipment is distributed nationally.

Tier 3 spill incidents will utilise the resources of:

- **MCA** – national stockpiles of equipment are located at Barnsley, Dundee and Bristol. Resources could be mobilised if necessary on request from the SRC, Port or Local Authority through the MCA.

Additional resources may be made available to provide equipment, support and manpower:

- **North East Standing Environment Group** -
- **Local Authorities** – the 4 riparian councils (Gateshead, Newcastle, South Tyneside and North Tyneside) will be able to provide expertise, manpower and equipment.
- **Local companies** – equipment such as additional vessels, safety equipment, waste disposal, catering, sanitary units, plant equipment.
- **Volunteer Groups** – services may be provided from groups such as the Red Cross, St John's Ambulance, Women's Institute, RSPCA, and RSPB.
- **Industry** – other local and national Ports may be able to provide assistance, as well as UK industry groups, such as the UKMPG and BPA.

3.4.1 Port of Tyne

The Port of Tyne stores oil spill equipment at its Tyne Dock estate, South Shields and International Passenger Terminal, North Shields, as well as office/admin equipment in Maritime House and the Harbour Office (North Shields):

Oil Spill Equipment

- **Personnel** – Full details in Section 3.2 Training and Exercise
- **Spill Kits** - 3 x Absorbent oil spill kits
- **Selection of absorbency materials** – pads, socks, absorbent rolls, bags and ties
- **Duty Vessel**– designated oil pollution response vessel.
- **Plant Equipment** - Plant machinery and light transport may also be available, depending on the extent of the incident. Equipment includes cranes, a minibus, a variety of HGV's, forklifts, etc.

Admin/Office Equipment

- **IT Equipment** - PC, printer, online access, fax machine, projector, screen, phone and fax lines
- **Stationary** – pens, pencils and paper

3.4.2 Inter Terminals

Inter Terminals have 2 x spill kits one on each jetty and 150m oil spill boom on the Ocean Tanker Berth. They also have 2 x 2" & 2 X 3" portable air pumps for oil removal at source if required.

3.4.3 Environment Agency

Description (location)	Number	Size
Crook Depot – No longer operational		
Darlington Depot DL1 4GQ		
Fastank	2	
Oil Boom	2M 4M 6M	Booms that can be joined together to provide a boom bank to bank (Approx. 150M)
Water pump	3	150mm
Water pump	2	50mm
Water pump	1	50mm submersible
Hydrogen Peroxide	0	No Longer used operationally
Aerator	1	Mechanically introduces aeration
Boat	1	Floating Platform – Water Witch not suitable for strong currents
Boat	1	Class C
Cramlington Depot NE23 1WR		
Fastank	2	
Oil Booms	2M 4M 6M	Booms that can be joined together to provide a boom bank to bank (Approx. 100M)
Water pump	2	150mm
Water pump	3	50mm pumps
Oil skimmer	1	
Floating pumps	2	50mm pumps
Submersible pumps	3	50mm pumps
Aerator	1	Mechanically introduces aeration
Boat	1	Not suitable for strong currents
Hydrogen peroxide	0	No Longer used operationally
Marine Police – Viking Park, Jarrow		
Marine Boom	1	Trailer mounted 160 m
Wooler Depot – No Longer Operational		
Tyneside House – Fisheries Equipment		
		Fisheries Equipment at this location

Note: The EA stockpiled equipment may not always be available.

3.4.4 Accredited Tier 2 Responder

The Accredited Tier 2 Responder shall provide an incident response service from various locations in the United Kingdom such that any of Client's incidents can normally be reached within 6 hours subject to good road and weather conditions.

The incident response service will be from the nearest Accredited Tier 2 Responder base to the incident location, subject to ongoing operational deployments and will include experienced personnel and the appropriate equipment to handle the incident. In larger incidents the use of personnel and equipment from additional Accredited Tier 2 Responder response bases may be necessary. Specialist advice is available 24 hours per day.

The response capability shall be maintained on a 24 hour 7 days a week rapid mobilisation basis and the Accredited Tier 2 Responder shall ensure continuity of communications, including 24 hour telephone answering for mobilisation of the services. The Accredited Tier 2 Responder will keep Client updated on any changes to this as necessary.

The Accredited Tier 2 Responder shall provide safe and legal disposal of materials, resulting from clean-up operations, having regard to the requirements of all relevant legislation from time to time in force, in particular the provisions of:

- Control of Pollution (amendment) Act 1989
- Environmental Protection Act 1990
  - Part I (Integrated Pollution Control)
  - Part II (Waste)
- Water Resources Act 1991
- Environment Act 1995

And all regulations made under and amendments to these Acts, with particular reference to the Special Waste Regulations 1996 (effective 1 September 1996). The Accredited Tier 2 Responder will arrange for the disposal of the oil and oily materials at licensed disposal sites in accordance with current legislation.

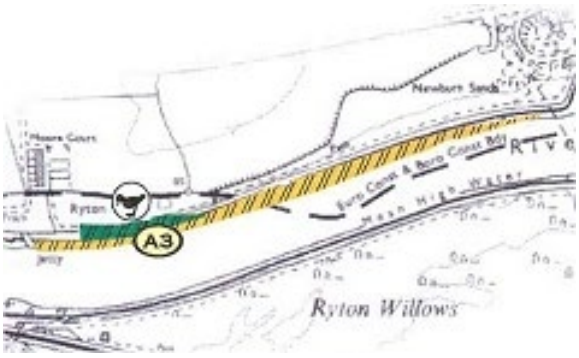
The following Port of Tyne Officials are authorised to initiate a Tier 2 response

- Harbour Master
- Head of Marine / Deputy Harbour Manager
- Deputy Harbour Master – Pilotage
- Conservancy/Hydrographic Surveyor
- Marine Services Manager

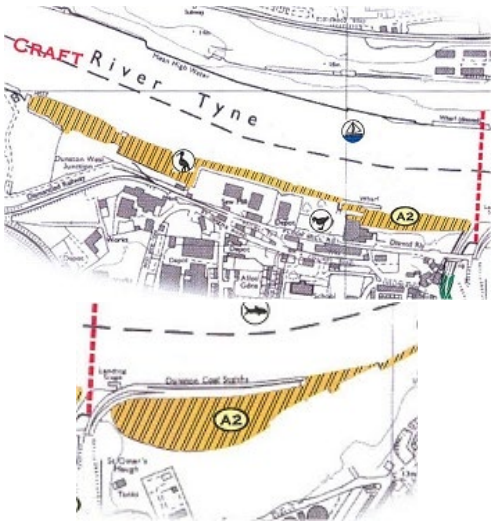
3.5 Site Specific Response Information

NB - MCA can be contacted for all site location fact sheets

3.5.1 Royton Island

Site Name A3 Protection Site	**Royton Island** (NZ 155653)	
Designation and Habitat	SNCI - Salt marsh	
Conservation Interest	Rare upper salt marsh communities	
Depth	Dries ⟶ 1 Metre	
Channel Width	50 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	0.75 Knots - Flood 1.0 Knots - Ebb	
Likely spills in area:	Small boat operations; spills from downstream carried on tide.	
Type of oil:	**Distillate**	**Heavy Fuel Oil/Lub Oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3response	NA	NA
Response Strategy for Tier 1/2		
Resources - Oenophile rope, absorbency materials, temporary storage containers, protective clothing		
Method - To prevent a spill from impacting the sensitive habitat. Preferred response is to remove as much oil as possible from surface of water to limit impacting area.		
Access - Slipway at Newburn Leisure Centre		
External Agencies to be contacted Environment Agency Natural England Newcastle City Council Gateshead Council Tier Two Responder EPU Marine Management Organisation		
Additional Information -		

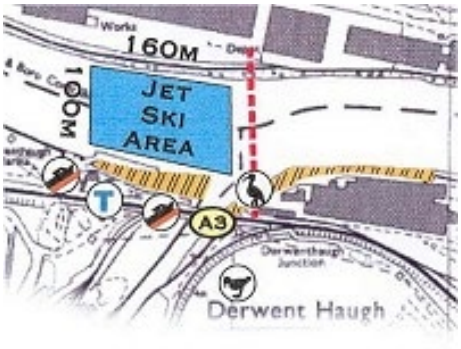
3.5.2 River Tyne Tidal Mud

Site Name A2 Protection Site	**River Tyne Tidal Mud** **Stella-Blaydon** (NZ 182636) **Dunston-Redheugh** (NZ 232626)	
Designation and Habitat	SNCI - Intertidal Mud	
Conservation Interest	Important feeding area for rare species of wintering and migrant wading birds.	
Depth	Dries → 4.0 metres (max)	
Channel Width	300 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	0.75 Knots - Flood 1.0 Knots - Ebb	
Likely spills in area	Small boat operations; spills from downstream carried on tide.	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	NA	NA
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - Preferred response is to remove as much oil as possible from surface of water to limit impacting mud flats. Not recommended actual clean-up of the flats unless oil accumulation is very heavy.		
Access - Response will be carried out from the harbour launches. There is a floating pontoon at Dunston if required for embarkation.		
External Agencies to be contacted Environment Agency Natural England Tier Two Responder Gateshead Council Newcastle City Council Marine Management Organisation		
Additional Information - The largest area of inter-tidal mud in the estuary. Due to the nature of this soft sediment habitat impact from a spill could be severe. However, with such a large area protection could be difficult. It may be possible depending on the state of the tide, weather conditions and locality of the spill to prevent the oil from entering this sector of river altogether.		

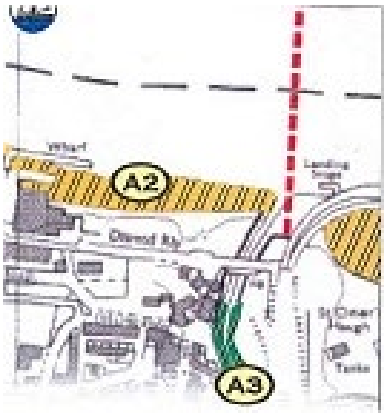
3.5.3 Lemington Gut

Site Name A3 Protection Site	**Lemington Gut** (NZ 188644)	
Designation and Habitat	SNCI - Saltmarsh and mud	
Conservation Interest	Saltmarsh rare local habitat, feeding site for birds	
Depth	Dries ——▶3.0 metres	
Channel Width	100 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	2.0 Knots - Flood 2.5 Knots - Ebb	
Likely spills in area	Small boat operations; spills from downstream carried on tide.	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	NA	NA
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - To prevent a spill from impacting the sensitive habitat. Preferred response is to remove as much oil as possible from surface of water to limit impacting area.		
Access - Slipway at Lemington Point		
External Agencies to be contacted Environment Agency Natural England Tier Two Responder Gateshead Council Newcastle City Council Marine Management Organisation		
Additional Information - Narrow stretch of water which follows the old course of the River Tyne. Important refuge site for wintering birds.		

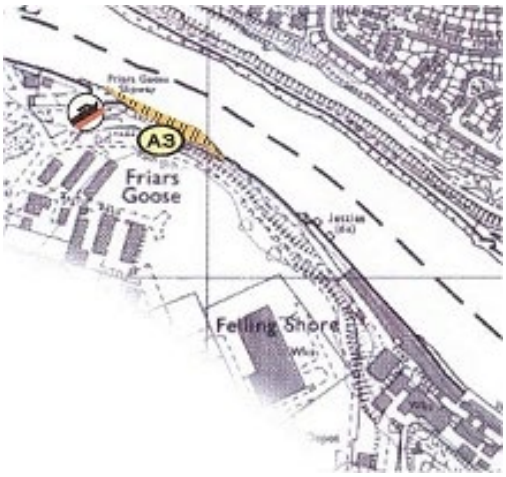
3.5.4 River Derwent Mouth

Site Name A3 Protection Site	**River Derwent Mouth** (NZ 203625)	
Designation and Habitat	SNCI - Intertidal riverline habitat	
Conservation Interest	Locally rare habitat, diverse flora and fauna	
Depth	Dries	
Channel Width	70 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	0.75 Knots - Flood 1.0 Knots - Ebb	
Likely spills in area:	Small boat operations; spills from downstream carried on tide.	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	NA	NA
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - To prevent a spill from impacting the tributary from the estuary. Preferred response is to remove as much oil as possible from surface of water to limit impacting area.		
Access - Slipway located slightly upriver of mouth, Derwenthaugh Marina..		
External Agencies to be contacted Environment Agency Natural England Gateshead Council Tier Two Responder Marine Management Organisation		
Additional Information - The mouth of the Derwent both supports developing inter-tidal habitats, which would be affected if a spill occurred on a flood tide. If a spill was to occur within the tributary it is likely that the Environment Agency would be alerted and would put in place their own measures to prevent it impacting the actual estuary.		

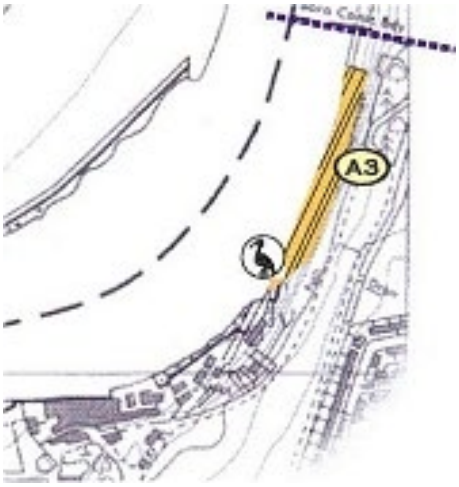
3.5.5 River Team Mouth

Site Name A3 Protection Site	**River Team Mouth** (NZ 233625)	
Designation and Habitat	SNCI - Saltmarsh	
Conservation Interest	Locally rare habitat, difficult to replace	
Depth	Dries	
River Mouth Width	20 Metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	0.75 Knots - Flood 2.0 Knots - Ebb (in estuary ouside river mouth)	
Likely spills in area:	Small boat operations; spills from downstream carried on tide.	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	NA	NA
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - To prevent a spill from impacting the tributary from the estuary. Preferred response is to remove as much oil as possible from surface of water to limit impacting area.		
Access - There is a floating pontoon at Dunston if required for embarkation.		
External Agencies to be contacted Environment Agency Natural England Gateshead Council Tier Two Responder Marine Management Organisation		
Additional Information - The mouth of the Team supports developing inter-tidal habitats, which would be affected if a spill occurred on a flood tide. If a spill was to occur within the tributary it is likely that the Environment Agency would be alerted and would put in place their own measures to prevent it impacting the actual estuary.		

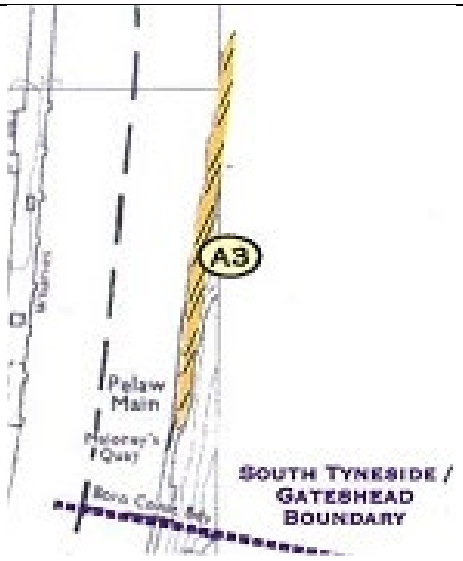
3.5.6 Felling Shore

Site Name A3 Protection Site	**Felling Shore** (NZ 280631)	
Designation and Habitat	SNCI - Riverside	
Conservation Interest	Coastal plants, small area of intertidal mud	
Depth	Dries ⟶ 4.4 metres (Max)	
Channel Width	150 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	1.75 Knots - Flood 2.0 Knots - Ebb	
Likely spills in area:	Small boat operations; sills from downstream carried on tide.	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	NA	NA
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - To prevent a spill from impacting the sensitive habitat. Preferred response is to remove as much oil as possible from surface of water to limit impacting area.		
Access - Upstream at Friars Goose Watersports Club.		
External Agencies to be contacted Environment Agency Natural England Gateshead Council Tier Two Responder Marine Management Organisation		
Additional Information		

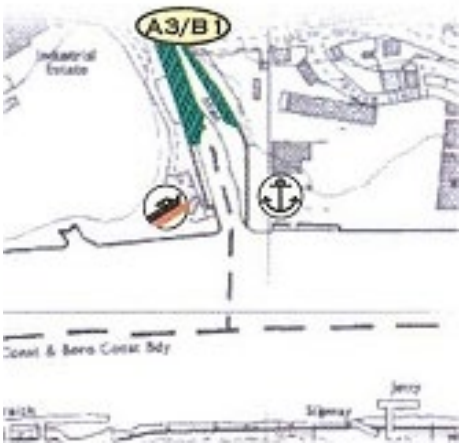
3.5.7 Bill Quay

Site Name A3 Protection Site	**Bill Quay** (NZ 290629)	
Designation and Habitat	SNCI - Riverside	
Conservation Interest	Small area in a stretch void of sensitive sites. Wading birds found at low tide.	
Depth	Dries → 4.7 metres (max)	
Channel Width	70 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	1-1.5 Knots - Flood 2-2.5 Knots - Ebb	
Likely spills in area:	Small boat operations; spills from downstream carried on tide.	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	Deflection booming/shoreline booming	Deflection booming/shoreline booming
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - To prevent a spill from impacting the sensitive habitat. Preferred response is to remove as much oil as possible from surface of water to limit impacting area.		
Access - Slipway located slightly upriver of mouth, Derwenthaugh Marina.		
External Agencies to be contacted Environment Agency Natural England Tier Two Responder Gateshead Council Marine Management Organisation		
Additional Information - Small area of rocky shore, bird feeding and wading area, impacts would not be as great to this area as those of soft sediment habitats.		

3.5.8 Hebburn Riverside

Site Name A3 Protection Site	**Hebburn Riverside** (NZ 300635)	
Designation and Habitat	SNCI - Grassland, intertidal habitat	
Conservation Interest	Intertidal zone provides bird feeding habitat	
Depth	2.4 metres CD	
Channel Width	180 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	1 - 1.5 Knots - Flood 2 - 2.5 knots - Ebb	
Likely spills in area:	Small boat operations; spills from downstream carried on tide. Vessels at Offshore Tech Park	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	Booming entrance to gut	Booming entrance to gut
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - To prevent a spill from impacting the sensitive habitat. Preferred response is to remove as much oil as possible from surface of water to limit impacting area.		
Access - From Hebburn Riverside Park, best by boat.		
External Agencies to be contacted Environment Agency Natural England South Tyneside Oil Pollution Officer Tier Two Responder Marine Management Organisation		
Additional Information - Site supports relatively uncommon species in the borough of South Tyneside. Habitat most susceptible to impacts from a spill clean-up is extremely difficult and often not recommended.		

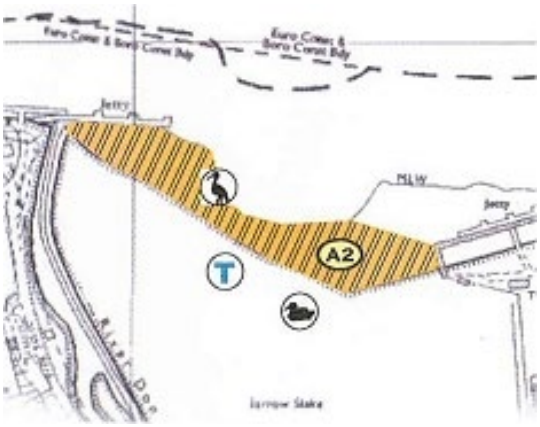
3.5.9 Willington Gut

Site Name A3/B1 Protection	**Willington Gut** (NZ 305675)	
Designation and Habitat	SNCI - Saltmarsh	
Conservation Interest	Middle saltmarsh community, small boat marina	
Depth	2 metres CD at entrance to gut	
Width of gut entrance	50 Metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	1 1.5 Knots - Flood 2 - 2.5 knots - Ebb	
Likely spills in area:	Small boat operations; spills from downstream carried on tide, operational spill.	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	Booming entrance to gut	Booming entrance to gut
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - To prevent a spill from impacting the gut through removing as much oil as possible from surface of water.		
Access - There is a floating pontoon at Viking Park, Marine Police if required for embarkation.		
External Agencies to be contacted Environment Agency Natural England North Tyneside Oil pollution Officer Tier Two Responder Marine Management Organisation		
Additional Information - Site used as a small craft mooring area with areas of Saltmarsh. Saltmarsh habitat most susceptible to impacts from a spill clean-up is extremely difficult and often not recommended.		

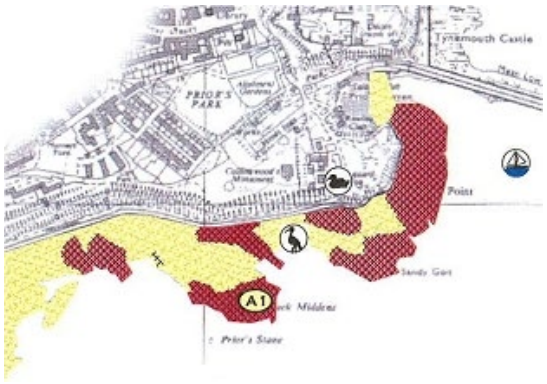
3.5.10 Northumberland Dock

Site Name A2 Protection site	**Northumberland Dock** (NZ 338662)	
Designation and Habitat	SNCI - Tidal Basin - Saltmarsh, mudflats, grassland and scrub	
Conservation Interest	Popular with feeding waders. Locally important vegetation	
Depth	3.2 metres CD at entrance to basin. Dries ⟶ 4.3 metres (max) in middle of basin	
Channel Width	300 metres (entrance to Northumberland Dock to south side river frontage)	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	1 1.5 Knots - Flood 2 - 2.5 knots - Ebb	
Likely spills in area:	Operational spill; Simon Storage; spills carried on tide, Small boat operations.	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	Booming entrance to basin	Booming entrance to basin
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - Preferred response is to remove as much oil as possible from surface of water to limit impacting mud flats/Saltmarsh. Actual clean-up of flats is not recommended unless oil accumulation is very heavy.		
Access - Area is accessible from the water at all states of the tide. NWA jetty located slightly upstream of basin entrance. Access by road to site is feasible.		
External Agencies to be contacted Environment Agency Northumbria Water North Tyneside Oil Pollution Officer South Tyneside Oil Pollution Officer Marine Management Organisation		
Additional Information - Low tide mudflats and saltmarsh are present which support feeding birds. As above these habitats are the most susceptible to long term damage from oil pollution and are the most difficult to clean often causing more harm.		

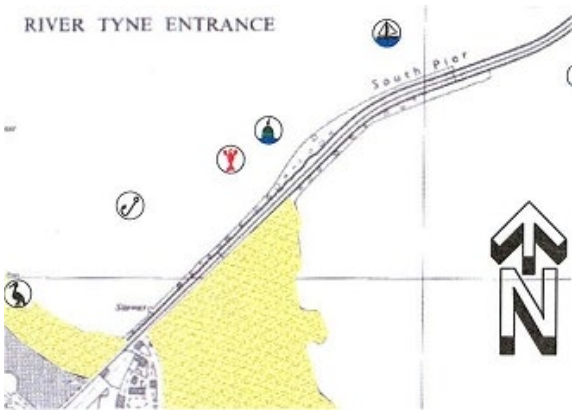
3.5.11 Jarrow Slake

Site Name A2 Protection site	**Jarrow Slake** (NZ344657))	
Designation and Habitat	SNCI - Mudflats	
Conservation Interest	Feeding and roosting area for birds	
Depth	.Dries → 2.4 metres	
Channel Width	500 metres (from river frontages)	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	1 1.5 Knots - Flood 2 - 2.5 knots - Ebb	
Likely spills in area:	Operational spill; Simon Storage; spills from downstream carried on tide, Small boat operations	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	Protective Shoreline Booming	Protective Shoreline Booming
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - Preferred response is to remove as much oil as possible from surface of water to limit impacting mud flats. Not recommended actual clean-up of the flats unless oil accumulation is very heavy..		
Access - Good access from land both for personnel and vehicles as pontoons split site into four areas. Area is accessible from the water at all states of the tide.		
External Agencies to be contacted Environment Agency Natural England Nissan Shipping Agency – Facility Operator/Tenant Tier Two Responder South Tyneside Oil Pollution Officer North Tyneside Oil Pollution Officer		
Additional Information - Four areas of inter-tidal mud separated by man-made piers. As these areas are subject to low wave action they are very vulnerable to oil becoming trapped, resulting in the oil persisting for years. Clean up of this habitat is extremely difficult and often not recommended therefore protection should be awarded.		

3.5.12 Black Middens

Site Name A1 Protection site	**Black Middens** (NZ 371688)	
Designation and Habitat	SSSI - Intertidal Rocky outcrops	
Conservation Interest	Marine life, roosting and feeding area for birds. Site of the protected roseate Tern	
Depth	Varies greatly see admiralty chart	
Channel Width	900 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	0.5 Knots - Flood 1.0 Knots - Ebb (inside North pier) 2.0 Knots - Flood 1.5 Knots - Ebb (in channel)	
Likely spills in area:	Operational spill; spills carried on tide, grounding and collision in harbour approaches or within the piers, Small boat operations	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	Diversionary/deflection booming	Diversionary/deflection booming
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - Preferred response through absorption. Area difficult to protect due to natural conditions within harbour entrance. Clean up of area would not be recommended unless area heavily contaminated. Natural process through would assist clean up.		
Access - From land along Fish Quay or at Priors Haven (either side of Black Middens). Sea wall with promenade runs westward behind the site; vehicular access is not possible.		
External Agencies to be contacted Environment Agency Natural England Marine Management Organisation South Tyneside Oil Pollution Officer North Tyneside Oil Pollution Officer Tier Two Responder		
Additional Information - Awarded highest priority as a SSSI designation on the estuary and is also a Special Protection Area (SPA). The area is subject to wave action therefore aiding natural dispersion of any oil, which may impact the site, but as it supports several declining bird species heavy contamination could be detrimental.		

3.5.13 South Pier

Site Name A1 Protection site	**South Pier** (NZ 375680)	
Designation and Habitat	SSSI - Intertidal man made structure and rocky outcrop	
Conservation Interest	Marine life, roosting and feeding area for birds.	
Depth	Varies greatly see admiralty chart	
Channel Width	900 metres	
Tidal Strength (rates on ebbing tide could increase with discharge of fresh water)	0.5 Knots - Flood 1.0 Knots - Ebb (inside North pier) 2.0 Knots - Flood 1.5 Knots - Ebb (in channel)	
Likely spills in area:	Operational spill; spills carried on tide, grounding and collision in harbour approaches or within the piers, Small boat operations	
Type of oil:	**Distillate**	**Heavy Fuel oil/Lub oil**
Tier 1 response	Absorbents	Absorbents
Tier 2 response	Consider protective booming*	Protective booming*
Tier 3 response	Diversionary/deflection booming	Diversionary/deflection booming
Response strategy for Tier1/2		
Resources - Oleophilic rope, absorbency materials, temporary storage containers, protective clothing.		
Method - Preferred response through absorption. Area difficult to protect due to natural conditions within harbour entrance. Clean up of area would not be recommended unless area heavily contaminated. Natural process through would assist clean up. Oil may be redirected onto Sandhaven Beach as a sacrificial area.		
Access - From Sandhaven Beach area. Good vehicle access available from main road, with car parks and hard standing road access open. Some car parks have height restrictions.		
External Agencies to be contacted Environment Agency Natural England Marine Management Organisation South Tyneside Oil Pollution Officer North Tyneside Oil Pollution Officer Tier Two Responder		
Additional Information - Awarded highest priority as a SSSI designation on the estuary and is also a Special Protection Area (SPA). The area is subject to wave action therefore aiding natural dispersion of any oil, which may impact the site, but as it supports several declining bird species heavy contamination could be detrimental.		

Appendices

The following appendices are attached to the Ports Oil Spill Contingency Plan:

A. Personal Log Forms
B. CG77 POLREP – Reporting Pollution Form
C. Port Environmental Policy
D. Port Safety Policy
E. Report of Use of an Oil Treatment Product
F. Annual Report Form
G. Post Exercise/ Incident Report Form
H. Port Press Policy and Holding Statement

A. Personal Log Forms

Date	/ /	Incident		Location	

Time	From	To	Message	Action/

Name		Position		Signature		Page	of

B. CG77 POLREP – Reporting Pollution Form

POLREP forms should be completed by Tyne VTS. Guidance can be found on the next page of the Plan.

Part 1: Information which should be provided in initial pollution report				
A	**Classification of report** (circle one)	i) Doubtful	ii) Probable	iii) Confirmed
B	**Date and time**	Date / /	Time	Observer/Reporter
C	**Position of pollution** (e.g. lat/long)			
	Est. amount of pollution (e.g. size of polluted area, drums)			
	Position of observer			
D	**Tide and wind**	Speed	Direction	Tide
E	**Weather**	Conditions	Sea State	Wave height
F	**Characteristics of pollution**	Pollution Type (e.g. crude oil)		Appearance (e.g. floating solid)
G	**Source of pollution**			
	Cause of pollution			
	Vessel details			
	Course/speed/ destination			
	Vessels in area			
J	**Photographs**	Photos taken		Samples taken
K	**Remedial Action taken**			
L	**Forecast of likely effect of pollution**			
M	**Names of those informed, other than addressees**			
N	**Other Relevant Information**			

CG77 POLREP – Reporting Pollution Form Guidance

Part 1: Information which should be provided in initial pollution report

A. **CLASSIFICATION** of report i) Doubtful ii) Probable iii) Confirmed

B. **DATE & TIME** pollution observed/reported, and identity of observer/reporter

C. **POSITION & EXTENT** of pollution - By latitude and longitude if possible, state range and bearing form prominent landmark and estimated amount of pollution, e.g., size of polluted area, amount of oil spilled, or numbers of drums etc lost. When appropriate give position of observer relative to pollution.

D. **TIDE, WIND SPEED and DIRECTION**

E. **WEATHER** conditions & **SEA** state.

F. **CHARACTERISTICS** of pollution - Give type of pollution, e.g., oil, crude or otherwise; packaged or bulk chemicals; or garbage. Also give appearance, e.g., liquid; floating solid; liquid oil; semi-liquid sludge; tarry lumps; weathered oil; discolouration of sea; visible vapour; etc.

G. **SOURCE** and **CAUSE** of pollution - E.g., from vessel or other undertaking. If from vessel, say whether as a result of apparent deliberate discharge or casualty. If the latter, give brief description. Where possible, give name, type, size, nationality and port of registry of polluted vessel. If vessel is proceeding on its way, give course, speed and destination, if known.

H. Details of **VESSELS IN THE AREA -** To be given if the polluter cannot be identified and the spill is of recent origin.

I. Not used

J. Whether **PHOTOGRAPHS** have been taken, and/or **SAMPLES** for analysis

K. **REMEDIAL ACTION** taken, or intended, to deal with spillage

L. **FORECAST** of likely effect of pollution - Arriving on beach, with estimated timing

M. **NAMES** of those informed other than addresses

N. Any **OTHER** relevant information

Part 2: Supplementary information to be provided later

(This section may be disregarded when POLREPS are for UK internal distribution only).

O. **RESULTS** of **SAMPLE** analysis

P. **RESULTS** of **PHOTOGRAPHIC** analysis

Q. **RESULTS** of **SUPPLEMENTARY ENQUIRIES**

R. **RESULTS** of **MATHEMATICAL MODEL**

C. Port Environmental Policy

PORT of TYNE

ENVIRONMENTAL POLICY

Environmental Policy

The Port of Tyne seeks excellence in every aspect of its business and strives to be a world leading port in respect of environmental performance. As such the Port works to minimise the impacts of operations on both communities and the environment.

The Port's commitment is to:

1. Continually improve the environmental management system to enhance environmental performance.
2. Manage business operations to prevent pollution and protect the environment.
3. Comply as a minimum with all relevant environmental legislation as well as other environmental requirements to which the business subscribes, for example ISO 14001.
4. Manage waste generated by business activities according to the principles of minimisation, re-use and recycling and where needed dispose of the residual waste in a responsible manner.
5. Improve energy efficiency and look to minimise the amount of carbon emissions released to air resulting from operations.
6. Give consideration to environmental issues and energy performance in the construction and use of buildings and other infrastructure.
7. Maintain certification to ISO14001 though precise monitoring and performance review.

To meet these commitments the Port will:

1. Allocate sufficient resources for the effective direction and implementation of the Environmental Policy.
2. Manage business activities and integrate recognised environmental management best practice into business operations.
3. Communicate the importance of environmental issues to personnel and promote a business culture whereby everyone within the Port regardless of role or position is encouraged to take responsibility for their actions and the environmental impacts they have.
4. Promote environmental awareness and the importance of environmental issues to contractors, tenants and others who have an interest in our business.
5. Set and monitor key objectives and targets for managing environmental performance.
6. Communicate internally and externally the Port's Environmental Policy and performance on a regular basis, encourage feedback and review the policy regularly.

Andrew Moffat
Chief Executive Officer

Dated: 22 September 2016

D. Port Safety Policy

HEALTH AND SAFETY POLICY STATEMENT

The Port of Tyne recognises that Health and Safety is of the utmost importance and that a good safety performance is fundamental to the organisation. One of our strategic objectives is to '**Achieve Zero harm to people and support their health and wellbeing**.'

The Port has a People Focus Value that recognises the vital role of people within the organisation, training, developing, and rewarding all who work for the Port in a challenging, supportive and safe environment. The Port also recognises that our employees are our most important asset and it strives to improve its Health and Safety performance in line with best practice in this field.

This policy reflects the Port's health and safety commitments which are to:

- Provide the necessary leadership, management and appropriate levels of supervision and always leading by example;
- Maintain workplaces, plant, equipment and systems that are, so far as is reasonably practicable, safe and without risk to health;
- Make safe arrangements for the use, handling, storage and transportation of articles and substances at work;
- Ensure all employees are competent to positively influence and undertake work safely
- Provide competent advice and support on health, safety and welfare to assist all employees or their representatives in their tasks and responsibilities;
- Provide a *Just Culture* environment in which all employees are treated fairly and encouraged to actively participate in Health and Safety, where all employees feel comfortable and empowered to stop work if they believe themselves or others are at risk.
- Ensure all incidents are investigated thoroughly having regard to the severity of the incident, identifying immediate and underlying causes and ensuring that corrective actions are put in place to prevent any reoccurrence.
- Ensure compliance with all relevant health and safety legislation and any enhanced standards which the Port determines
- Ensure all employees and other relevant parties are aware of this Policy statement

The Port recognises its Health and Safety obligations and duty of care to its employees and others who may be affected by its activities. It is every employee's responsibility to ensure the Health and Safety of themselves and others.

Stop Work Authority: Every employee is expected to keep an awareness of their own working environment and that of their colleagues, looking out for hazards and potentially unsafe situations or processes, and is empowered and expected to stop the job until the problem is corrected.

The Port's Health and Safety Policy is founded on the belief that all incidents are preventable - and that all employees should share in this and hold it as a mutual objective.

The Port aims to continually improve its health and safety performance through the application of its OHSAS 18001 certified health and safety management system which utilises objective setting, planning, monitoring, audit, corrective and preventative actions and management review

Ultimate responsibility for the Port's Health and Safety Performance lies with the Chief Executive Officer. He is supported in this by the Head of Health and Safety whose expressed responsibility is to develop and maintain the processes, systems and advisory resources required to enable and assure excellent health and safety performance. This policy will be reviewed annually.

Andrew Moffat
Chief Executive Officer

May 2018

E. Report of Use of an Oil Treatment Product

PORT OF TYNE			
Incident No.		**Date**	/ /
Volume and Type of Oil			
Location			
Remedial Action Taken			
Dispersant Make			
Date of Manufacture		**Efficacy last tested on If applicable)**	/ /
Amount Used			
Comments on Effectiveness			
Date of Report	/ /	**Time of Report**	
Report Made to Marine Management Organisation by (print name)			
Signature			
Date			
Position			
Other Remarks			

F. Annual Report Form

PORT OF TYNE		
Annual Return Period:	**to**	
Plan Approval Date:		
Plan Approval by:		
Summary of exercises undertaken: (NB: response to actual incidents which require activation of the Plan should be summarised here)		
New Pollution training undertaken: (i.e. changes in personnel from those originally trained with dates and accredited training certificate numbers where appropriate. Include also details of refresher training)		
Signed	**(print)**	**Date**

G. Post Exercise/Incident Report

PORT OF TYNE	
Level of exercise (Tier 1, 2 or 3) and details of any other participating ports/harbour/oil handling facilities if joint equipment deployment exercise:	
Level:	
Names:	
Name of exercise (if applicable):	
Name of exercise co-ordinator:	
Date of exercise/Incident:	/ /
Time of Exercise/Incident	
Location of exercise/Incident:	
Name of personnel participating in exercise/incident and role played:	
List of equipment deployed:	
Name of any other organisations/ authorities participating in exercise/incident:	
Details of amendments to be made to the Contingency Plan resulting from this exercise/incident	
I can confirm that the details on this form provide a realistic summary of the exercise/Incident carried out. Any action points resulting from this exercise have been dealt with accordingly, the relevant documents updated and copies provided to the appropriate bodies for their attention:	
Authorised by (block capitals)	
Position/Job title:	
Signature:	
Date:	

H. Port Press Policy and Holding Statement

News……News□□□□□□

Press Statement…

Port of Tyne Statement

On ……. (DATE) at ……(TIME) an oil spillage has occurred within the waters of the Port of Tyne jurisdiction. Approximately (VOLUME) of (TYPE OF OIL) has been lost from (SOURCE) due to (REASON e.g. Grounding). The spill has impacted the area (DEFINE LOCATION OF SPILL).

The Port of Tyne Oil Spill Contingency Plan has been put into operation and all regulatory bodies and affected parties have been notified. All possible measures at this stage are being taken to reduce the impact of pollution. Currently it is not yet clear as to whether any damage has occurred and if so to what extent.

There is at present no risk to public health and safety however, I would ask that all private vessels stay clear of the area so that clean-up operations can continue without disturbance and with no threat to the safety of all concerned.

Or

In the interest of public health and safety I must insist that all persons stay clear of ……..(DEFINE AREA).

To allow for the response to be carried out effectively and/or emergency vehicles clear access to and from the effected site it has been necessary to close ……(NAME OF STREET). Vehicular traffic requiring access to the surrounding area can take ……(ALTERNATIVE ROUTE).

Further information will be provided once more is known and when developments occur.

ENDS

For further information contact: Communications Department
Port of Tyne
Tel: 0191 4552671
Email: press@portoftyne.co.uk

PRESS POLICY

Port of Tyne- Policy for dealing with the media

The Communications Department should be the first point of contact for all media enquiries including interviews and requests for information.

The Communications Department will also retain information on responses to ensure accuracy and consistency. Monitoring of calls and coverage also helps to provide the Authority with information – statistics and patterns of media interest in areas of port activity and overall coverage.

The Authority's press policy reflects the organisation's policy aims to be

- Open
- Transparent
- Honest
- Proactive and assertive
- Helpful to the media in facilitating photograph opportunities, interviews and other reasonable requests

It is therefore the job of the Communications Department to:

- Promote the reputation of the organisation
- Respond quickly and effectively to media enquiries
- Respect the confidential nature of information, which is retained by the Port on individual cases or other matters, which are officially specified as confidential.

Positive Publicity

The Port of Tyne promotes the policy of valuing all employees and the contribution they give to the successful day-to-day running of services.

Positive media coverage not only supports the reputation of the organisation but also helps improve staff morale by publicly recognising the work and commitment of individuals and groups of people.

Departments and individuals are, therefore, encouraged to promote their activities through the media and Port publications by informing the Communications Department of newsworthy achievements and developments.

Media coverage can be positive, even where negative issues are discussed, when representatives of the Port of Tyne are seen as:

- Representing the organisation
- Reflecting the way the Port of Tyne wants to operate and taking ownership of the issue rather than distancing itself.
- Enthusiastic about contributing to the discussion
- Saying as much as they are able
- Giving access to and insight into the difficulties and complexities of the Port of Tyne
- Being transparent and honest

Negative Publicity

In cases where an issue comes to the attention of the Communications Department, other Managers or employees of the Port, which have major negative implications for the reputation of the Port of Tyne, negative publicity strategy should be followed. This includes alerting the Directors, the Department(s) affected and the Communications Department immediately and members of the Board after the event.

Representatives from these areas would then meet to devise a strategy for dealing with the issue (if not already in place) and agree a consistent response, which can be used for external and internal audiences.

When preparing a response the policy will be:

Where the Port of Tyne has made a mistake
We will explain what went wrong and what we are doing to put it right. We will not be defensive but take the attitude that we can learn from our mistakes.

Where the media has made a substantial mistake in reporting port activities
We will quickly and assertively explain the mistake to the media and ask for a right to reply.

Media policy for dealing with an emergency

The Port of Tyne's policy for dealing with the media in a disaster is based on its policy for dealing with day to day media enquiries.

The Communications Department has a good relationship with the media based on its past record in supporting the media policy, which would help support the organisation through a disaster.

The Communications Department would strive to continue with the policy outlined above supported by a flexible media plan outlined below.

The overall objectives will be to support the Port of Tyne Emergency Plan by:

- issuing factual information to help relieve public apprehension and quickly rebutting any serious misinformation
- assisting the rescue operation by publicising emergency information such as telephone numbers
- managing the media so that they do not impede any rescue or cause unnecessary distress

In an emergency the Communications Department will be contacted immediately.

Telephone numbers for the Directors and Communications Department and all other key personnel during out of hours are available from reception at Maritime House or from security after hours.

The priorities in an emergency for the Marketing and Communications Department would be to:

1. **On site** Organise media facilities at the site (rendezvous points and vantage points) which ensure that rescue and other work continues unhindered, while allowing media staff to do their job. All media should be identified by their press card or if known to individual members of the Port of Tyne or the Emergency Services Press Officers. Where necessary, because of volume of numbers, pool facilities may be offered. (The media rather than press officers will nominate representatives). The first priority would be for the Communications Officer or nominated deputy equipped with mobile phone to make contact with Port of Tyne personnel to provide an update on the situation. They should also make contact with and link into any other press officers at the scene from the emergency services, utilities and the Emergency Planning Unit. Police press office will take the lead on issuing information.

2. **Media centre** Organise media facilities at a strategic centre dictated by the location of the incident. Contact the IT Department to prepare for additional resources which may need to be brought in immediately either to the strategic site such as: additional telephones and lines, fax machines and mobile phones.

3. **Helpline publicity** Help publicise any telephone helpline numbers for relatives and friends of people affected by the disaster or appeals. Publicise any telephone numbers as quickly and widely as possible through the media.

4. **Casualties** All enquiries concerning the state or fate of casualties must be referred to the Police who are fully experienced in dealing with enquiries of this kind. Do not speculate on the cause of the disaster or number of casualties. Care should be taken that information about casualties is not released until details have been confirmed and next of kin informed. Only the coroner or police may authorise the release of information about individuals. Limitations on the release of information, often because of the need to avoid prejudicing what may become a criminal prosecution, should be clearly explained.

5. **Spokespeople** The Chief Executive Officer is the authorised spokesperson. In his absence a Director or appropriate spokesperson will be nominated.

6. **Authoritative media information** Establish a flow of credible information - quick, authoritative and consistent. Remember, the media may need to be reminded that in the period immediately following a disaster no-one can know precisely what has happened. Initial statements should focus on what is happening, what the limitations of knowledge are at the time and what is being done to arrive at a fuller appreciation of the situation. Back this up with a commitment to provide accurate information as soon as it is available.

7. **Information flow** Establish a collection plan for interesting, non-controversial information which can fill the gaps between the releases of hard information about the events. For example, stories of individual bravery, recognition of the role played by groups of employees.

8. **Website** Ensure that the media check their facts with official sources at any time. Make use of the Port of Tyne's website. Consider posting all news releases on a web site to which inquirers can be referred. Also consider using Police voice mail for any appropriate emergency messages.

9. **Strategic co-ordination** The Communications Manager or representative should attend the North East Strategic Emergency Press Officers Group meetings. They should agree a media strategy with clear objectives and regularly review progress. The group should brief key staff and members at all levels on what the media are asking and saying. Where organisations cannot take the same line, use the co-ordinating group to ensure that all those involved have a clear understanding of what is to be said before release.

10. **Media monitoring** Monitor the media to determine the effectiveness of the strategy and rebut inaccurate information.

11. **Media support** Where appropriate call in support from the Government News Network (GNN), and other local authorities.

12. **Interviews with victims** The complex needs of victims with respect to the media should be considered by the Press Control Centre and the respective Media Co-ordinating Group. Many walking and willing wounded may benefit by describing their experiences, while they shield those who want their privacy. The needs of the individuals should always come first and it is important to offer support to any victims who wish to take part in interviews.