

The role of the MCA & contingency planning in UK oil spill response



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Who are the MCA?

- ◆ Her Majesty's Coastguard (HMCG)
- ◆ Marine Safety Agency (MSA)
- ◆ In 1998 the MSA & HMCG merged to become the Maritime & Coastguard Agency



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The Role of the MCA

- ◆ The MCA is responsible for implementing the UK Government's maritime safety policy and the MCA exists:
 - ◆ To promote high standards of safety at sea
 - ◆ To minimise loss of life amongst seafarers and coastal users
 - ◆ To respond to maritime emergencies 24 hours a day, 365 days per year
 - ◆ To protect the environment by minimising pollution from ships



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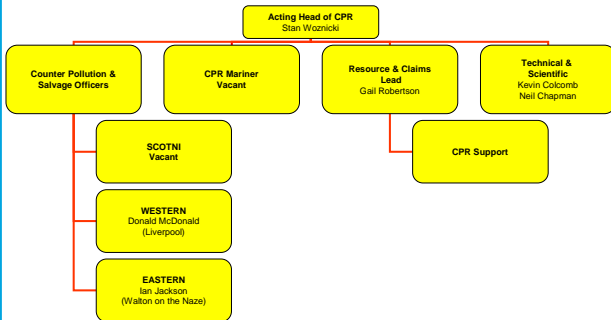
Counter Pollution Operations in UK

- ♦ The Secretary of State for Transport has overall responsibility for:
 - ♦ Taking or co-ordinating measures to prevent, reduce and minimise the effects of marine pollution
- ♦ The National Competent Authority is the Counter Pollution & Salvage Branch (CPS) of the MCA
 - ♦ Minimise the risk of pollution from ships and offshore installations, where pollution occurs, minimise the impact on UK waters, coastlines and economic interests



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CPR Structure

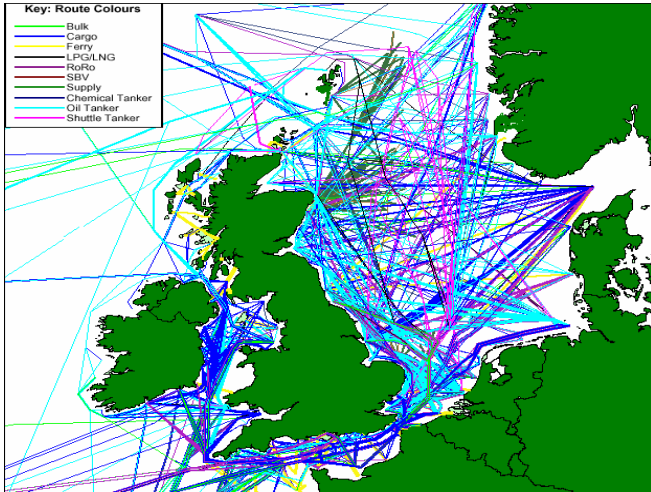


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UK Pollution Control Zone

This area includes the UK's internal waters, defined as waters inside the baseline of territorial waters, territorial seas, defined as 12 miles from the baseline; and the UK's pollution control zone, defined as 200 miles from the baseline or out to the nearest median line.





Source of Pollution

- ◆ Offshore Installations
- ◆ Ships
 - ◆ collisions
 - ◆ grounding
- ◆ Fuel storage tanks (tank farms)
- ◆ Bunkering/fuelling
- ◆ Human Element



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Offshore Industry

- ◆ Department of Energy and Climate Change (DECC)
- ◆ Offshore Infrastructure and Oil & Gas Operators
- ◆ Oil Pollution Emergency Plan (OPEP)
 - ◆ MCA assessment and review
 - ◆ DECC approval
- ◆ DECC Environmental Inspectors
 - ◆ Incident Investigation
 - ◆ Audit of Installations, exercises etc
- ◆ Petroleum Operational Note 1 (PON1)
 - ◆ Offshore Installation version of a POLREP
- ◆ CPSO & DECC Inspectors Liaison during incidents
- ◆ Operations Control Unit (OCU)
 - ◆ Established for Offshore Incident under the control of SOSREP



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Sea Empress - 1996



- ◆ Review conducted by Lord Donaldson



- ◆ Powers on **'Salvage and Intervention and their Command and Control'**



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Lord Donaldson's Conclusions

- "Trigger point" for Intervention
- MCA to play a larger part in operations
- Powers in respect of offshore installations
- No direct Ministerial involvement



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OPRC Regulations

- ◆ The International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 (OPRC Convention)
 - ◆ The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 implements obligations under the Convention



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OPRC Regulations – Article 3

- ◆ Owners, Masters of ships and operators of offshore installations bear the primary responsibility for ensuring that they do not pollute the sea.
- ◆ Port and harbour authorities are likewise responsible for ensuring their ports operate in a manner that avoids marine pollution.
- ◆ [All must prepare oil spill contingency plans](#)



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OPRC Regulations – Article 6

- ◆ Requirement for a National system for incident response
- ◆ National Competent Authority
- ◆ Equipment, training, exercises



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SI 1998 No.1056

Legislation issued 16th April 1998

Paragraph 6 (1) states:

A harbour master or other individual having charge of a harbour, and any individual having charge of an oil handling facility (except those which are pipelines), who observes or is made aware of any event involving a discharge of or probable discharge of oil, or the presence of oil in the sea shall without delay report the event, or the presence of oil, as the case may be, to HM Coastguard



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OPRC Regulations

- Local Authorities have **no specific** statutory duty to plan for, or carry out, shoreline clean-up – however:
 - Section 2 of the Civil Contingencies Act 2004 places a duty on Category 1 Responder organisations to assess the risk of an emergency occurring. Local authorities are Category 1 Responder organisations.



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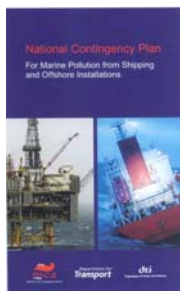
Who needs Contingency Plans?



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Contingency Plan Examples

- International
 - BONN, MANCHEPLAN, NORBRIT
- National
 - National Contingency Plan
- Co-operatives
 - Clydeclean/Clearwater Forth
- Local Authorities/Ports & Harbours
 - Individual OPRC plans,
- Potential Spiller
 - Ships/Offshore installations



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Contingency Plans

- ◆ All plans must be reviewed in full at least every 5 years.
 - ◆ Major change to port/harbour operations
 - ◆ SI 1998 No.1056 – it is an offence not to submit plans for review
- ◆ OPRC Plans are audit every 4-5 years
 - ◆ Ensure they are fit for purpose and fulfil the review requirements.



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Contingency Planning

Why do we need contingency plans ?

- ◆ No time to plan during crisis management
- ◆ Promotes an efficient and effective response, mitigating environmental damage
- ◆ Identifies wide variety of specialised skills, services and equipment required
- ◆ Involves people and places that may be affected
- ◆ Instills confidence in the responders and public



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Contingency Planning

Lack of planning - the consequences

- ◆ Initial confusion
- ◆ Lack of direction
- ◆ Costly mistakes
- ◆ Worsening of the incident - greater impact
- ◆ Hazards to the public and environment
- ◆ Lost business and credibility



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Contingency Planning Fundamental considerations

- ◆ Government policies
- ◆ Council policy
- ◆ Statutory and legal considerations
- ◆ Ownership of vessel or facility
- ◆ Ownership of pollutant
- ◆ Joint interests
- ◆ Who is responsible
- ◆ Who cleans up and pays



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OPRC Plans

- ◆ Four Categories:
 - ◆ Ports having annual turnover of over £1m
 - ◆ Ports with berths for vessels over 400GT or tankers over 150GT
 - ◆ Likelihood of spill in excess of 10 tonnes
 - ◆ Risk of spill in environmentally or economically sensitive area



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Tiered response

- ◆ Tier 1 Local (minor)
 - ◆ within the capability of one local authority or harbour authority
 - ◆ MCA advice available
- ◆ Tier 2 Regional (medium)
 - ◆ beyond the capability of one local authority
 - ◆ Contractors mobilised
 - ◆ MCA advice and resources available if requested
- ◆ Tier 3 National (major)
 - ◆ National resources required
 - ◆ MCA will be actively involved
 - ◆ Activation of National Contingency Plan (NCP)



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Tiered Response

Categorisation of incidents

Large Spill			Tier Three
Medium Spill		Tier Two	
Small Spill	Tier One		
	Local	Regional	National



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Tier Level Determination

- ◆ Complex – many variables
 - ◆ Each port, harbour, area of coastline is unique
 - ◆ Risk assessments
- ◆ Largely in recognition of scale of resources required for the response
- ◆ Not necessarily on oil type or spill volume



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Impact of tanker size on credible spill potential

DWT	Collision wing tank	Grounding 2 wing+centre	Bunkers carried
30000	700	3000	1350
50000	1100	5000	5200
70000	3000	12500	6300
100000	5500	21000	7000
200000	10500	45000	8300
240000	15000	60000	12000



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Contingency Planning

Three Key elements:

- ◆ Strategy
- ◆ Action and Operations
- ◆ Data directory



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Contingency Planning

Strategy:

- ◆ Scope and introduction
- ◆ Aim
- ◆ Objectives
- ◆ Categorisation of incidents
- ◆ Risk Assessment
- ◆ Agreed response strategies
- ◆ Arrangements with neighbouring authorities, ports, Standing Environment Groups (SEG) etc



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Contingency Planning

Actions and Operations

- ◆ Notification procedures
- ◆ Communications
- ◆ Roles and Responsibilities
- ◆ Evaluation of Situation
- ◆ Health and Safety
- ◆ Waste Management – e.g. temp sites identified?
- ◆ Press and Media
- ◆ Financial Control

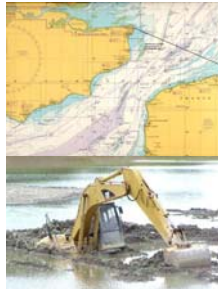


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Contingency Planning

Data Directory

- ◆ Maps and Charts
- ◆ Equipment stockpile lists
- ◆ Support and auxiliary equipment
- ◆ Contact directory
- ◆ Oil characteristics
- ◆ Logistics



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Plan Reviews

- ◆ When was your plan last updated?
- ◆ When is your plan due for re-approval?
- ◆ Does it reflect the NCP?
- ◆ Links with adjacent authorities/facilities?
- ◆ Do you have sufficient trained personnel?
- ◆ Links with regional SEG?
- ◆ Has your plan been exercised?
- ◆ Annual meetings?



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Conclusion

- ◆ Contingency planning for oil spills is the key to effective response
- ◆ The MCA has the expertise and resources to respond to oil spills that threaten the National interests of the UK, but needs to work with other agencies and local authoritiesand they need to work with the MCA.



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