

## 7. Risk Mitigation Summary

ETV Station	Risk Profile	Current Mitigation Provided by ETV	Future Mitigation Options being Explored
<p><b>Dover Strait</b></p>	<ul style="list-style-type: none"> <li>○ It is a confined seaway, being some 20 miles wide between Dover and Calais and containing many underwater obstructions such as the Varne Bank, the Goodwin Sands and the Sandettie.</li> <li>○ It is prone to fog and has a very high traffic volume (about 100,000 ship movements through or across every year).</li> <li>○ Ships in transit lose steering or propulsion and become disabled in the Traffic Separation Scheme, presenting a hazard to other traffic.</li> </ul>	<ul style="list-style-type: none"> <li>○ Whilst the ETV cannot prevent the risk of a powered grounding or collision it is able to mitigate the consequences.</li> <li>○ The ETV which is able to guard or move a disabled ship as required. The relatively shallow water and good holding ground makes anchoring or kedging possible.</li> </ul>	<ul style="list-style-type: none"> <li>○ Alternative funding solutions for ETV provision</li> <li>○ Enhancement of CAST Agreement resources</li> <li>○ Increased involvement of commercial towing and salvage industry resources</li> <li>○ Free base porting for commercial tug operators</li> </ul>
<p><b>Shetland</b> North coast of Scotland between Cape Wrath and Duncansby head, the Orkneys,</p>	<ul style="list-style-type: none"> <li>○ The islands present many outlying obstructions, and the prevailing wind is South/Westerly. The summer is short, and high winds with rough seas are regular occurrences.</li> <li>○ Very strong tides in the Pentland Firth run East/West. The tide amplifies sea state when against the wind and greatly magnifies leeway rates when with the</li> </ul>	<ul style="list-style-type: none"> <li>○ The risk is mitigated by the ETV which can stand by or take control of a vessel before it drives ashore. The potential to anchor or kedge is limited by the depth of water, and the steep nature of the land in most areas.</li> </ul>	<ul style="list-style-type: none"> <li>○ Alternative funding solutions for ETV provision</li> <li>○ Enhancement of CAST Agreement resources</li> <li>○ Increased involvement of commercial towing and salvage industry resources</li> <li>○ Free base porting for commercial tug operators</li> </ul>

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Fair Isle and the Shetlands.	<ul style="list-style-type: none"> <li>wind.</li> <li>○ Traffic is moderate but predominantly tankers moving to and from the refineries at Flotta and Sullom Voe.</li> <li>○ A disabled ship will be set onto the islands or an outlying obstruction and cause pollution.</li> </ul>		
<b>Stornoway</b> West coast of Lewis and Harris, and the North and Little Minch extending from Cape Wrath to Tiree	<ul style="list-style-type: none"> <li>○ The Minch is used by through traffic as well as local traffic including fishing vessels. Ships of all sizes prefer to transit the Minch in preference to the Deep Water Route West of the Hebrides.</li> <li>○ The area is highly sensitive environmentally. Winds are predominantly West or South/Westerly and the summer is short.</li> <li>○ Sea state in the Minch is reduced by the lee of the Hebrides, but the sea room to leeward is limited.</li> <li>○ A disabled ship will drift onto the mainland coast or an off lying</li> </ul>	<ul style="list-style-type: none"> <li>○ The risk is mitigated by an ETV which can stand by or take control of a disabled ship. The potential to anchor or kedge following disablement is reasonable in most areas</li> </ul>	<ul style="list-style-type: none"> <li>○ Alternative funding solutions for ETV provision</li> <li>○ Enhancement of CAST Agreement resources</li> <li>○ Increased involvement of commercial towing and salvage industry resources</li> <li>○ Free base porting for commercial tug operators.</li> <li>○ Navigational restrictions, limit access to inshore/restricted water.</li> </ul>

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	obstruction and cause pollution.		
<p><b>Falmouth</b></p> <p>Western Approaches, extending out from Lands End bounded by Ushant and the South coast of Ireland.</p>	<ul style="list-style-type: none"> <li>○ The area is heavily used by through traffic. Northwest bound ships tend to stay well off the UK coast and do not approach UK waters until they are as far east as Portland Bill. Southwest bound ships follow the UK coast as far as Start Point.</li> <li>○ The traffic around South Cornwall and its off lying islands is predominantly coastwise in and out of the Irish Sea.</li> <li>○ In winter weather conditions can be severe and the prevailing wind is from the Southwest.</li> <li>○ A disabled ship will drive ashore onto the Scillies or the coast of Cornwall, extreme motion as a result of disablement could cause deck cargo loss into the sea and compromise stability.</li> </ul>	<ul style="list-style-type: none"> <li>○ The ETV mitigates this risk by standing by or taking control of a disabled ship. In most cases there is considerable room to leeward, apart from any position upwind of the Scillies.</li> </ul>	<ul style="list-style-type: none"> <li>○ Alternative funding solutions for ETV provision</li> <li>○ Enhancement of CAST Agreement resources</li> <li>○ Increased involvement of commercial towing and salvage industry resources</li> <li>○ Free base porting for commercial tug operators</li> </ul>