Marine Pollution Contingency Plan
# Marine Pollution Contingency Plan

<table>
<thead>
<tr>
<th>Version</th>
<th>Author</th>
<th>Note</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.1</td>
<td>K Morton</td>
<td>Revised Plan</td>
<td>January 2018</td>
</tr>
<tr>
<td>0.2</td>
<td>K Morton</td>
<td>Updated emergency room, SEG map, Standing approvals.</td>
<td>January 2020</td>
</tr>
<tr>
<td>0.3</td>
<td>C Williams</td>
<td>Full document review</td>
<td>March 2020</td>
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</table>
1. Summary

This plan specifies:

- the Marine Management Organisation’s (MMO) support to response to major marine pollution incidents; and
- the MMO’s statutory role regarding the use of oil treatment products in responding to oil spills.

As a non-departmental public body, the MMO takes direct responsibility for maintaining and implementing this plan.

The plan will be reviewed regularly. The Department for Environment, Food and Rural Affairs (Defra), Maritime and Coastguard Agency (MCA) and Department of Business, Energy and Industrial Strategy (BEIS) will be notified of any changes to this plan. The most recent version will always be available on the MMO’s website.

1.1 Aims and objectives

This plan aims to provide a mechanism to coordinate MMO’s response in major marine pollution incidents. It will also be suitable for use during smaller incidents led by a harbour master or offshore operator.

This plan sets out how the MMO will:

- make decisions on requests to use oil spill treatment products (OSTP) within an hour in order to avoid damage to the marine and coastal environment from:
  - a delay in response to spilled oil
  - inappropriate use of an OSTP
- give advice to whomever is leading the incident through the environment group
- assess the environmental, social and economic impacts and brief Defra.

1.2 Scope

This plan covers marine pollution in English waters, or in the waters of British overseas territories, by oil or other pollutant liable to create hazards to human health, to harm living resources and marine life.

This plan does not address the logistical issues involved in deploying response equipment and coordinating a response, or ongoing efforts to minimise damage from chronic or operational pollution.

This plan does not cover marine pollution incidents in Scottish, Welsh or Northern Irish waters.

1.3 Trigger points

This plan will be triggered when:

1. a request to use an OSTP in English waters is made
2. an environment group is called
3. a significant incident occurs, for which Defra requires an official briefing
4. the MMO Marine Pollution Response Team (MPRT) deem that the plan should be activated in response to an incident.
2 Approval of use of an oil spill treatment product

The MMO is responsible for the approval of OSTPs in English Waters. The MMO is committed to give a decision on requests to approve OSTP within one hour of the initial request.

2.1 Initial communications

The MMO will receive requests for approval from responders and/or the lead government department (LGD) during an incident. Requests will be in the form of a phone call to the emergency phone (0300 2002024).

The MMO will usually receive notification of developing incidents through a situation report (SITREP) or pollution report for an incident (POLREP) issued by MCA, or petroleum operations notices (PON1s) issued by offshore oil and gas operators. These are sent via email to the dispersants@marinemanagement.org.uk. Notification may also be made over the phone.

POLREPs and SITREPs give information against coded, standardised headings. The key to these codes can be found in Annex A.
2.2 Recording information

It is extremely important to record information properly, both for use during an incident and to demonstrate proper decision making processes following an incident.

Information received by phone should be recorded on the incident report form (Annex A), which contains fields for the different kinds of information to collect. As much information as possible should be collected from the initial phone call.

The MMO responder must establish whether there is a request for approval to use an OSTP, or if a request is likely.

Information from further telephone calls should be recorded on the incident telephone log (Annex B).

2.3 The need for approval

Approval is required for the use of an oil spill treatment product:

- for all uses on the surface of the sea
- for all uses under the surface of the sea

Authorisation will be given verbally and then followed in writing via the authorisation form (Annex C).

2.4 Consulting on requests to use OSTP

When considering whether to grant approval for OSTP use, the MMO will consult with the following advisors:

- Centre for Environment, Fisheries and Aquaculture Science (Cefas) will advise on the likely impact of the pollution and potential responses.

- The relevant statutory nature conservation body – Natural England (NE) or Joint Nature Conservation Committee (JNCC) – will advise on the presence of protected and sensitive species and habitats which could be impacted by pollution.
  - NE: English waters out to 12 nautical miles (nm)
  - JNCC: English waters out from 12nm

- Local MMO Principal Marine Officer will advise on the local areas of importance to fishing industry.

Having received information from the relevant advisors, the MMO responder must decide whether or not to approve the request to use OSTP. If advisors give conflicting advice, the MMO responder should use any remaining time to discuss with advisors to try to achieve a consensus.

The MMO and Defra Chief Scientific Advisors can also be called upon in an emergency to provide independent scientific advice and quality assurance to ensure the evidence base underpinning policy decisions is robust and fit for purpose.
2.5 Briefing other contacts

The MMO will also brief the following contacts:

- MMO duty press officer will liaise with press departments of other responders to establish a coordinated press response.
- MMO Executive Leadership Team will wish to be aware of high profile incidents.
- Defra Marine and Fisheries Directorate are responsible for briefing Defra ministers.

A briefing template, suitable for all of the above is included as Annex E.

- The Food Standards Agency (FSA) incidents branch may wish to issue a closure order for contaminated shellfish beds.

The FSA should be verbally briefed through a phone call.

2.6 Approving OSTP

Initial approval can be made verbally, with conditions stated. Conditions may include the following:

- a test spray must be carried out to ensure the efficacy of the dispersant
- limits to the area or timing of use
- limits to the quantities to be used.

The requirement for the user to report all actual OSTP use to MMO within 72 hours (see Annex F) should also be stated at this point.

This must be followed up with written confirmation. The MMO responder must complete and sign the authorisation form (Annex C), and send it to the OSTP user.

2.7 Standing approvals

In some locations a standing approval for use of an OSTP exists. This permits the use of OSTPs subject to certain conditions.

Common conditions are use of a specific, named OSTP only, limits on quantity to be used and conditions such as OSTP only to be used on an ebb tide. OSTP use under a standing approval must still be reported to MMO within 72 hours (see Annex F). Any use outside of the conditions of the standing approval requires specific approval from MMO HQ.

Standing approvals are referenced in the relevant contingency plan for that location, for example port/harbour contingency plans (oil pollution preparedness, response and co-operation (OPRC) plans) or offshore installation oil pollution emergency plans (OPEPs).

A list of the standing approvals in England is available in this plan (Appendix B).

2.8 Using the emergency room

The meeting room 003 in Lancaster House is designated as the emergency room in case of a marine pollution incident requiring an operational centre.

For more detailed information about using the emergency room, see part 6.2.
3 Marine pollution where approval to use an OSTP is not requested

The MMO is responsible for briefing Defra and preparing the MMO public response to incidents. The MMO responder should follow instructions in parts 2.2 and 2.4.

The MMO responder may also consult the contacts in part 2.4 if environmental fisheries or conservation advice is required.

4 Joining an environment group

An environment group (EG), convened by the MCA, will provide advice on environmental aspects and public health impacts of the incident and associated response operations.

The relevant MMO Principal Marine Officer will be contacted by the Chair of the relevant EG with instructions to join.

4.1 MMO role

MMO’s representation in the EG will be from local MMO staff. Cefas will attend the EG if requested by MCA, MMO or others.

The role of local MMO staff is to give advice on fisheries, shellfisheries, marine licensing and dispersant use, but not dispersant approval which is a HQ function.

Local MMO staff may also act as an environmental liaison officer in the EG. This is a separate role that involves acting as a messenger between the core EG and other groups set up as part of the response, such as the Marine Response Cell and Shoreline Control Unit.

Participation in an EG is likely to remove a principal marine officer from their usual duties for a considerable amount of time. With line manager consent, HQ staff can be transferred to the marine office to backfill of this work where possible.

Marine officers should log all phone calls related to marine pollution response in the telephone log form (Annex B).

4.2 Further guidance

A guidance note with more detailed information on MMO involvement in an EG is given at Annex G.

Further guidance can be found in the National Contingency Plan, available online at https://www.gov.uk/government/publications/national-contingency-planncp

5 Out of hours arrangements for MMO

The MMO maintains the ability to respond to incidents quickly and effectively at any time.

During office hours the MPRT monitor the emergency phone and dispersants@marinemangement.org.uk and responds to incidents.

Outside of office hours, the emergency phone is transferred to the MMO duty marine officer (07770 977825) who deals with incidents out of hours, or can contact MPRT members if they require more
If contact cannot be made through the normal route, the Defra duty office (0345 0518486) will be the point of contact, and Defra can contact MPRT members through alternative numbers.

MMO MPRT must update MMO duty officers by 17.00 each working day on any significant incidents where the duty officer may be called out of hours. The Defra Duty Room may also require briefing as how to handle out of hours calls. MMO duty officers must brief MPRT every working day at 09.00 of any relevant calls they have handled overnight or at the weekend.

Contact numbers (all 24 hours):

- Primary contact number: To report a spillage call your local coastguard. To request approval to use an oil spill treatment product call the MMO Marine Pollution incidents line on 0300 2002024 during office hours.
- Out of office hours please call 07770 977 825. At all times or if other numbers out of order, please call Defra Duty Office on 0345 051 8486.

6 Resources

6.1 Staff

The MPRT consists of two full-time staff. The wider Marine Conservation Team (MCT) are also trained responders. MCT staff can be called upon to join the MPRT in case of a major incident. They may also join the relevant coastal office during an incident to assist with the likely increased workload, and to compensate for staff lost to the standing environment group.

6.2 The emergency room

The emergency room contains:

- 1 spider phone
- video conferencing facilities (6.4)

6.3 Teleconferencing

Lancaster House phones can be used to make conference calls.

6.4 Video conferencing

Lancaster House meeting room 003 has video conferencing facilities. One caller can call the number 020 7654 0012 to be connected directly to room 003. Up to four callers (including those in room 003) can all call 020 7654 0043 to be connected via a Defra virtual meeting room. Both numbers should work 24/7 without need to set up beforehand. For technical assistance, call the MVision Helpdesk on 0870 240 0469 option 5.

7 Legal basis

**The Marine and Coastal Access Act 2009 and Marine Licensing (Exempted Activity) Order 2011**

Section 66 of the Marine and Coastal Access Act 2009 requires that a licence is needed for the deposit of substances or articles within United Kingdom waters from a vehicle, vessel, aircraft, hovercraft, marine structure or container floating in the sea.
Under the Marine and Coastal Access Act 2009 the MMO acts as the regulatory authority for the use of oil spill dispersant products in waters off England.

In Welsh waters Natural Resources Wales are the Approval Authority. In the waters off Northern Ireland, the regulator is the Department of Environment’s Marine Division. For the waters off Scotland, Marine Scotland is the regulator in accordance with the Marine and Coastal Act 2009, the Scottish Adjacent Waters Boundaries Order 1999 and the Marine Access (Scotland) Act 2010. The use of oil spill dispersant products in relation to offshore oil and gas exploration and production operations is specifically excluded from these legislative regimes and is regulated by BEIS.

However, under Article 15 of the Marine Licensing (Exempted Activity) Order 2011 (as amended) a licence is not required for the deposit of a substance for the purpose of treating oil on the surface of the sea if:

- the substance is approved by the licensing authority
- it is used in accordance with the conditions of that approval
- the permission of the licensing authority is obtained for all uses in the sea
- the permission of the licensing authority is obtained for any use below the surface of the sea.

7.1 Oil spill treatment products

The MMO approves OSTPs for the whole UK and approves the use of OSTPs in English waters.

The MMO maintains a list of approved dispersants on the MMO’s website which can be found at the following link: https://www.gov.uk/government/publications/approved-oil-spill-treatment-products/approved-oil-spill-treatment-products

UK approved oil treatment products may be used without prior consultation with the licensing authority in force majeure situations where there is a genuine risk to human life or to the safety of an installation or vessel, such as where there is a serious danger from fire or explosion.

7.2 Oil spill treatment equipment

The use of equipment for controlling, containing or recovering oil is exempt from marine licensing under Article 16 of the Marine Licensing (Exempted Activity) Order 2011 (as amended). The use of booms, mats and pillows which are completely recovered from the sea after they have absorbed oil are considered to fall under this heading and do not therefore require a licence to be put in the sea.

7.3 Manual deposits

Deposits into water (including the sea) within three nautical miles of the coastline and not from a vehicle, vessel, aircraft, hovercraft, marine structure or container floating in the sea – that is those applied manually, or sprayed from backpacks – are regulated by the Environment Agency (EA) under the Environmental Permitting Regulations (England and Wales) 2010 (as amended).

8 Interfacing contingency plans

8.1 Local contingency plans

All offshore installations, ports and harbours where there is a significant risk of a spill or significant environmental sensitivities have a legal obligation to have contingency plans in place.
Some of these plans include a standing approval, issued by MMO (or BEIS for offshore installations only), permitting use of OSTP in prescribed circumstances. A list of MMO issued standing approvals is available in this plan (Appendix B).

Many marine pollution incidents are small incidents which can be dealt with locally (tier 1) or with the additional aid of a contractor (tier 2) and response will be mounted in accordance with these local plans.

In such cases, the MMO will liaise with the local responders – harbour master, local authorities or offshore installations operators – to approve the use of oil treatment products if appropriate and give fisheries and other advice.

Tier 3 incidents are very large incidents requiring national, cross-boundary or international response resources.

### 8.2 National contingency plan

The MCA is the UK LGD for marine pollution incidents from shipping. The National Contingency Plan is available online at [https://www.gov.uk/government/publications/national-contingency-plan](https://www.gov.uk/government/publications/national-contingency-plan)

BEIS is the LGD for marine pollution from offshore installations when responses require national resources, triggering the National Contingency Plan for Pollution from Shipping and Offshore Installations. See [www.gov.uk/oil-and-gas-offshore-emergency-response-legislation](www.gov.uk/oil-and-gas-offshore-emergency-response-legislation) for BEIS's role and responsibilities.

When a national plan response is required, the MMO (or BEIS if offshore installation) will liaise with the MCA to approve use of oil spill treatment products if appropriate and ensure local participation in an environment group. The MMO (not the environment group or any other body) or BEIS (offshore only) grants approval for OSTP use.

The EA will lead on incidents where the source is land based, including discharges from pipelines originating from land.

In such cases, the MMO will liaise with EA to approve the use of oil treatment products if appropriate and give fisheries and other advice.
Different UK central government departments will take the lead if the incident escalates to a national emergency, depending on the origin of the incident.

<table>
<thead>
<tr>
<th>Origin of the pollution</th>
<th>Lead government department (LGD) or category 1 responder</th>
<th>MMO role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shipping – port</td>
<td>Department for Transport or MCA</td>
<td>Approve dispersant use Brief Defra</td>
</tr>
<tr>
<td>Offshore installation</td>
<td>BEIS approve dispersant use</td>
<td></td>
</tr>
<tr>
<td>Land-based sources up to three miles from the coast</td>
<td>EA</td>
<td>Approve dispersant use Brief Defra</td>
</tr>
<tr>
<td>Terrorist activity at sea</td>
<td>Home Office</td>
<td>Approve dispersant use Brief Defra</td>
</tr>
</tbody>
</table>

8.3 Devolved administrations and outside the UK

Wales
Natural Resources Wales act on behalf of Welsh Government to approve the use of oil spill treatment products in Welsh waters.

Scotland
For incidents which occur in waters adjacent to Scotland, Marine Scotland is responsible for approving dispersant use and coordinating environmental advice on behalf of the Scottish Government.

Northern Ireland
For incidents which occur in Northern Ireland, the Northern Ireland Environment Agency, an executive agency of the Department of the Agriculture, Environment and Rural Affairs for Northern Ireland, is responsible for approving dispersant use and co-ordinating environmental advice.

The Isle of Man, the Channel Islands and British overseas territories
The Isle of Man, Channel Islands and British overseas territories are responsible for their own counter-pollution arrangements but may request assistance in a major incident.

9 Other marine emergencies

9.1 Waste disposal at sea

It is UK policy not to licence most disposal at sea if there is a safe and practical land-based alternative is available.

Incineration of waste at sea (including in situ burning of oil) is not normally permitted.
UK policy is directed by the OSPAR Convention\(^1\) and London Protocol\(^2\).

Under the London Protocol dumping is prohibited except for activities highlighted in the "reverse list":

1. dredged material
2. sewage sludge
3. fish wastes
4. vessels and platforms
5. inert, inorganic geological material (such as mining wastes)
6. organic material of natural origin
7. bulky items primarily comprising iron, steel and concrete
8. carbon dioxide streams from carbon dioxide capture processes for sequestration.

The OSPAR Convention states that restrictions do not "apply in case of force majeure due to stress of weather or any other cause, when the safety of human life or of a vessel, aircraft or of an offshore installation is threatened" (OSPAR Convention Annex II article 7 and Annex III article 6);

Such exceptional disposals shall be conducted as to minimise the likelihood of damage to human or marine life and shall immediately be reported to the OSPAR Commission and the London Convention.

9.2 Algal blooms

Reports may be received about algal blooms. These should be reported to the FSA, who may wish to close fisheries or shellfisheries due to toxicity caused by the blooms.

9.3 Emergency marine works

The MMO Marine Licensing Team may grant an emergency licence for marine works (by-passing the several weeks required for the normal licensing process), if the works meet the following definition:

Emergency works are those where urgent permission is required to sure up / make safe only, an existing structure / development / project (possibly in response to a recent event) where human health, property or the environment are at imminent risk. These works will only be classed as an emergency where there is no realistic possibility that the applicant can proceed through the normal application process or a fast tracked version of the process without posing a higher risk.

Annex A: Incident report form including key to POLREP codes

<table>
<thead>
<tr>
<th>Report</th>
<th>Date</th>
<th>Time</th>
<th>Reported by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reporter (B)</td>
<td>Name</td>
<td>Organisation</td>
<td>Telephone</td>
</tr>
<tr>
<td>Source (G)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>-------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vessel/Structure name</td>
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<td></td>
<td></td>
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<tr>
<td>Type and size</td>
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<td></td>
<td></td>
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<tr>
<td>Cargo/contents</td>
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<table>
<thead>
<tr>
<th>Pollution</th>
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<tbody>
<tr>
<td>Confirmed? (A)</td>
</tr>
<tr>
<td>Appearance</td>
</tr>
<tr>
<td>Type (F)</td>
</tr>
<tr>
<td>Diesel, heavy /light fuel oil, crude, chemical (type)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Position and extent (C)</th>
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</thead>
<tbody>
<tr>
<td>Volume of spill (tonnes)</td>
</tr>
<tr>
<td>Volume remaining on vessel</td>
</tr>
<tr>
<td>Location – latitude and longitude*</td>
</tr>
<tr>
<td>Distance from coast</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Conditions</th>
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<tbody>
<tr>
<td>Tide (D)</td>
</tr>
<tr>
<td>Ebb/ Flood</td>
</tr>
<tr>
<td>High tide time</td>
</tr>
<tr>
<td>Speed</td>
</tr>
<tr>
<td>Direction</td>
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</table>

<table>
<thead>
<tr>
<th>Wind (D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots/Wind Scale/Beaufort)</td>
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<tr>
<td>Direction</td>
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</table>

<table>
<thead>
<tr>
<th>Weather (E)</th>
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<tbody>
<tr>
<td>Weather Conditions</td>
</tr>
<tr>
<td>Wave height</td>
</tr>
<tr>
<td>Sea State</td>
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<tr>
<td>Swell</td>
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<table>
<thead>
<tr>
<th>Response (K)</th>
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<tbody>
<tr>
<td>Request to use oil spill treatment product?</td>
</tr>
<tr>
<td>Name and type*</td>
</tr>
<tr>
<td>(If dispersant) last tested for efficacy when?</td>
</tr>
<tr>
<td>Volume</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Responders on site?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other action (such as booming, closing dock gates?)</td>
</tr>
<tr>
<td>Environment group called?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Others informed</th>
</tr>
</thead>
<tbody>
<tr>
<td>SoSRep Y/N</td>
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<tr>
<td>MCA Y/N</td>
</tr>
<tr>
<td>MMO coastal office Y/N</td>
</tr>
<tr>
<td>Natural England/Natural Resources Wales Y/N</td>
</tr>
<tr>
<td>Environment Agency Y/N</td>
</tr>
<tr>
<td>Food Standards Agency Y/N</td>
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</tbody>
</table>

* Check if this is within/near a standing approval
**Check if this is on approved list

POLREP Key: A = Classification B = Date and time/Identity of reporter C = Position and extent D = Tide, wind speed/direction E = Weather and sea state F = Characteristics G = Source and cause H = Vessels in area J = Photographs/Samples K = Remedial action L = Forecast of likely effect M = Persons informed N = Other information
Annex B: Log form

A word version is available on the intranet for MMO staff.

**Incident telephone log**

Name of incident: __________________________________________

<table>
<thead>
<tr>
<th>To/From</th>
<th>Name/Organisation</th>
<th>Telephone number</th>
<th>Time and date</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
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</table>
Annex C: Form approving of oil treatment product use

A word version is available on the intranet for MMO staff.

To:

At:

Via fax number:

Via email address:

Pages 2 +

Date: Time:

Dear

Marine and Coastal Access Act 2009: Marine Licensing (Exempted Activities) Order 2011 (as amended)

Approval to use oil treatment chemicals at/in ............................

Following discussions with the Centre for Environment, Fisheries and Aquaculture Science, the Marine Management Organisation (MMO), within the Maritime and Coastguard Agency’s environment group and Natural England/Natural Resources Wales/Joint Nature Conservation Committee, I am writing to confirm the MMO’s approval of your proposal dated ............. to treat oil at sea/on rocky shores/on beaches/on marine structures/on vessels present at sea or standing on hard standings draining into the sea at the following location/s:

.................................................................

This approval is subject to the following conditions:

1. Only oil treatment products which have been approved by the MMO may be used and they must be used in accordance with the manufacturer’s instructions. In particular chemicals which are not approved for use on rocky shore use should not be used on such shorelines.

2. For dispersant use, a test-spray at sea must be carried out to ensure that the oil it intended to treat is amendable to the product it is intended to use. This approval is only valid if the test-
spray is effective.

3. Access must be given to MMO officials to monitor the use of oil treatment chemicals if requested.

4. That the use of these oil treatment products is discontinued if they prove to have no beneficial effect on the oil being treated or if any adverse effects are observed from their use, or a MMO official requests that these operations cease.

5. That a revised or further approval is sought from MMO before commencing treatment of oil at other locations or diverting from the proposals provided to MMO on the date specified above.

6. A report must be made in writing to MMO within 72 hours after use of oil treatment product.

Yours

Signed by (capitals)……………………….on behalf of…………………………

Date:  Time:

Copies to:
- MMO, Marine Pollution Response Team
- Centre for Environment, Fisheries and Aquaculture Science
- MMO, coastal office/s at…………………………
- Food Standards Agency
- MCA environment group chairman
- Natural England/Natural Resources Wales/Joint Nature Conservation Committee

<table>
<thead>
<tr>
<th>Nautical miles (nm) to kilometres (KM) conversion table</th>
</tr>
</thead>
<tbody>
<tr>
<td>NM</td>
</tr>
<tr>
<td>KM</td>
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<table>
<thead>
<tr>
<th>KM to nm conversion table</th>
</tr>
</thead>
<tbody>
<tr>
<td>KM</td>
</tr>
<tr>
<td>NM</td>
</tr>
</tbody>
</table>
Annex E: Marine pollution incident briefing

A word version is available on the intranet for MMO staff.

[Incident name] [Briefing #] [Briefing time and date]

This document is to be used as a template briefing for MMO SLT, MMO communications and Defra Marine. Information required will vary between incidents.

Name of incident:
Start time and date:
Pollution source:
Location:
Type and quantity – actual pollution:
Type and quantity – potential pollution:
Government bodies involved:
Press interest (likely, positive, accurate?):
Affected stakeholders (and how):
MMO lead responder:

Key points
The main potential impacts of the pollution are:

- 
- 
- 

MMO involvement is:

- 
- 
- 

Main risks are:

- MMO-authorised use of dispersant will be perceived to/cause actual damage to marine resources.
- 
- 

Lines to take
The MMO is responsible for the approval of oil spill treatment products (including dispersants) and provision of environmental advice during marine pollution incidents. Approval is given to use oil spill treatment products only:

- after consultation with Cefas and the relevant statutory nature conservation body
  - when environmental benefits are expected to outweigh environmental costs, or human life is at risk.

Timeline

Such as 25/02/2020 0900 – Vessels collide...and so on
Annex F: Sample of a report to use in an incident

There is no need to use this form itself – it is to help you decide what to put in a report.

Name of port authority/oil company

Incident number: ............................................................ Date: ............................................

Volume and type of oil: ............................................................................................................

Location: ..............................................................................................................................

Remedial action taken: ........................................................................................................

........................................................................................................................................ Name

and type of oil treatment product: ........................................................................................

Volume of product used: ........................................................................................................

Start and finish times for spraying: .....................................................................................

Date of manufacture: ...........................................................................................................

Efficacy last tested on (if applicable): ................................................................................

Comments on effectiveness: ...............................................................................................  
...........................................................................................................................................
...........................................................................................................................................

Report made to Marine Management Organisation as appropriate by:

..............................................................................................................................................

Other remarks: .......................................................................................................................

..............................................................................................................................................

..............................................................................................................................................

Annex G: The role of the MMO in marine pollution response and environment groups/standing environment groups
Introduction
In the event of a marine pollution incident the MCA may initiate the formation of an environment group (EG) with the aim of providing environmental advice to operational command. EGs can also be formed by ports and harbours and the EA for incidents originating from land. BEIS can call an EG for a pollution incident from an offshore oil/gas platform/pipeline.

The role of an Environment group (EG)
The role of an EG is to provide advice, using all relevant environmental information and local knowledge, concerning a marine incident. This should include:

- assessment of environmental risks
- potential impacts
- implications of any clean up or salvage operations
- monitoring the environment
- facilitating the welfare, rehabilitation or humane disposal of impacted wildlife
- information on fishing grounds, spawning and nursery areas, shellfish beds and mariculture.

Standing environment groups (SEG)
To respond quickly to an incident 7 SEGs have been set up around the coast of England so that members are ready to form an environment group in the event of an incident. Members include staff from local EA, MMO, NE/JNCC as well as the Health Protection Agency, local authorities, FSA representatives (local environmental health officials).

In addition the group may be expanded to include representatives from inshore fisheries and conservation authorities and non-governmental organisation such as Royal Society for the Protection of Cruelty to Animals.

This group can either meet in person or virtually by telephone or email. SEGs may write a contingency plan in place which gives details of local priorities and outlines the EG’s response. This should consider cross SEG border issues. The plan should be compatible with the county council spill and booming plans.

Copies of all the contingency plans should be held in SharePoint.

SEGs are normally chaired by EA or NE. SEG chairs meet annually at which point the MCA and MMO HQ are represented. MMO marine officers (MO) should raise any concerns to the attention of the chair of their local group and copy to MMO HQ.

Local MO should attend SEG meetings and take part in any local/national pollution response exercises.
The role of the MMO

The role of the MO within the SEG is to provide both the MMO HQ and the EG with information on local fisheries and shellfisheries and advice on monitoring these both in the short and long term. The MO must also relay on-going information relating to the incident to HQ.

The MMO representative on the SEG is usually the Principle Marine Officer (PMO). It is important that he/she knows the SEG structure well and has contact details for other members handy. PMOs should nominate another MO to attend on their behalf, in person or over the phone, when they are absent.

The underlying principle for all SEG members is to provide informed advice to the oil/chemical spill response team, acting as a collective environment group. In addition, they are the MMO’s eyes and ears during an incident and can take critical decisions following liaison with the MPRT in MMO HQ.

It is important that the MMO EG representative provide MMO HQ/duty officer (24 hours a day) with up-to-date information in relation to an incident, on a daily basis if necessary, as MMO have responsibility for briefing Defra officials who in turn may need to brief ministers. It is important that the briefing is consistent with MCA/BEIS briefings.

In the event of a serious pollution incident, EG work needs to be given priority. PMOs should advise MMO HQ at an early stage about any resource implications, so that management measures can be discussed to ensure other MMO business is not too seriously disrupted. It should be noted that a major incident may last several months or years.

Approval to use oil spill treatment products

The authority to use dispersants and other oil spill treatment products in all English waters is given by MMO HQ in consultation with local MMO, Cefas and NE.
Appendix A: Oil spill treatment products approved for use in the United Kingdom

Last updated: 30/09/2019

A list of the approved oil dispersant products can be found on the MMO’s website at the following link: https://www.gov.uk/government/publications/approved-oil-spill-treatment-products/approved-oil-spill-treatment-products

This list has been compiled by the MMO as a guide to the range of oil treatment products currently approved for use in the UK.

For further information, see www.marinemanagement.org.uk/protecting/pollution/approval.htm

All products approved after 1 April 1996 have been required to pass both the Sea/Beach and Rocky Shore Toxicity Tests. Any products coming up for renewal that have only passed the Sea/Beach toxicity test in the past are required, before they can be renewed, to pass the Rocky Shore Test also.

The following products have been removed from the list of approved products because they did not pass the Rocky Shore Test when submitted for renewal:

• Chemkleen OSDA JAC (removed from list 21/01/1998)
• Corexit 9527 (removed from list 30/07/1998)
• Corexit 9500 (removed from list 30/07/1998).

Existing stocks of these products may still be used away from rocky shorelines in appropriate conditions. Approval should be sought from the relevant licensing authority before any proposed use.

The following product has been found to have been on sale in the UK labelled as “Approved for use by the UK Ministry of Agriculture, Fisheries and Food” but has never been presented to our predecessor MAFF or to Defra for approval. It must therefore not be used in UK waters as an oil dispersant as it does not have official approval and has not passed any official UK efficacy or toxicity tests.

• MOD Solvent – Marine Oil Dispersant.
Appendix B: List of standing approvals

Issued to advise MMO staff.

<table>
<thead>
<tr>
<th>Longitude</th>
<th>Latitude</th>
<th>Description</th>
<th>Company</th>
<th>Emergency contact (24 hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>00° 8' W</td>
<td>53° 37' N</td>
<td>ABP – Humber Ports</td>
<td>ABP – Humber Ports</td>
<td>01482 212 191</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date and derogation amount approved</th>
<th>Product</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 November 2015 10 tonnes</td>
<td>MMO approved</td>
<td>Only at high tide and 7 hours thereafter.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not on flood.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not on diesel/heavy oil.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not outside area defined by co-ordinates in standing approval.</td>
</tr>
</tbody>
</table>

- Holme Hook Buoy
- No.13 Clay Huts Float
- No.11 Holme Buoy
- No. 9A Float
- No. 9 Holme Ridge Buoy
- No. 7A Buoy
- Sunk Spit Buoy
- No. 8 Middle Burcom Buoy
- Tioxide Outfall Fl (3) Y 9s
- Humber Power Intake Fl R 1.5s
- No. 10 Upper Burcom Float
- Immingham Oil Terminal East End Horn Mo (N)
- Immingham Oil Terminal Finger Pier West End FR
- Immingham East Jetty East End Horn Mo (A)
- Immingham West Jetty East End (Light)
- Immingham West Jetty West End Horn
- Immingham Bulk Terminal Dolphin Iso R2s
- Immingham Bulk Terminal East End (Light)
- HIT West End (Light)
- Immingham Gas Terminal East End (Light)
- Immingham Gas Terminal West End 2 Oc R (Vert)
- South Killingholme Jetty East End 2 QR (Vert) Horn (3)
  (Due West of initial co-ordinate)
<table>
<thead>
<tr>
<th>Longitude</th>
<th>Latitude</th>
<th>Description</th>
<th>Company</th>
<th>Emergency contact (24 hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>01° 45’ 36 E</td>
<td>52° 28’12 N</td>
<td>ABP Lowestoft</td>
<td>ABP Lowestoft</td>
<td>01502 572 286</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date and derogation amount approved</th>
<th>Product</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longitude</td>
<td>Latitude</td>
<td>Description</td>
</tr>
<tr>
<td>-----------</td>
<td>----------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>01° 19' E</td>
<td>51° 56' N</td>
<td>Harwich Haven Authority</td>
</tr>
</tbody>
</table>

**Date and derogation amount approved**

| DER 30 OPRC Plan – 6 May 2015 | MMO approved | Not on diesel/heavy oil. |

Within defined boundaries in main channel and out to sea only.
<table>
<thead>
<tr>
<th>Longitude</th>
<th>Latitude</th>
<th>Description</th>
<th>Company</th>
<th>Emergency contact (24 hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>00°31’ E</td>
<td>51°29’ N</td>
<td>Teddington - Sea Reach</td>
<td>Port of London</td>
<td>01474 560 311</td>
</tr>
</tbody>
</table>

**Date and derogation amount approved**

<table>
<thead>
<tr>
<th>Product Description</th>
<th>Product</th>
</tr>
</thead>
<tbody>
<tr>
<td>DER 35</td>
<td>MMO</td>
</tr>
<tr>
<td>ORPC Plan – 31 October 2016</td>
<td>approved</td>
</tr>
<tr>
<td>100 gallons (450 litres)</td>
<td>Not on diesel/heavy oil. Not on oil stranded on salt marsh, mudflat or beaches in Foulness SSSI, Benfleet and South Marshes SSSI, Cliffe and Cooling SSSI, Medway Marshes SSSI, Thames Estuary and Marshes SPA, Thames Estuary and Marshes – RAMSAR site.</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Longitude</th>
<th>Latitude</th>
<th>Description</th>
<th>Company</th>
<th>Emergency contact (24 hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>001°25' 48 E</td>
<td>51°19'48 N</td>
<td>Ramsgate</td>
<td>Thanet Council</td>
<td>01843592277</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date and derogation amount approved</th>
<th>Product</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>DER 32 OPRC Plan – 26 July 2016</td>
<td>MMO approved</td>
<td>Not on diesel/heavy oil.</td>
</tr>
<tr>
<td>50 litres</td>
<td></td>
<td>Not directly on mudflats or salt marshes.</td>
</tr>
<tr>
<td>Longitude</td>
<td>Latitude</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>01° 20’ 04” W</td>
<td>50° 50’ 13”N</td>
<td>Fawley Oil Refinery</td>
</tr>
</tbody>
</table>

**Date and derogation amount approved**

- 19 September 2016
- 150 gallons

**Product**

- MMO approved

**Restrictions**

- Not south of Power Station intake.
- Not north of Hythe Ferry.
- Not on refinery salt marsh/creeks in SSSI.
- Not directly on mudflats or salt marshes. Not in Hamble.
<table>
<thead>
<tr>
<th>Longitude</th>
<th>Latitude</th>
<th>Description</th>
<th>Company</th>
<th>Emergency contact (24 hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>02° 45' W</td>
<td>51° 29' N</td>
<td>Bristol</td>
<td>Bristol Port Company</td>
<td>0117 982 0000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date and derogation amount approved</th>
<th>Product</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>DER 67 16 February 2015 400 gallons</td>
<td>MMO approved (Slickgone NS held)</td>
<td>Only in enclosed docks and River Avon from entrance to Cumberland basin.</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Longitude</th>
<th>Latitude</th>
<th>Description</th>
<th>Company</th>
<th>Emergency contact (24 hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>03° 33' W</td>
<td>54° 38' N</td>
<td>Prince of Wales Dock, Workington</td>
<td>Port of Workington</td>
<td>01900 602 301 (office hours)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>01900 603 915 (out of hours)</td>
</tr>
</tbody>
</table>

Date and derogation amount approved
30 August 2019
60 litres

Product
MMO approved

Restrictions
Not on diesel/heavy oil.
Only within dock. Not in Derwent Estuary.

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