Maritime & Coastguard Agency

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

Safer Lives, Safer Ships, Cleaner Seas

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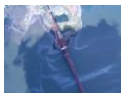
MCA's Main Responsibilities

- Safer Lives

- Safer Ships



- Cleaner Seas

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Safer Lives – HM Coastguard and UK SAR

- Our most important role is to improve safety both at sea and on the coast and we do this through education and emergency response activities.
- There is the National Maritime Operations Centre (NMOC) in Fareham and 9 Coastguard Operation Centres (CGOCs) around the UK coast, coordinates a 24-hour, 365-day emergency response.
- The MCA use HM Coastguard helicopters, our volunteer Coastguard Rescue Teams, and work with RNLI and other voluntary lifeboats.

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Safer Ships – Survey, Inspection and Seafarer Safety

- Shipping is vital to the UK, delivering over 95% of our visible trade.
- A safe environment for ships and professional seafarers is vital, so we work closely with the maritime industry to enhance safety, set policy and work in partnership with maritime organisations.
- 34,000 seafarers hold UK Certificates of Competency.

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Cleaner Seas – Counter-Pollution

- The 11,072 miles of UK coastline and the seas around it are home to over 8,000 species of wildlife.
- Our prevention work reduces pollution from shipping and our response activities minimise its impact.
- We aim to promote clean and safe seas through environmentally sustainable shipping.

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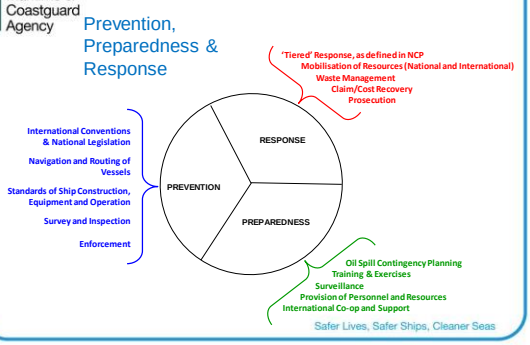
MCA core responsibilities:

Prevention, Preparedness & Response



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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
- MCA is the National Competent Authority for OPRC in the UK and is tasked to:
  - Minimise the risk of pollution from ships and offshore installations, where pollution occurs, minimise the impact on UK waters, coastlines and economic interests
  - Takes the lead in pollution at sea from ships

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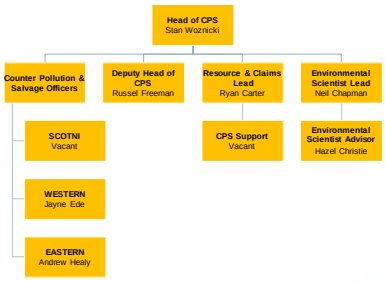
CPS Structure



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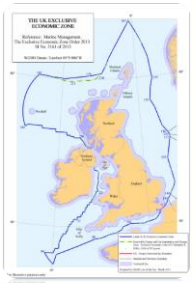
UK Exclusive Economic Zone

- Includes the UK's internal waters
- Extends to 200 nautical miles from the coastline or to the nearest median line with neighbouring coastal states
- 17,820 km of coastline
- Sea Area >770,000 sq km



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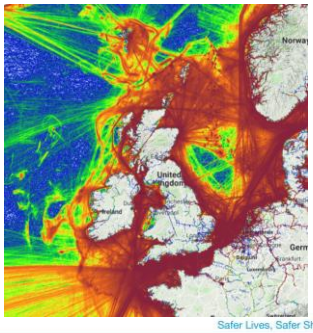
Shipping Density



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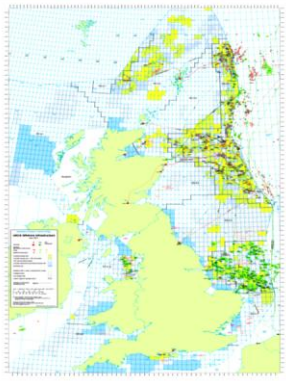
Offshore Oil and Gas Installations

Summary	Installations
Number of Oil Platforms	89
Number of Oil Floating Installations	21
Total Number of Oil Installations	110
Total Number of Gas Platforms	187
Total Number of Oil and Gas Installations	297



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Source of Pollution

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

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Ship Oil Spills – Top Ten

Atlantic Empress	1979	Off Tobago, West Indies	287,000
ABT Summer	1991	700 nm off Angola	260,000
Castillo de Bellver	1983	Saldanha Bay, South Africa	252,000
Amoco Cadiz	1978	Off Brittany, France	223,000
Haven	1991	Genoa, Italy	144,000
Odyssey	1988	700 nm off Novia Scotia	132,000
Torrey Canyon	1967	Isles of Scilly, UK	119,000
Sea Star	1972	Gulf of Oman	115,000
Irenes Serenade	1980	Navarino Bay, Greece	100,000
Urquiola	1976	La Coruna, Spain	100,000

* Statistics taken from the ITOPF Web site.

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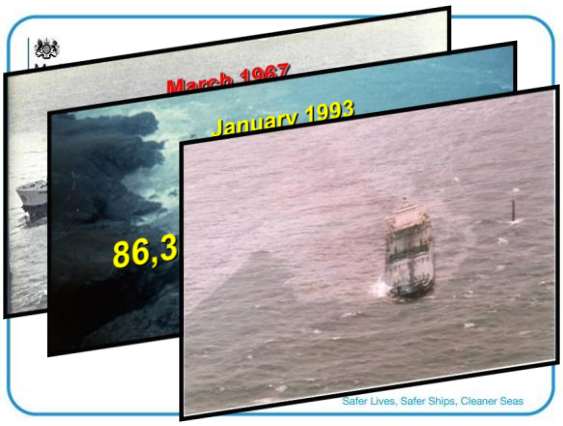

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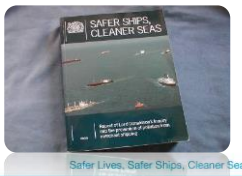
Braer - 1993

- This led to Lord Donaldson's Review ***"Safer Ships, Cleaner Seas"***
- …and placement of the first UK Government Emergency Towing Vessel



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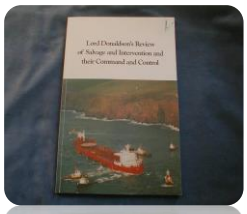
Sea Empress - 1996

- Review conducted by Lord Donaldson

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



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Lord Donaldson's Conclusions

i. "Trigger point" for Intervention
ii. MCA to play a larger part in operations
iii. Powers in respect of offshore installations
iv. 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 6

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

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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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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

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International

BONN, MANCHEPLAN, NORBRIT

National

National Contingency Plan

Co-operatives

Local Authorities/Ports & Harbours

Individual OPRC plans,

Potential Spiller

Ships/Offshore installations

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Contingency Plans

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- 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 audited 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 ?

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- 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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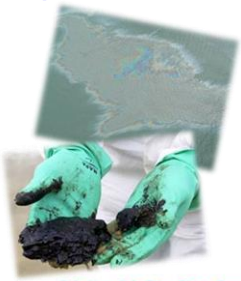
Contingency Planning
Lack of planning - the consequences

- 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

Length (m)	DWT	Collision wing tank	Grounding 2 wing+centre	Bunkers carried
<200m	30000	700	3000	1350
200m	50000	1100	5000	5200
250m	100000	5500	21000	7000
275m	200000	10500	45000	8300
300m	240000	15000	60000	12000

400m Containership – 6 fuel tanks (each approx. 2150m³ HFO) – Total 13000m³ HFO + 600m³ Diesel

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100m

180m

Tanker size

300m

400m

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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

- Has there been a realistic assessment of the possible threat and of the resources most at risk?
- Have the protection priorities been agreed including available techniques?
- Have the cleanup and protection strategies been agreed and explained?
- Have the roles and responsibilities been clearly stated?
- Are the available resources sufficient and has the backup been identified?

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Plan Reviews

- Has the waste management issue been clearly identified?
- Are the initial alerting and evaluation procedures clear?
- Has the communication system been defined?
- Have all aspects of the plan been tested?
- Is the plan compatible with plans for other authorities?

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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 authorities ……and they need to work with the MCA.

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