

ASSOCIATED BRITISH PORTS

**OIL SPILL CONTINGENCY PLAN
FOR THE PORT OF GARSTON**

**MR. C. BEVAN
DIVISIONAL PORT MANAGER,
NORTH WEST COAST
PORT OFFICE
DOCK ROAD**

**GARSTON
LIVERPOOL L19 2JW**


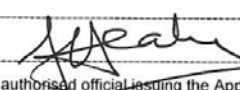
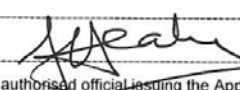
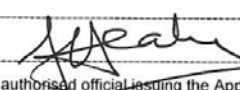

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MCA Certificate of Approval

Approval Number: | 3303 /

ZZZ/3302/1600043

 Maritime & Coastguard Agency	<h2>APPROVAL OF OIL SPILL CONTINGENCY PLAN</h2>					
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* Category of Port	<table border="1" style="width: 100%;"> <tr><td style="text-align: center;">PORT OF GARSTON</td></tr> <tr><td style="text-align: center;">A & B</td></tr> </table>	PORT OF GARSTON	A & B			
PORT OF GARSTON						
A & B						
Name of Operator / Company * Address	<table border="1" style="width: 100%;"> <tr><td style="text-align: center;">Associated British Ports</td></tr> <tr><td style="text-align: center;">Port of Garston</td></tr> <tr><td style="text-align: center;">Dock Road</td></tr> <tr><td style="text-align: center;">Garston</td></tr> <tr><td style="text-align: center;">L19 2JW</td></tr> </table>	Associated British Ports	Port of Garston	Dock Road	Garston	L19 2JW
Associated British Ports						
Port of Garston						
Dock Road						
Garston						
L19 2JW						
Post Code	L19 2JW					
<p>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.</p>						
Date of Plan	<table border="1" style="width: 100%;"> <tr><td style="text-align: center;">01 December 2016</td></tr> </table>	01 December 2016				
01 December 2016						
Plan version (where applicable)	<table border="1" style="width: 100%;"> <tr><td style="text-align: center;">Version 3</td></tr> </table>	Version 3				
Version 3						
This Plan is valid until	<table border="1" style="width: 100%;"> <tr><td style="text-align: center;">30 November 2021</td></tr> </table>	30 November 2021				
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Issued by the Maritime and Coastguard Agency.						
Issued at <table border="1" style="width: 100%;"> <tr><td style="text-align: center;">MCA HQ (UK)</td></tr> </table> (Place of issue)	MCA HQ (UK)	Signed <table border="1" style="width: 100%;"> <tr><td style="text-align: center;"></td></tr> </table> (Signature of duly authorised official issuing the Approval)				
MCA HQ (UK)						
						
Date <table border="1" style="width: 100%;"> <tr><td style="text-align: center;">01 December 2016</td></tr> </table> (Date of issue)	01 December 2016	Name <table border="1" style="width: 100%;"> <tr><td style="text-align: center;">ANDREW HEALY</td></tr> </table> (For and on behalf of the Secretary of State)	ANDREW HEALY			
01 December 2016						
ANDREW HEALY						
						
* Delete as appropriate						

STATEMENT FOR THE MCA

I confirm that the Garston Oil Spill Contingency Plan gives me a realistic assessment of the perceived risk of oil pollution, and the response strategy required for the area covered by this plan.

Signed

Handwritten signature of G. T. Fitzgerald in black ink.

.....

Name and Position: Graham T. Fitzgerald

Representing: Environment Agency

Date: 22 April 2016

STATEMENT FOR THE MCA

I confirm that the Garston Oil Spill Contingency Plan give me a realistic assessment of the perceived risk of oil pollution, and the response strategy required for the area covered by this plan.

Signed

.....

Name and Position: Dan Howarth - Marine Officer

Representing: MMO.

Date: 15/04/16

STATEMENT FOR THE MCA

I confirm that the Garston Oil Spill Contingency Plan gives me a realistic assessment of the perceived risk of oil pollution, and the response strategy required for the area covered by this plan.

Signed

...M. Cotgreave.....

Name and Position: Michelle Cotgreave / Principal Emergency Planning Officer

Representing: Halton Borough Council

Date: 06.04.2014

STATEMENT FOR THE MCA

I confirm that the Garston Oil Spill Contingency Plan give me a realistic assessment of the perceived risk of oil pollution, and the response strategy required for the area covered by this plan.

Signed:

Elizabeth Hopley

Name and Position: Dr. Elizabeth Hopley. Marine and Coast Lead Adviser, Cheshire to Lancashire
Representing: Natural England
Date: 22nd March 2016

STATEMENT FOR THE MCA

I confirm that the Garston Oil Spill Contingency Plan give me a realistic assessment of the perceived risk of oil pollution, and the response strategy required for the area covered by this plan.

Signed



.....
Name and Position: DAVID BRAY, PORTS + HARBOURS.

Representing: ADLER + ALLAN

Date: 7/3/16.

STATEMENT FOR THE MCA

I confirm that the Garston Oil Spill Contingency Plan give me a realistic assessment of the perceived risk of oil pollution, and the response strategy required for the area covered by this plan.

Signed

Paul Lark
.....

Name and Position:

Marine Master Planner

Representing:

Peel Ports

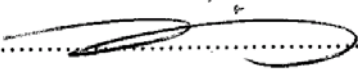
Date:

21/03/2016.

STATEMENT FOR THE MCA

I confirm that the Garston Oil Spill Contingency Plan give me a realistic assessment of the perceived risk of oil pollution, and the response strategy required for the area covered by this plan.

Signed

.....

Name and Position: *Jamie Riley - Emergency Planning officer*

Representing: *Liverpool City Council.*

Date: *27/4/16*

Date of Issue:	01 December 2016
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ABP	Port of Garston Oil Spill Contingency Plan
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List of Plan Holders

Copy	Name	Organisation	Location
1	CPSO/HQ	HQ/CPSO	Southampton
2	Mike McCartain	Marine Advisor- ABP	Hull
3	David Bray	Adler and Allan	Southampton
4	Captain SF Gallimore	Peel Ports	Liverpool
5	Jamie Riley	Liverpool City Council, Emergency Planning Officer.	Liverpool
6	Operational Planning & Policy Team	Merseyside, Fire and Rescue	Bootle
7	Nicholas Greenwood	MMO	Newcastle
8	Daniel Howarth	MMO	Preston
9	Katherine Nisbet	Natural England	Crewe
10	Ref – Copy	ABP Garston	Marine Control
11	Master – Copy	ABP Garston	Dock Master’s Office
12	Ref – Copy	ABP Garston	Port Office
13	CGOC	MCA	Holyhead
14	Karen Wallbank	Halton, Council, Risk and Emergency Planning Officer.	Widnes
15	Mark Camborne	Wirral Council, Corporate Resilience Officer	Birkenhead
16	Karen Peart	Environment Agency	Warrington

Plan No.	1	Date 01 December 2016
Signed:		

ABP	Port of Garston Oil Spill Contingency Plan
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1. Introduction

1.1 Statutory Requirement SI 1998 No. 1056

Following the introduction of the Merchant Shipping (Oil Pollution Preparedness, Response and Cooperation Convention) Regulations 1997 which became law in 1998 there is a requirement in the UK for;

- Any harbour or oil handling facility having a turnover of more than £1 million or
- Any harbour or oil handling facility offering berths alongside, on buoys or at anchor, to ships of over 400 GRT or tankers (Oil or chemical) of over 150 GRT to produce an oil spill contingency plan.
- Any other harbour or oil handling facility in respect of which the Secretary of State has reserved the harbour authority or operator (as the case may be) a notice stating that he is of the opinion that maritime activities undertaken at the harbour or facilities involve a significant risk of spillage of over 10 tonnes of oil must produce an oil contingency plan.
- Any harbour or oil handling facility, which, in the opinion of the Secretary of State and the following consultation with relevant government bodies, is located in an area of significant environmental sensitivity, or in an area where a discharge of oil or other substances could cause significant economic damage, for example to local shell fishing or Marine culture industries must produce an oil spill contingency plan.

The Oil Spill Contingency Plan has been developed to conform with the Merchant Shipping (Oil Pollution Preparedness, Response and Cooperation Convention) Regulations 1998, SI 1998 No. 1056, which entered into effect on the 15th May 1998.

1.2 Purpose of the Plan

The plan is provided to assist the Harbour Authority and other organisations in dealing with an accidental discharge of oil. Its primary purpose is to set in motion the necessary actions to stop or minimise the discharge and to mitigate its effects. Effective planning ensures that the

necessary actions are taken in a structured, logical and timely manner.

This plan is designed to conform with the requirements of the Act and to be compatible with the National Oil Spill Contingency Plan and the Local Estuary Oil Spill Contingency Plan (Port of Liverpool Oil Spill Contingency Plan) produced by Mersey Docks and Harbour Company.

For the plan to be effective, it must be:

- familiar to those with key response functions in the Port
- regularly exercised
- reviewed and updated on a regular basis

This plan uses a tiered response to oil pollution incidents. The plan is designed to deal with Tier One spillages, and to provide guidance for the response to Tier Two and Three incidents. Where a spillage is associated with a wider emergency, then additional factors involving the safety of personnel will take precedence over the pollution response. The salvage and casualty management of any vessel which poses a threat of pollution are priority considerations.

During oil spill response activities account must be taken of the following:

- site hazard information
- adherence to permit procedures
- spill site pre-entry briefing
- boat safety
- COSHH Regulations and material safety data sheets
- personal protective equipment needs
- heat stress and hypothermia
- decontamination

1.2.1 Scope of the Plan

The plan details the contingency arrangements for responding to actual or threatened oil pollution incidents within the enclosed dock system of the Port of Garston, and also to similar situations in the River Mersey within the adjacent area of the Garston Channel and Port approaches.

Responsibility for the plan for the enclosed Dock System for the Port of Garston is that of the Dock Master, Garston. Whilst that of the River Channel is the responsibility of the Harbour Master for the Port of Liverpool (CHA).

1.3 Areas of Responsibility and Shoreline Response

Associated British Ports has a legal responsibility for all waters enclosed within the dock system at the Port of Garston, and that part of Garston Channel that extends from the outer gates of the entrance lock to 'G8' Buoy – approximately 1,000 metres in length.

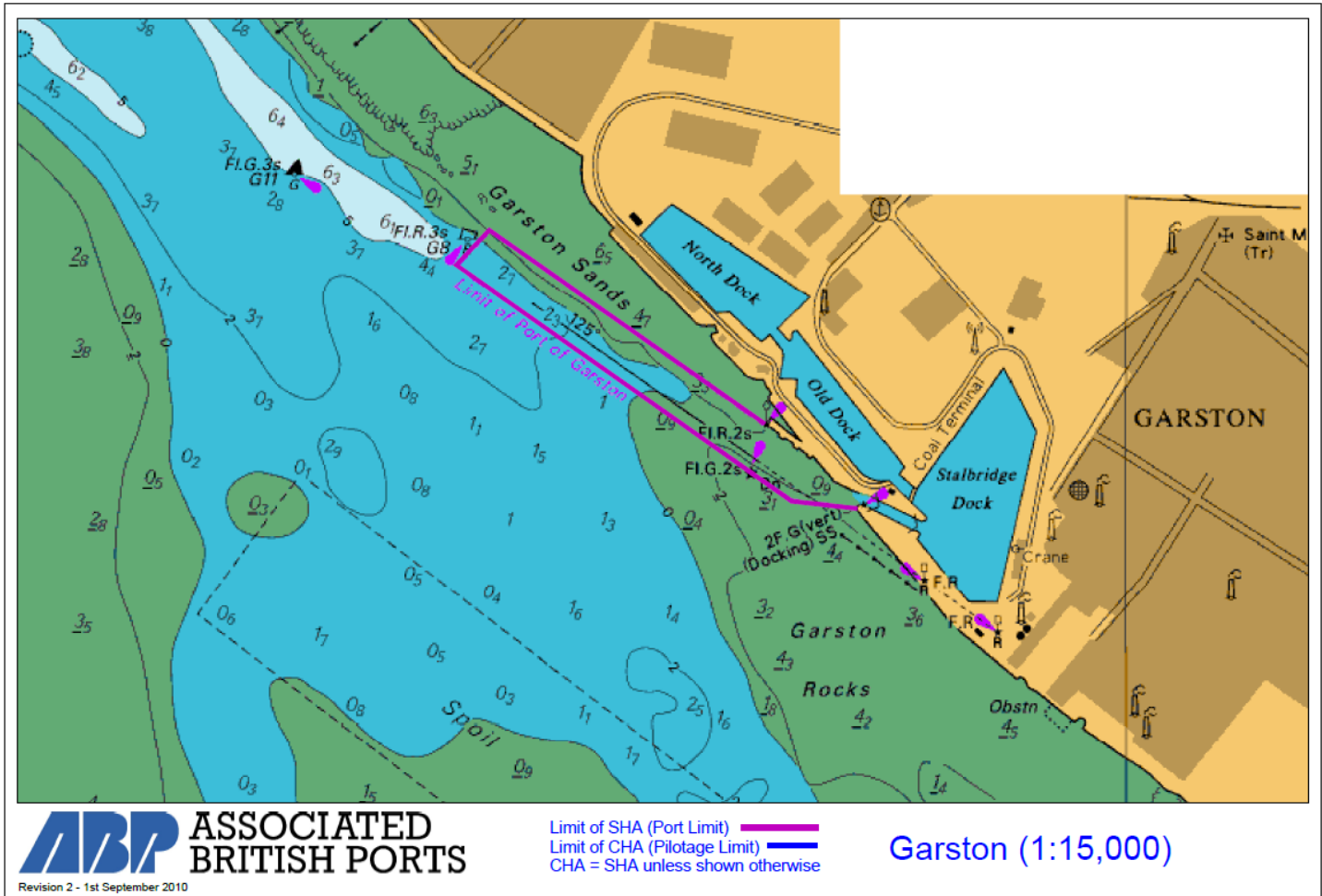
For the purposes of this plan, the Dock Master at Garston will take responsibility for the conduct of all oil spill response within the enclosed dock system, and, under local agreement. The Harbour Master for the Mersey Docks and Harbour Company will control all response for oil spills in the River Mersey. This does not absolve the Dock Master at Garston from the responsibility to render what resources and manpower he has available to assist the Harbour Master of the Mersey Docks and Harbour Company.

1.4 Updating the Plan

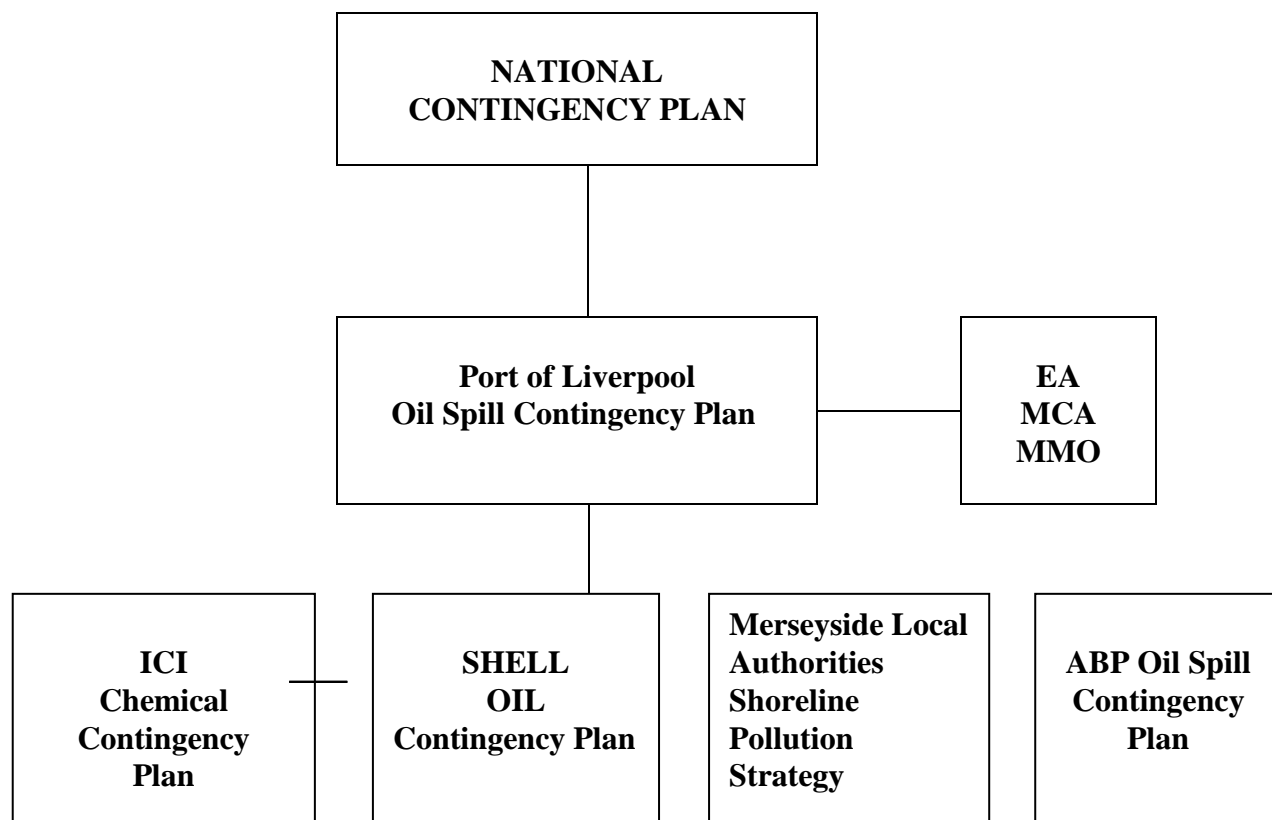
Responsibility for updating the Plan will rest with the Dock Master, Garston. Minor updating i.e. Changes of titles, phone numbers etc., will be circulated to all holders as an amendment as and when revised. The plan will be reviewed annually. Major changes which are deemed necessary after an actual oil spill (or simulated oil spill exercise) will be circulated to all holders of the plan subject to the approval of the MCA.

Complete evaluation and revision is required every 5 years and must be approved by MCA.

Port of Garston SHA Limits



1.5 Interfacing Oil Spill Contingency Plan



1.6 National Contingency Plan

In the event of an oil spill incident which calls for a Tier Three response, the Maritime and Coastguard Agency may decide to implement the National Contingency Plan (NCP). In this event, MCA will take control of at-sea counter pollution measures from either the Port of Liverpool VTS Marine Response Centre (MRC) or from their own MRC. Should there be a formal hand-over of responsibility to MCA for dealing with the incident, the Port's oil spill response resources and facilities will be made available.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/408385/140829-NCP-Final.pdf

1.7 Consultation

The following authorities and organisations have been consulted during the preparation of this plan:

- Natural England
- Environment Agency
- Adler and Allan
- MMO
- Liverpool City Council
- Peel Ports

1.8 Risk Assessment (for full details, refer to page 21)

CAUSE	ASSESSED RISK
Grounding In Garston Channel	Low/Moderate
Collision Underway	Low
Collision with East/West Dolphin	Low
Berthing Incident	Low
Tug Impact	Low
Oil Transfer Operations	Low/Moderate
Bunkering Operations	Low/Moderate
Effluent Discharge	Low
Miscellaneous Sources	Moderate

1.9 Oil Spill Tiers (Classification of Oil Spills)

Oil spill incidents have been categorised into three levels.

Small Spill	Tier 1	Will be dealt with jointly by the Polluter (where identified) and ABP Port of Garston staff and their available resources.
Significant Spill	Tier 2	Requires callout of Adler and Allan
Major Spill	Tier 3	May require Marine Pollution Control Unit involvement, implementation of 'Port of Liverpool Oil Spill Contingency Plan' and activation of National Contingency Plan.

Further classifications of products and oils transiting the Port of Liverpool area should also be used. Oils can be classified into four groups.

1.10 Oil Groupings

	Specific Gravity	Example
Group 1	Up to 0.8	Naphtha, Gasoline
Group 2	Between 0.8 and 0.85	Diesel (gas oil), Light Crude's
Group 3	Between 0.85 and 0.95	Medium Crude's
Group 4	over 0.95	Heavy Fuel Oil, Heavy

2. INCIDENT RESPONSE ORGANISATION

2.1 Dock Master

The Dock Master (or nominated deputy) has overall responsibility for the conduct of spill response operations within the Port of Garston and enclosed Dock System, whilst the Harbour Master, MDHC has the responsibility for that of the Estuary and River.

Any oil spill in the River Mersey, no matter where it occurs, will quickly become a problem for all riverside authorities due to tidal flow and river currents that frequently exceed five knots.

Each port authority will contribute available manpower and resources to assist the Mersey Docks and Harbour Company in responding to oil spills in the river.

2.2 Oil Spill Management Team (OMT)

An Oil Spill Management Team (OMT) will be established at the Dock Office, Garston under the chairmanship of the Dock Master for Tier Two and Tier Three incidents. Depending on the circumstances of the incident, an OMT may be set up for a Tier One response. The OMT will convene at the Dock Office, Garston and will provide the command and control structure to co-ordinate and direct the incident response. The OMT will consist of representatives from the following organisations and authorities:

Management Team	Support Team
Dock Master	Associated British Ports
Vessel Owners	Public Relations
MCA (if appropriate)	Local Authority
Adler and Allan	Environment Agency
	Natural England
	MMO

2.3 Incident Category Guide

Tier One (Within Enclosed Docks)

Under normal circumstances, both sets of lock gates are kept closed, if, due to “rising” tides or shipping movements they have been opened, they will be closed at High Water to prevent oil escaping into the river. The Tier 1 (Dock) call-out procedure will be initiated, and the incident controlled from the Marine Control Building. (See 3.31).

Tier Two & Tier Three (Within Enclosed Docks)

In addition to the action taken in a Tier One incident, Adler and Allan are to be advised after authorisation by the Port Manager (or his Assistant) and/or the Dock Master. Mersey Docks and Harbour Company Port Control are to be advised that traffic movements may be halted into and out of the Docks until the situation has been stabilised. The incident will be controlled from the Port Emergency Centre at the Port Office.

All Tiers Involving Spills in the River Mersey

All these involve “The Port of Liverpool Oil Spill Contingency Plan” and will be controlled by the Mersey Docks and Harbour Company. Immediate response is to advise Peel Ports via VTS.

A copy of this plan is held at Garston.

3. REPORTING PROCEDURES

3.1 Use of Section

This section sets out the reporting procedures which should be followed in the event that an oil spill occurs either in the enclosed Dock System or the River.

The extent of notification of external authorities and organisations will be determined by the initial classification of the incident. Responsibility for external notification and completion of "POLREP CG77" rests with the Dock Master or Duty Assistant Dock Master.

There is a requirement on the Harbour/Dock Master under statutory instrument 1998 No. 1056 to report all actual or probable discharges of oil to the sea to HM Coastguard and is noted in the appendices to this section. The appendices also include POLREP CG77 and oil spill progress report.

3.2 Prevention of Oil Pollution Acts 1971 & 1986

The Prevention of Oil Pollution Acts (1971 and 1986) place an obligation on persons to immediately report to the Dock Master, an oil spill which enters or occurs at the Port of Garston. Persons include Port Employees, Port Users, Vessels' Masters, Agents or Charterers, and any employee of industrial companies using the Port.

3.3 NOTIFICATION

In addition to the Dock Master or his appointed deputy, the following persons or organisations must be informed in the event of pollution:

3.3.1 Tier One (Dock)

Port Operations Manager
MCA (and form CG77 POLREP completed)
Environment Agency
Vessel's Master and Agent (if a vessel is involved)
Peel Ports (for information only)

3.3.2 Tier Two and Three (Dock)

In addition to the above:
Adler and Allan
Environment Agency
Natural England
Local Authority Emergency Planning Units
MMO

3.3.3 Tier One (River)

Port Operations Manager
MCA (and form CG77 POLREP completed)
Peel Ports
Environment Agency
Natural England
MMO

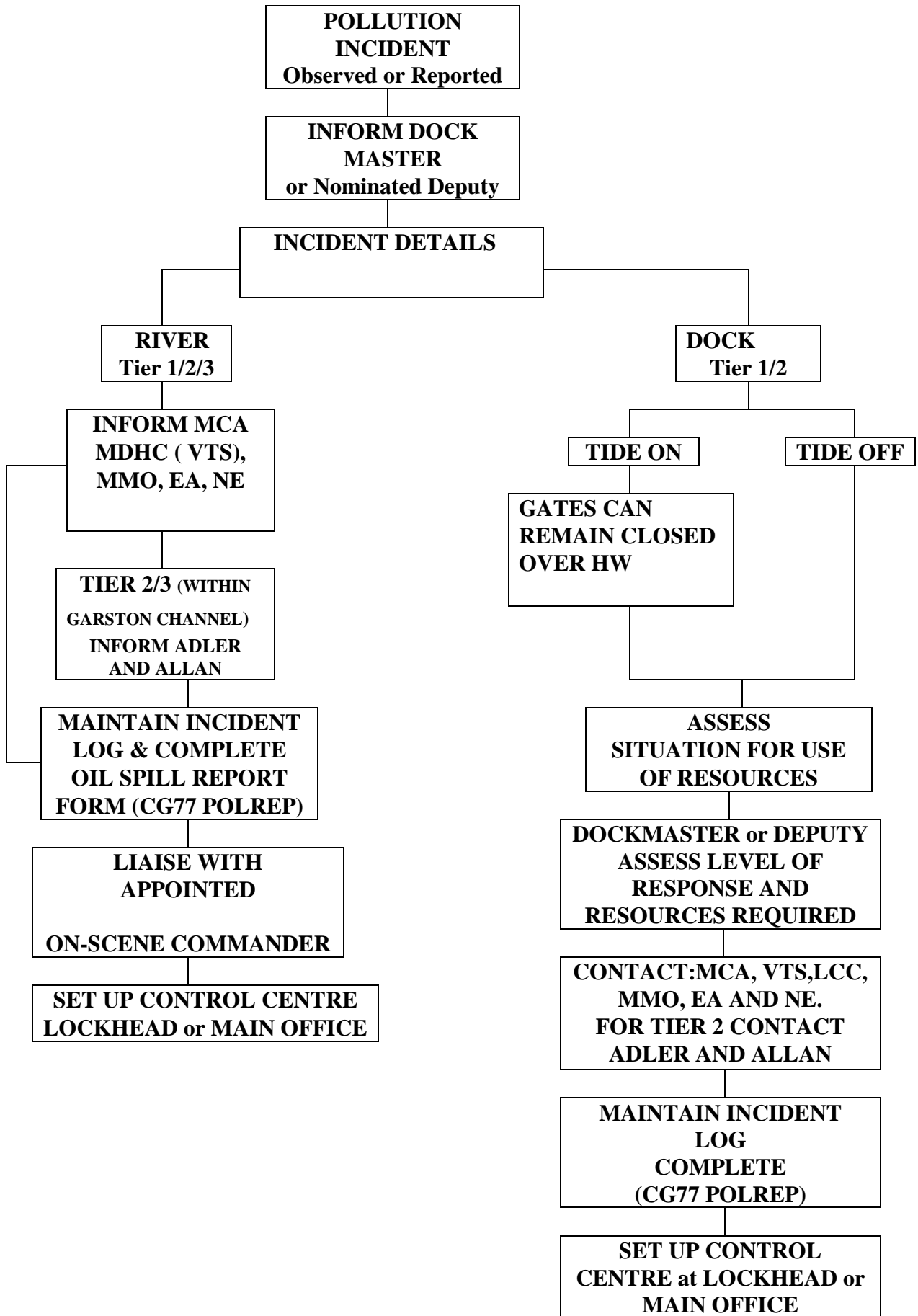
3.3.4 Tiers Two and Three (River)

As above, but ensure that Peel Ports are contacting all relevant agencies.

NOTE:

The MCA will normally contact all relevant agencies on receipt of a POLREP. However it is incumbent of the OMT to ensure that all agencies are notified in line with the NOTIFICATION MATRIX on the following page.

NOTIFICATION MATRIX



Section 4 **ACTION TO BE TAKEN**

4.1 **Duty Marine Officer**

1. Receive information/report of oil spill incident.
2. Inform Dock Master.
3. Advise MDHC, VTS.
4. Obtain as much information as possible regarding the occurrence and situation.
5. Complete report form CG77 POLREP.
6. Initiate call-out procedure – (Follow Notification Matrix on Page 15)
7. Restrict or cease traffic movements if tide is on.
8. Close Lock Gates at H.W. or as soon as it is safe and practical.
9. Commence and maintain a complete log of events.

4.2 Carry out an assessment of the situation and requirements and deal with it. With all oil spills, there is a risk of fire and to this end control the area – ban smoking and naked lights and suspend any hot work. In the event of fire, initiate the Port Emergency Plan.

4.3 Open control centre at “Port Office”/Marine Control Building

4.4 Restrict or cease traffic movements, if tide is on and close gates at H.W. or as soon as is safe and practical.

4.5 Commence and maintain a complete log of events during the incident: i.e.

Events

Actions

Messages

Expenditure (if possible)

Obtain Samples

5. RESPONSE

5.1 Control of Spill

Cessation of Pumping/Transferring Operations
Closure of Valves
Blocking of Scuppers or Drains (if not already done)

5.2 Containment of Spill

The objective is to minimise the area of contamination. If the spill is on the quay, bund area with sand or absorbent material and block drains to prevent contamination reaching the water.

If the spill is in the Dock – Contain with inflatable booms and prevent pollutant escaping to the River.

Dispersants must not be used without the authority of MMO.

The Fire Brigade are experienced in handling pollution spillage on land and should be used to assist in containment and clean up.

Most Vessels using Garston use diesel and light/intermediate fuel oils which at normal ambient conditions evaporate quickly and it is recommended that unless it is a significant quantity, leave it alone, but contain if possible.

Clean up of Spill:

MCA Counter Pollution and Salvage Branch “Oil Spill Clean Up of The Coastline” – A technical manual should be consulted as they suggest the “Leave Alone” options should always be considered.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/408385/140829-NCP-Final.pdf

Storage and Disposal of Waste:

All waste oils and material should be disposed of only to a waste operator holding an environment agency licence. (See Section 8)

Waste oil and oily materials are classified as ‘special waste’ under the Special Waste Regulations 1996. Contractors must be registered carriers and all ‘oil waste’ materials moved, must be accompanied by an appropriate consignment note.

All storage and disposal of waste oils and contaminated clean up materials must be carried out in direct consultation with The Environment Agency.

Small quantities of recovered oil may be stored in the waste oil tank on the East Berth of Old Dock, which holds approximately 1,00 ltrs. Storage of larger quantities of oil and materials will be facilitated by means of portable / collapsible storage tanks provided by ABP’s Oil Spill Response Contractor, Adler and Allan

6. COMMUNICATIONS & PRESS

6.1 COMMUNICATIONS

The Port of Garston has the use of VHF Marine Channels.

- 6.1.1** The Port has five outside telephone lines, handled through an internal telephone switchboard, which is switched to the Marine Control Building out of office hours.

The Port Office and Marine Control have fax and email.

In the event of a major incident out of hours, it may be necessary to call in a member of staff to man the switchboard to control inward calls.

- 6.2** Pollution is an emotive subject and major pollution incidents within the Port are likely to attract media attention, in the event of such interest, all statements to the media should be made via Corporate Communications at ABP Head Office. Any statement will be brief and strictly factual.

Depending on the severity of the oil spill, it may be necessary to appoint a Press Liaison Officer; this person will be appointed by ABP Head Office, Corporate Communications Team.

- 6.2.1** The Press Liaison Officer will be responsible for briefing the media on what has occurred, and the action being taken.

Statement has to be approved by the Senior Manager in charge of the Port Emergency Centre to ensure that they are factually correct.

Questions should be answered honestly, but must not contain conjecture or hearsay.

- 6.2.2** If it is necessary, an Incident Press Office may be set up in a vacant room on the ground floor of the Port Office Building, which is close to, but separate from, the Port Emergency Centre.

7. HEALTH AND SAFETY

7.1 Introduction

Full account must be taken of the health and safety requirements for all personnel involved in oil spill response activities. The Site Specific Health and Safety Plan Assessment Form lists site characteristics, site hazards and personal protective equipment and site facility needs. The plan is intended to act as an aide-memoir to ensure that all applicable health and safety requirements are considered and appropriate actions are taken.

7.2 Personal Protective Equipment

It is important to be aware that most oils contain elements that are toxic and can be absorbed into the body through the skin. Staff actually involved in clearing the oil spill must wear the correct equipment; this includes waterproof trousers and jackets, and rubber gloves to protect their hands. All ABP Staff are issued with weatherproof clothing and protective footwear, rubber gauntlets and latex gloves are kept with the Tier One Oil Spill equipment at the Pierhead.

Clearing up oil requires working on or near the water, Staff required to work from a boat, or close to the edge of the quay should also wear inflatable lifejackets, warm clothing, and non-slip boots. It is likely that there will be a number of non- ABP Staff at the site during a clean-up operation. They should be issued with, if they do not have their own, hi-vis outer clothing, and hard hats.

7.3 Clean-up Substances/ equipment.

It is very unlikely that permission would be granted by the MMO for the use of dispersants to break-up oil spilled into the Enclosed Docks. All other equipment used, have no particular hazards while clean and dry, however staff should be warned that when wet and soiled they can be both heavy and awkward to handle.

7.4 Lighting

It would be dangerous to assume that an oil-spill will occur in daylight hours, or that the clean-up will be completed during the hours of daylight. Special risks will be present when working at night, as it will not always be possible to see oil residue on dock edges or around the interior of a boat. This should be brought to the attention of staff involved, and all available dock lighting should be used. Should the spill be widespread, and a large number of clean-up operators involved, consideration should be made for the hire of portable lighting units.

7.5 Non-ABP Staff

It is highly probable that there will be non-ABP staff on site during a clean-up operation. These people may not be familiar with the port, or the dangers of working in a port environment. It is important that:

- a) they are properly briefed before going on site,
- b) they are correctly dressed, (see 7.2) and:
- c) a record of their names and purpose for being on site is kept

All “visitors” should therefore report to the Pierhead, where they will receive the correct information and the records kept.

7.6 Other hazards.

Certain volatile oils may pose the risk of explosion, no smoking or naked flames should be permitted in the Harbour Area, even if no clean-up is deemed necessary, until certain that the oil has evaporated and the danger is passed.

8. WASTE MANAGEMENT PLAN

See STOp 3/16 <https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>

8.1 Whenever possible, spilled oil should be recovered for recycling and re-use. Small quantities of oil can be stored in the waste oil tank on the East Berth of Old Dock, which holds approximately 1,000 litres.

8.2 Large quantities of oil will have to be removed from the site in road tankers, by licensed waste contractors. These are:

1. **Bagnall and Morris Waste Services** - Not permitted to store or treat waste oil at this site

Iris House

Dock Road South

Bromborough

Wirral. CH62 4SQ

Contact: Rose Warnock - Tel: 0151 346 2900/07799 424136

2. **Oil Salvage Ltd** - They are permitted to accept waste oil at this site

1 Lyster Road, Bootle

Liverpool. L20 1AS

Contact: Mr. V. Vernon - Tel: 0151 933 4084

3. **Avanti Environmental Group Ltd** - They are permitted to accept waste oil at this site

Kirby, Liverpool. L33 7SG

Contact: Mr. C. Drake - Tel: 0151 549 2227

4. **JH Willis and Son** - Not permitted to store or treat waste oil at this site

Holme Farm

Marsh Lane

Ince

Chester. CH2 4NR

Contact: Julie Ross - Tel: 0151 356 0351

5. **Adler & Allan** - They are permitted to accept waste oil at this site

Unit 6 Southern Street

Walkden

Greater Manchester

M28 3QN

Tel: 0800 592 827 Fax: 01204 791166

As well as liquid oil wastes, oil contaminated clothing, cleaning materials, and other products are classified as 'Special Waste' under the Special Waste Regulations 1996, and must be accompanied by an appropriate consignment note.

Prior to disposal of such quantities of waste, the Environment Agency must be contacted.

9. TRAINING AND EXERCISE POLICY

9.1 Training

The importance of training for harbour personnel who may become involved in the response to oil spill incidents is recognised and acknowledged. All members of the Management Team and Supervisors will undergo periodic training.

Garston is committed to retain 2 staff to Level 4P and six staff to Level 1P.

9.2 Exercises

Exercise Type	Frequency
Notification	Twice per year
Tier 1 Mobilisation	Twice per year
Table-top Exercise (may incorporate mobilisation and deployment of local response equipment)	Once per year
Incident Management Exercise (IME) (will incorporate mobilisation and deployment of resources up to tier 2 level)	Once every 3 years

Exercises may be combined.

10. RISK ASSESSMENT

10.1 Garston Channel

The approaches from the last channel buoy "G8" to the lock entrance between the West Dolphin and East Dolphin are regularly dredged; there have been no recent collisions or groundings.

With the exception of dredging operations during times of commercial traffic movements, vessels are not permitted to pass each other within the above area. Thus the risk of collision/grounding within the area is very low.

10.2 Collision with Fixed Objects (West and East Dolphins, Lock Entrance)

All traffic movements are regulated, whereby vessels sailing, mainly lock out or depart during the first level of the Flood Tide with vessels arriving/entering after H.W. or locking in on the Ebb thus in both instances vessels are stemming the tide with the most tidal effect on manoeuvrability. There have been no recent contact incidents leading to structural damage or release of bunker oil; risk is therefore considered low.

10.3 Berthing Incident

Oil spills can occur as a result of hull contact with the knuckle end of quay walls during ship berthing or un-berthing manoeuvres. Such incidents are generally due to failure of a vessel's main propulsion or steering systems, loss of control onboard an attendant tug or pilot error or misjudgement. The potential spill quantities involved depend on the vessel type and the location and extent of the impact damage.

There have been no recent incidents.

10.4 Tug Impact

There are well documented incidents where cargo or bunker oil has been released as a result of hull impact damage by tugs. This can occur when tugs are approaching a vessel underway prior to berthing, or when coming alongside a moored vessel prior to unberthing. The potential spill quantities again depend on the location and extent of the impact damage but can be over 50 tonnes for bunker oil.

Spills from this cause are considered to be of low likelihood but the risk is acknowledged.

10.5 Bunkering

Vessels Bunkering at the Port of Garston are largely serviced by road tankers, although some vessels are occasionally supplied external bunker barge. The fact that check lists are completed prior to commencement of transfer operations and that a deck watch is maintained on bunkering craft also serve to reduce the risk which could be estimated:-

Cause	Assessed Risk	Potential Spill Quantity (Tonnes)
Hose failure	Low	<10
Tank overflow	Moderate	<5

See Appendix 8 for Port of Garston Bunkering Code of Practice and Bunkering Checklist

10.6 Miscellaneous Spill Sources

Lube Oil Drum Leaks

Quay Storage Tanks

Oily Bilge Water

Waste oils being pump ashore to road tanker for disposal

11.0 Movement of Oil Spills within the Dock System

Oil spills within the dock system are likely to be affected by:

a) Wind:

Predominate wind in the locality is in the west quadrant, and it is likely that oil not trapped between vessel and quay will drift to the east side of the dock. It should be possible to contain the oil with the aid of the boom in a corner of the dock concerned.

b) Tide:

New outer lock gates have been fitted at Garston which have been designed to withstand a head of water of up to 3m, this will allow the gates to remain closed when the incoming tide is higher than the level of water in the dock.

Any “running down” for ship movements takes place before high water, and would not be permitted if oil was likely to pass through the sluices into the River.

11.1 Movement of Oil Spills in the River Mersey

Tidal streams, river currents and local effects are very marked in the River Mersey, frequently running at up to five knots in Garston Channel.

Any oil spill in the River will quickly drift, due to the currents.

On the flood tide, the current sets to the south, and over Garston Rocks, which cover at half tide, towards Runcorn. On the ebb, the current flows to the north, towards Liverpool.

It would not be possible to contain a spill in the River, due to the current strength. Efforts would have to be concentrated on cleaning up the effects once it is beached.

12. ROLES AND RESPONSIBILITIES

12.1 Harbour Authority

The CHA has a duty to report all pollution incidents to the MCA.

See Section 1.1 for SI 1056.

12.2 Maritime and Coastguard Agency

The Maritime & Coastguard Agency (MCA) is the competent U.K. authority responsible for responding to pollution from shipping and offshore installations within the UK EEZ. Outside of port and harbour jurisdictions (where it is the responsibility of the CHA) the MCA will provide technical and environmental support to CHAs during incidents. The MCA is regularly called upon to respond to a wide range of maritime incidents and has developed a comprehensive response procedure to deal with any emergency at sea that causes pollution.

All pollution incidents are to be notified to the MCA via CGOC Holyhead who will issue a POLREP.

12.3 MMO (Marine Management Organisation)

The MMO is the champion of sustainable development in the marine environment and has responsibility for the protection of marine wildlife, fisheries and the marine environment in general. MMO are the government body that administers the UK approval scheme for oil spill treatment products (including dispersants), and regulates the use of such products in the marine environment. MMO is the statutory authority for approving deposits in the sea. Under the terms of the Food and Environment Protection Act 1985 and the deposits in the Sea (Exemptions) Order 1985, it is a legal requirement that oil treatment products may only be used in English and Welsh waters if they have been formally approved for this purpose by MMO. In addition, specific permission from MMO must be obtained before any such products are used in shallow waters:- these are defined as any area of the sea, which is less than 20 metres deep, or within one nautical mile of such an area. This includes any use in tidal docks and locks and on beaches, shorelines or structures such as piers and breakwaters. Outside of this area, in deeper waters, it is highly recommended that MMO be consulted to ensure appropriate use of oil spill treatment products. MMO also works alongside the Food Standards Agency, to regulate the safety of the marine food chain, including the safety to consumers of fish and shellfish

12.4 Shoreline clean-up Responsibilities (due to the updated NCP, September 2014)

The responsibility for the clean-up of the shoreline lies with the district or Unitary Authority within whose boundary the pollution has landed (or foreshore owner). The Harbour Authority is responsible for clean up within its waters. Overall coordination of the incident is the responsibility of the county Oil Pollution Officer (COPO) in liaison with the affected district/unitary council, the Maritime and Coastguard Agency (MCA) and any other organisation required.

As per the arrangements in the updated National Contingency Plan, Civil Contingencies Act (CCA) coordination structures will be utilised. The response will be dependent on the

category of incident, please see below.

Tier 1

- Response can be managed within the capability and resources of the local authority.
- Local response plans will be utilised and the lead responder identified.
- Media will be handled locally with partner agencies and coordinated by lead responder.
- Local coordination group may be required, this would be a dynamic decision made at the time of the incident.

Tier 2

- Tier 2 response plans would be required and local plans would be utilised.
- A strategic Coordinating Group (SCG) would be convened in the response phase, the SCG would manage the strategic decisions required to bring the incident under control. The SCG may be supported during the response phase by a Tactical Coordinating Group (TCG) the TCG would deliver the work set by the SCG.
- The SCG will include a Science and Technical Advice Cell (STAC)/Environment Group (EG) (note that STAC and EG will likely combine under the new arrangements) and Strategic Media Advisory Cell (SMAC)
- It is likely that for shoreline clean-up a Recovery Working Group (RWG) would be established to support the SCG in managing the clean-up, the SCG would hand over to a Recovery Coordinating Group (RCG) post response phase.
- The RCG would manage the recovery and clean-up phase of the incident.

Tier 3

- Would be determined by the National Competent Authority.
- All relevant category 1 responders would be involved.
- As with a tier 2 incident an SCG/TCG/RWG structure would likely be employed with an RCG established post response.

Liverpool City Council - Has responsibility for effecting clean up of the Shoreline Within the immediate area of Garston. As per the Merseyside Shoreline Pollution Strategy.

Other Authorities within the region include, Wirral Borough Council, Halton B.C., Sefton B.C., Ellesmere Port + Neston B.C., Warrington B.C., and Cheshire County Council.

12.5 Natural England

Natural England is the organization responsible for advising Government on nature conservation policies in England. At the time of an incident, Natural England will provide advice to Harbour Authorities, Local Authorities, the Counter Pollution Branch of the MCA relating to designated sites, habitats and species and the likely environmental impacts of any pollution.

Natural England will provide advice on:

- Location and features of designated sites
- Sensitivity of those features to marine pollution
- Priorities for protection from any pollutants
- Suitability of various clean up techniques

This advice could be provided directly or through their representative on the local Environment Group (EG).

12.6 The Environment Agency

The Environment Agency has statutory powers and duties in relation to water resources, pollution control, waste regulation, flood defence, fisheries, conservation and navigation. The EA is responsible for the control of pollution and water quality in controlled waters which include groundwater's, fresh water, estuaries and relevant territorial waters

12.7 Oil Companies

Oil companies will initiate first response actions in the event of oil spills at their installations.

13 ANTI-POLLUTION RESOURCES

13.1 Port of Garston

1	Oil Sample Kit
400	Oil Absorbent Hydrophobic Pads
20 metres	Inflatable Oil Containment Boom
30 metres	Absorbent Boom
1	Camera
5 pairs	Disposable coveralls
5 pairs	PVC elbow length gloves
20	Heavy Duty Black Bags
2	Large Plastic Dustbins
4 pairs	Safety Glasses
2 off	5 x 5 metre Plastic Tarpaulins
2 coils	10mm polypropylene rope

Twin screw Survey Launch 'Wyke' fitted, VHF .,

On Call: 18.5 metre Oil Recovery Vessel 'Pollgarth', based at Liverpool Docks.

13.2 ADLER AND ALLAN (Tier Two Contractor)

These resources will be available from Adler & Allan on a call out basis. During working hours the reaction time to scene is 4.0hours, out of working hours the reaction time to scene is 6.0hours. All areas needing to be cleared will be undertaken by Adler & Allan

No.	Description	
	Vehicle	8.3 tonnes
	Inshore skimmer	Portable weir skimmer and hoses (minimax)
	Pumps Spate pump 3"	
	Oil storage	Fastank – 2000gallons
8	Shore sealing boom	Inflatable Silver beach 10m 550
8	Inshore fence boom	Rigid fence boom 10m (50P boom)
8	Inflatable sea boom	Silver boom 20m 75i
4	Inflatable sea boom	Silver boom 10m 75i
	Inflatable boom	Air fan – echo PB6000
	Inflatable boom	Air fan – echo PB2400
	Shore sealing boom	Water pump – Honda WP20X
8	Inshore boom	Bruce anchors
	Inshore boom	Tripping buoys
	Inshore boom	Connectors and lines
	Inshore boom	Anchor chains
	Decontamination equipment	n/a
	Sorbents	Booms and pads, various
	Inflatable vessels	Yamaha 2.65S
	Outboard motors	Mariner 4S
	Generator	Belle Minigen 2000 – Honda EC4000B
	Portable lighting	Twin floodlight 500w 110v
	Medical equipment	First aid kit
	Ancillary equipment	Toolkit

2	Fire fighting equipment	Powder 2kg
	Spare PPE container	Basic consumables
3	Grab bag	Personal safety and communications

APPENDIX 1

Notification Procedure for calling Tier 2 Response Service.

Notification Procedure for calling Tier 2 UKR Service	
Steps	Actions and Information
Type of Incident	Tier 2 oil spills
Call ADLER AND ALLAN	In the event of a spill emergency, Adler and Allan must be called out in the first instance. 24 HOUR RESPONSE LINE 0800 592 827
Information Required	<ul style="list-style-type: none"> • Location of spill • Source • Quantity (if known) • Oil type and characteristics (if known) • Weather conditions • Resources at risk

APPENDIX 2

External Reporting Procedures

POLREP CG77

Use of Section

This section sets out the reporting procedures that should be followed in the event that an oil spill occurs within the Harbour area.

The extent of notification of external organizations and authorities will be determined by the initial classification of the incident.

Responsibility for external notifications should be followed as contained in the Oil Spill Contingency Plan.

1. Ensure that the POLREP CG77 form contained in this section is submitted to the MCA / HM Coastguard.

NOTES

1. POLREPs should be used for oil, chemical or dangerous substance spillages and for illegal discharges of garbage.
2. All messages should be pre-fixed by the codeword POLREP followed by a number issued by the originator. Subsequent updating or amplifying reports should repeat this information and add a SITREP number, e.g. "POLREP 21/SITREP 1" would be followed by "POLREP 21/SITREP 2". The first report is assumed to be Sitrep 1 with subsequent reports being numbered sequentially.
3. Care should be taken to avoid undue escalation of UNCONFIRMED pollution incidents with consequent misleading publicity.

POLLUTION REPORT “POLREP”(CG77)

To be emailed to MCA, Crosby: zone32@hmcg.gov.uk

DATE **TIME**.....(UCT) **FROM**

POLREP NO. / **SITREP NO.** **FAX NO.**

A	Classification of report: i. Doubtful ii. Probable iii. Confirmed	
B	Date and time pollution observed and identity of observer	
C	Position and extent of pollution	
D	Tide, wind speed and direction	
E	Weather conditions	
F	Characteristics	
G	Source and cause of pollution	
H	Details of vessels in area	
J	Whether photographs taken or samples for analysis	
K	Remedial action taken or intended	
L	Forecast of likely effects	
M	Names of those informed, other than addressees	
N	Any other relevant information	

Appendix 3

Oil Spill Progress Report / Incident Log- SITREP Page No:

DATE/TIME	

APPENDIX 4

A.B.P.'s Resources for use in an Emergency

CRANES:	TYPE:	POWER:	CAPACITY:
Demag	Truck Mounted	Diesel	25 tonne
Nelcon	Harbour Mobile	Diesel/Elec	60 tonne
Liebherr 984	Tracked Excavator	Diesel/Hyd.	9.7 tonne
Fuchs	Tyre Mounted	Diesel / Hyd	9.0 tonne

FORK LIFT TRUCKS:

ABP			
	1 x Linde	Electric	4.5 tonne
	1 x SMV	Diesel	16 tonne
North West Stevedores			
	2	Diesel	15 tonne
	2	Diesel	7.5 tonne
	4	Diesel	2 tonne

SHUNTER TRACTOR UNITS:

ABP 4 x Tractor Units & Tipping Trailers (Port use only)

LOADING SHOVELS:

ABP	Diesel	2 x Bobcats
1 x Case 921	Diesel	5 buckets and 1 brush-head

North West Stevedores
4 x Volvo Loading Shovels Diesel

Radio Equipment

8 x Hand held units

MOTOR VEHICLES:

ABP	2 x Pickup	Diesel	(Port use only)
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FLOATING CRAFT:

ABP	1 x 7 metre Survey Launch	Petrol
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FUEL STORAGE:

ABP	Static Tank (3,000) Litres	Diesel
	Bowser (1,000) Litres	Diesel

MISCELLANEOUS:

ABP	Burning Equipment Stretcher Tray
Cheshire Lifting Services	Burning & Welding Equipment
Security	Stretcher Tray
Gilgeous Diving Services	Diving Equipment De-Compression Chamber
J. Tisdale Demolition:	Demolition Contractor

APPENDIX 5

Collection and Handling of Oil Samples

Use of Section

This section sets out the procedures to be followed when collecting and handling oil samples.

When undertaking sampling in the investigation of an oil spillage, remember that the results of the analyses of these samples may be used in legal proceedings. It is therefore vitally important to take the greatest care in sampling, transport and storage of samples prior to analyses.

Sampling procedure and adherence to the law

- Samples must be kept in a person's custody or possession.
- The person who takes the samples should be the person who takes possession of them.
- Possession means if he/she can see them, or the samples locked up.
- Custody or possession changes when the samples are given to another person.
- A '*Chain of Custody Document*' must be filled in by the person who took the samples and all those who have subsequent custody of them.
- Minimum, 1 sealed sample if to be used in a prosecution.
- Recommendation, 3 or 4 sealed samples of each type of pollutant, distributed as follows:
 - Sample 1 for analysis
 - Sample 2 for accused vessel / installation for retention and any appropriate action
 - Sample 3 for production in Court
 - Sample 4 for retention by Port Authority
- Samples of the polluting oil may need to be taken from the sea or coastline. When beach pollution has occurred, local authorities or HM Coastguard would usually take the necessary samples. For advice on sampling at sea, contact the Maritime and Coastguard Agency (MCA).
 - For more detailed information go to.

<https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes>

APPENDIX 6
ABP, H.O. Corporate Communications

CHECKLIST – LIAISON WITH HEAD OFFICE & CORPORATE HEADS OF DEPARTMENT

- **Direct all media calls to Corporate Communications team**
- **Provide information for statement to Corporate Communications team**

Corporate Communications Team

- Ann-Maree Andritsakis
Tel: 0207 406 7825
Mob:
Fax: 0207 406 7896

Additional contacts

- Andrew Garner, General Counsel
Home Tel: 028 946 7079
Mob: 07831 145014
- William Heaps, Marine Advisor ABP
Tel: 02380608212
Mobile: 07720149635
- Philip Haddon, Marine Legal Advisor, Hill Dickinson
Tel: 02072 809104
Mobile: 07836 262859

OR

Mike Mallin, Marine Legal Advisor, Hill Dickinson
Tel: 02072 809187
Mobile: 07711 421557

Peter Wilkinson, ABP Group Head of Health & Safety
Tel: 01482 617201
Mobile: 07734 071896

Liz English, ABP Group Head Of Environment
Tel: 02380 608263 Ext 1263
Mobile 07770 824361

Appendix 6 cont.

INCIDENT REPORT (ABP HEAD OFFICE FAX: 020 7406 7896)

Time incident took place and was reported

Location of incident

Description of incident

Description of vessel/s involved (carrying what cargo, dwt etc.)

Details of casualties and/or pollution caused by incident

Measures being taken/been taken to deal with incident

Agencies contacted about the incident (e.g., fire/health authorities, ambulance services, the Environment Agency, MCA, MAIB)

Any extra details

Contacts who need to see a press statement before it goes out (chain of approval) with phone/fax numbers and email addresses

APPENDIX 7

Environmental Sensitivities and Priorities for Protection

Liverpool Bay (SPA)

Liverpool Bay comprises an area of 170,293 ha covering marine areas and sea inlets between Anglesey in Wales to the Lancashire coast. It is known for being home to thousands of common scoters and hundreds of red-throated diver birds each winter. The Bay has been given SPA status after being identified as internationally important for its biodiversity. Nearly one thousand red-throated divers spend the winter in Liverpool Bay. In addition over 50,000 common scoter sea ducks (58% of Britains population) regularly make the Bay their home every winter. They are often seen in large groups offshore or as long lines flying along the coast.

Mersey Estuary (SPA, SSSI)

The Mersey is an iconic river with a history that saw it blighted by pollution thanks to a dedicated campaign of investment. It is an internationally important as in the non-breeding season the area regularly supports over 104,599 individual waterbirds. Designated as a Special Protection Area, it forms a vital part of the Natura 2000 network covering the European Union's best and most important wildlife sites. In addition, the Mersey is a vital link in the chain of migration that sustains wetland birds escaping the harsh arctic winter. The designated features of the Mersey Estuary SPA are wintering Golden Plover, Redshank, Shelduck, Teal, Pintail, Dunlin, Black-tailed godwit and passage Redshank.

The Mersey Estuary SPA covers an area of 5033.14 ha and includes both marine areas (subtidal and intertidal) and land which is not subject to tidal influence. In essence this encompasses the intertidal habitats between Runcorn Bridge downstream to Bromborough, together with some land such as the Ince Banks above the high water mark. The Estuary is also a Ramsar site which is a wetland of international importance and parts of the Estuary are designated as an SSSI under the Wildlife and Countryside Act 1981. This designation is due to the site being an internationally important site for waterbirds and consists of intertidal sand and mudflats. The site also includes an area of reclaimed marshland, salt-marshes, brackish marshes and boulder clay cliffs with freshwater seepages.

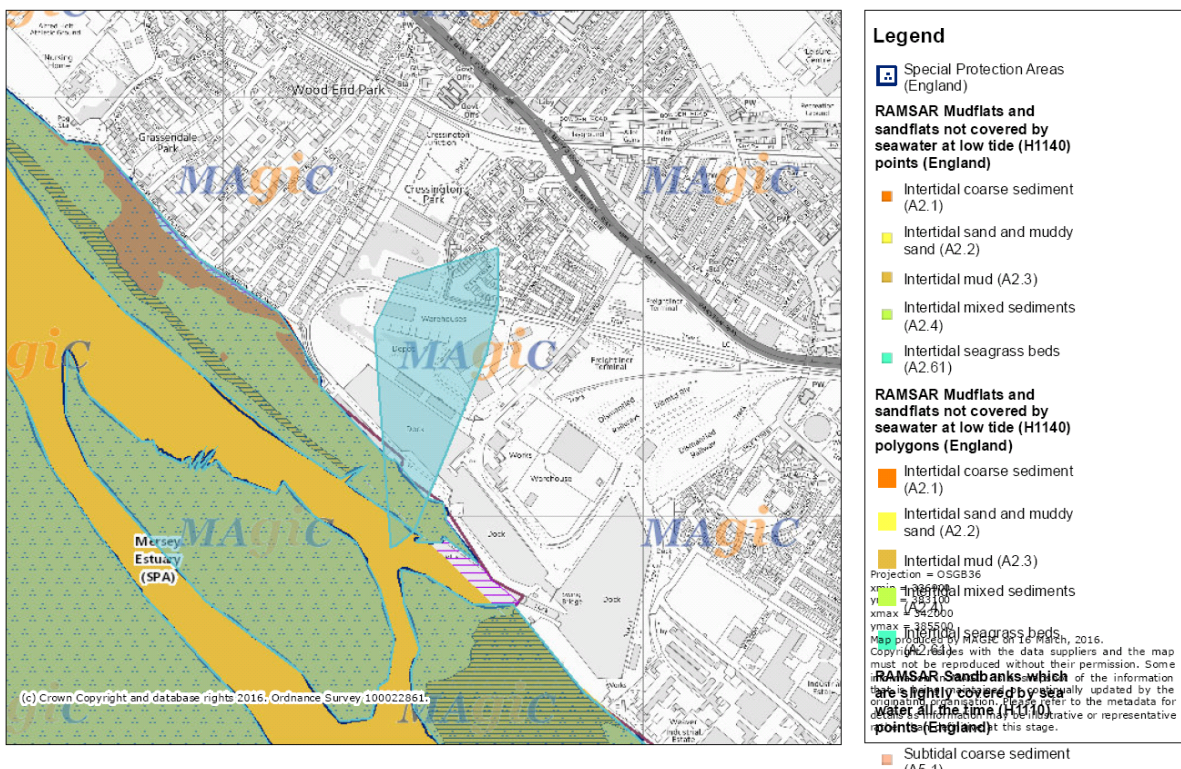
Mersey Narrows (SSSI)

The Mersey Narrows is designated as a SSSI notified under Section 28 of the Wildlife and Countryside Act 1981 (as amended). This covers an area of 117.84 ha and is notified for its large areas of intertidal sand and mudflats. These support internationally important populations of redshank as well as nationally important numbers of cormorant. This site includes Seaforth Nature Reserve, two sites of Local Biological Interest and (part) Conservation Area. The area covered by this SSSI is covered by the Mersey Narrow & North Wirral Foreshore SPA which is described below.

Mersey Narrows & North Wirral Foreshore (SPA)

The Mersey Narrows and North Wirral Forshore SPA and Ramsar site is located at the mouths of the Mersey and Dee Estuaries. The site comprises intertidal habitats at Egremont foreshore, man-made lagoons at Seaforth Nature Reserve and the extensive intertidal flats at North Wirral Foreshore. Egremont is most important as a feeding habitat for waders at low tide whilst Seaforth is primarily a high-tide roost site, as well as a nesting site for terns. North Wirral Foreshore supports large numbers of feeding waters at low tide and also includes important high-tide roost sites. Mersey Narrows and North Wirral Foreshore has clear links in terms of bird movements with the nearby SPA's as mentioned above.

Sensitivity map of the Port of Garston



More details of the features of site designations can be found at; <http://publications.naturalengland.org.uk/publication/5790848037945344>
 Ramsar is here- <http://jncc.defra.gov.uk/page-1986>

List of nearby European designated site features

Reference	Designated Site Name	Type of site	Named Feature		
UK11042/UK9020287	Mersey Narrows and North Wirral Foreshore	SPA and Ramsar	Bar-tailed godwit	Limosa lapponica	Non-breeding
UK11042/UK9020287	Mersey Narrows and North Wirral Foreshore	SPA and Ramsar	Common tern	Sterna hirundo	Non-breeding
UK9020287	Mersey Narrows and North Wirral Foreshore	SPA	Common tern	Sterna hirundo	Breeding
UK11042/UK9020287	Mersey Narrows and North Wirral Foreshore	Ramsar and SPA	Knot	Calidris canutus	Non-breeding
UK11042/UK9020287	Mersey Narrows and North Wirral Foreshore	Ramsar and SPA	Little gull	Larus minutus	Non-breeding
UK11042/UK9020287	Mersey Narrows and North Wirral Foreshore	Ramsar and SPA	Waterbird assemblage		Non-breeding
UK11041 and UK9005131	Mersey Estuary	Ramsar and SPA	Black-tailed godwit	Limosa limosa islandica	Non-breeding
UK11041 and UK9005131	Mersey Estuary	Ramsar and SPA	Dunlin	Calidris alpina alpina	Non-breeding
UK9005131	Mersey Estuary	SPA	Golden plover	Pluvialis apricaria	Non-breeding
UK11041 and UK9005131	Mersey Estuary	Ramsar and SPA	Pintail	Anas acuta	Non-breeding
UK11041 and UK9005131	Mersey Estuary	Ramsar and SPA	Redshank	Tringa totanus	Non-breeding
UK11041 and UK9005131	Mersey Estuary	Ramsar and SPA	Shelduck	Tadorna tadorna	Non-breeding
UK11041 and UK9005131	Mersey Estuary	Ramsar and SPA	Teal	Anas crecca	Non-breeding
UK11041 and UK9005131	Mersey Estuary	Ramsar and SPA	Waterbird assemblage		Non-breeding
UK9020294	Liverpool Bay / Bae Lerpwl	SPA	Common scoter	Melanitta nigra	Non-breeding
UK9020294	Liverpool Bay / Bae Lerpwl	SPA	Red-throated diver	Gavia stellata	Non-breeding
UK9020294	Liverpool Bay / Bae Lerpwl	SPA	Waterbird assemblage		Non-breeding
	Liverpool Bay / Bae Lerpwl Extension	Proposed SPA extension	Little gull	Hydrocoloeus minutus	
	Liverpool Bay / Bae Lerpwl Extension	Proposed SPA extension	Common tern	Sterna hirundo	
	Liverpool Bay / Bae Lerpwl Extension	Proposed SPA extension	Little tern	Sternula albifrons	
	Liverpool Bay / Bae Lerpwl Extension	Proposed SPA extension	Waterbird assemblage- named feature; red breasted merganser	Mergus serrator	
	Liverpool Bay / Bae Lerpwl Extension	Proposed SPA extension	Waterbird assemblage- named feature: cormorant	Phalacrocorax carbo	

APPENDIX 8

Oil Spills and Bunkering Code of Practice

Any spills (of oil or hazardous and noxious liquids) must be reported to the Dock Master immediately (as required by the Merchant Shipping Regulations, including Prevention of Oil Pollution Regulations 1996). Any oil noted in the dock should also be reported immediately.

All vessels must comply with the current Acts and Orders relating to spillage of oil in navigable waters.

ABP will hold any offending vessels responsible for any damage or costs that may arise from spillage. Vessels that do spill oil may be prosecuted.

Bunkers are available by road/barge and can be arranged through your agent. The vessel and supplier must comply to the Port of Garston Bunkering Code of Practice and ensure that the pre-bunkering checklist is completed prior to commencing bunkering operations.

PORT OF GARSTON

Bunkering Code of Practice

1. Definitions
2. Notification
3. Distribution and Responsibility
4. Before the bunkering operation commences
5. During bunker transfer
6. After completion of the operation
7. Actions in case of oil spills

Appendix I: Contact Nos.

Appendix II: Safety checklist prior to bunkering

1. DEFINITIONS

The term receiving vessel means a vessel that receives bunkers either from another vessel or road tanker.

The term bunkering vessel means a ship or barge that delivers bunkers to a receiving vessel.

The term bunkering vehicle means a road tanker or other vehicle that delivers bunkers to a receiving vessel.

2. NOTIFICATION

Notification shall be made via the agent to the Dock Master or his Assistant by telephone or directly to Marine Control via VHF Channel 20.

Notification shall include information about:

- the name of the receiving vessel
- the name of the bunkering vessel or the name of bunkering company if a road tanker.
- the time and location of the bunkering
- the quantity to be bunkered
- the type and grade of bunkers to be loaded

3. DISTRIBUTION OF RESPONSIBILITY

The Master or Chief Engineer aboard the receiving vessel shall, prior to the bunkering

operation, appoint a crew member who has the authority to order the pumping to stop if necessary.

The person onboard the receiving vessel and the Master of the bunkering vessel or the driver of the bunkering vehicle are obliged, within their respective areas of responsibility, to take all necessary precautions to prevent the release of bunker oil into the water or onto the shore.

4. BEFORE THE BUNKERING OPERATION COMMENCES

A 'Safety checklist before bunkering' Appendix I, must be completed.

All scuppers on the receiving vessel and the bunkering vessel shall be plugged.

Tank goose-necks shall be equipped with suitable means of protection against overfilling.

The Master of the bunkering vessel or the driver of the bunkering vehicle shall familiarise themselves about the maximum pumping pressure that the product may be received and the quantity to be filled to each tank.

The hose from the bunkering vessel or the bunkering vehicle shall be securely connected to the manifold onboard the receiving vessel and rigged in such a way that it will not be damaged by any movements of the vessel.

Only hoses that are approved for the purpose and have been tested during the previous 12 months may be used.

Checks shall be carried out to ensure all valves that are in use on the receiving vessel are set to the correct tanks.

Safe communications shall be established between the receiving vessel and the bunkering vessel or the bunkering vehicle. Communications shall be maintained until the bunkering operation is completed and the bunkering hose is disconnected.

5. DURING BUNKER TRANSFER

Hose connections shall be continually checked for leakage.

The appointed crew-member shall be attendance during the entire bunkering operation and shall be in such a place that he may immediately order the halt of pumping should this be called for due to overfilling or otherwise.

The oil level in the tanks shall be carefully monitored and the greatest caution exercised during the 'topping off' of tanks.

6. AFTER COMPLETION OF THE OPERATION

Prior to blowing out the hoses with air, the responsible officer shall ensure that there is adequate space in the tank being filled to receive its contents.

The hose of the bunkering vessel or the bunkering vehicle shall be disconnected in such a way that oil is not spilled. Drip trays shall be used. The hose shall be blanked off prior to being retrieved by the bunkering vessel or bunkering vehicle. Gaskets and a complete set of bolts shall be used to attach the blank flange.

Safety Checklist-Pre Bunkering.

This safety checklist is to be completed before the commencement of any bunkering operation. One copy to be retained on board, one copy to be retained by the supplier and one copy forwarded to the Dock Master, Garston via agent.

Adequate supervision of the bunkering operation is to be maintained at all times by supplier and receiver.

	Supplier	Receiving Vessel
1. Are there adequate NO SMOKING signs positioned and being observed?		
2. Are there adequate fire fighting appliances available?		
3. Is there an agreed ship/barge or ship/shore communication system?		
4. Are proper gaskets and manifolds employed?		
5. Are drip trays in position?		
6. Are unused bunker connections properly blanked?		
7. Are scuppers / drains effectively plugged?		
8. Have maximum and minimum transfer rates been agreed?		
9. Have emergency stop signals and shutdown procedures been agreed?		
10. Is there a supply of counter pollution equipment nearby?		
11. Are bunker hoses safely secured at the manifold?		
12. have all unused valves in the bunker system been checked, closed and locked?		
13. Are all bunker hoses properly rigged and free from twists?		

Type of bunkers delivered..... Quantity of bunkers delivered.....

Declaration

We have checked the items on this checklist and are satisfied that answers given are correct to the best of our knowledge.

For Supplier

Name.....

Signature.....

Time and date.....

Berth.....

For Receiving V/L

Name.....

Signature.....

Time and Date.....

Berth.....