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Section 1 : Introduction and Policy

1.1 Purpose of the Plan

The Falmouth Bay and Estuaries Oil Spill Contingency Plan covers the port jurisdictions for The Ports of Truro and Penryn, the Port of Falmouth and the Falmouth Docks and Engineering Company and includes data relating to adjacent environmentally sensitive areas. This plan should be read in conjunction with Foil Plan Part A – showing maps of the whole area, sensitivities and action to be taken in the event of an oil spill and the Cornwall County Council Coastal Counter Pollution Clearance Plan.

This Plan is designed to guide the Carrick District Council, Falmouth Harbour Commissioners and Falmouth Docks & Engineering Company's response personnel at the respective areas of jurisdiction through the processes required to manage an oil spill originating from operations within or approaching their harbours or area of interest. These three Authorities come together in the Standing Committee on Oil Pollution Response Procedures.

The requirement to have an Oil Spill Contingency Plan for Harbours, Ports and Oil Handling Terminals around UK waters has been formalised by the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998, which implements the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC, 1990). The convention, adopted by the International Maritime Organisation (IMO) is aimed to "mitigate the consequences of major oil pollution incidents involving, in particular, ships, offshore units, sea ports and oil handling facilities".

This plan has been prepared in accordance with the "Oil Spill Contingency Plan Guidelines for Ports, Harbours & Oil Handling Facilities" issued by the Maritime and Coastguard Agency who are responsible for applying the regulations to all Harbours, Ports and Oil Handling Facilities in the UK.

1.1.1 Consultation

This document has been compiled in consultation with the following statutory bodies and Authorities:

- English Nature (EN)
- Environment Agency (EA)
- Cornwall County Council
- Department of Environment, Food and Rural Affairs (DEFRA)
- Port Authorities
- Harbour Users

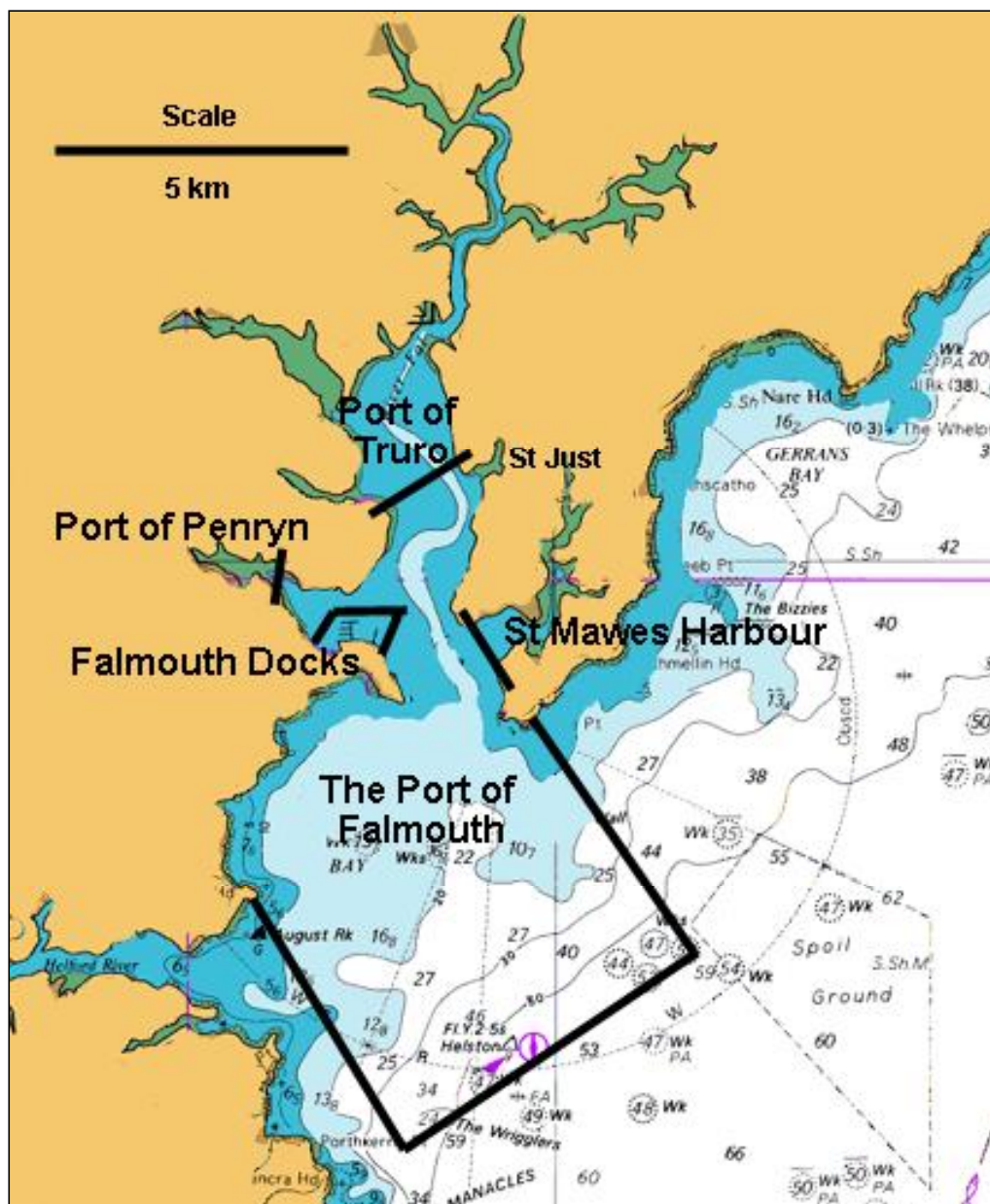
1.2 Use of the Plan

The Falmouth Bay and Estuaries Plan is specifically for operations within The Ports of Truro, Penryn, Falmouth and Falmouth Docks and for vessels passing through the Carrick District Council, Falmouth Harbour Commissioners and Falmouth Docks & Engineering Company areas of jurisdiction. The plan is designed to initiate an appropriate oil spill response in the event of an incident. It details a tiered response strategy that is in accordance with UK legislative requirements and takes into account the spill risk associated with the operation; the nature of the hydrocarbons that could be spilled; the prevailing meteorological and hydrographic conditions and the environmental sensitivity of the surrounding areas.

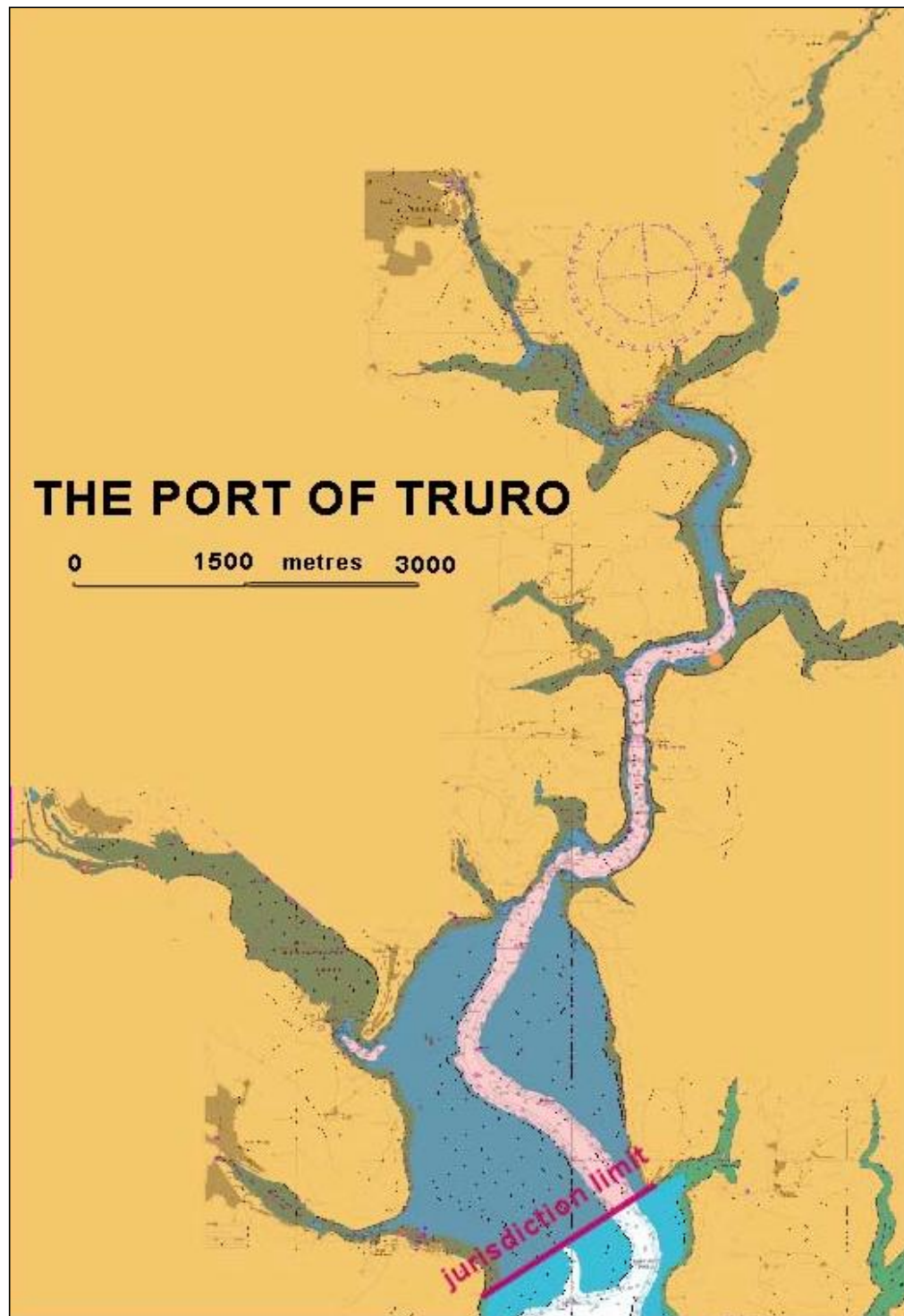
1.3 Area of Operations



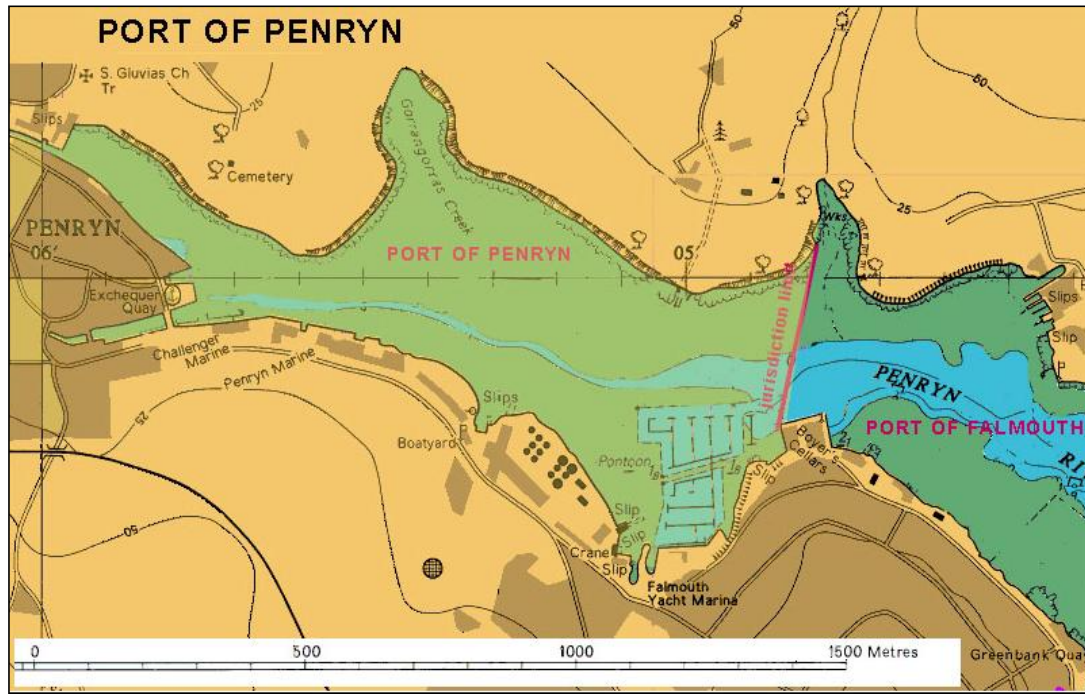
Area Location Map



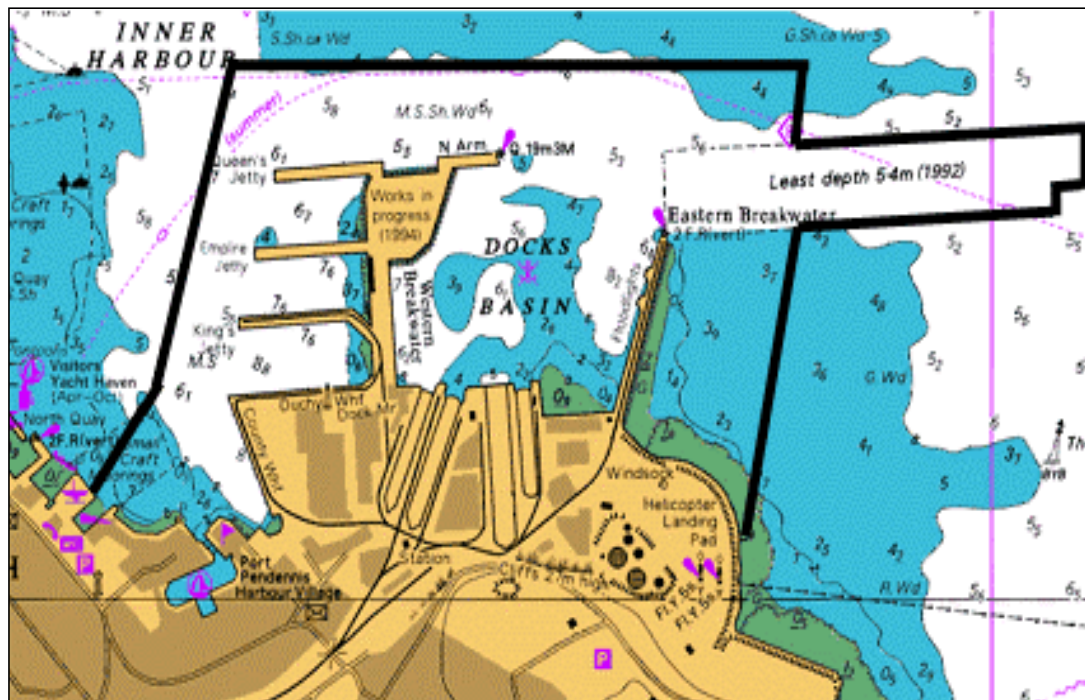
Map Illustrating the Harbour Areas of Jurisdiction



Port of Truro Area of Jurisdiction



Port of Penryn Area of Jurisdiction



Falmouth Docks Area of Jurisdiction

1.4 Identification of the Roles and Responsibilities of Parties Associated with this Plan

Within the UK there is an adopted structure and procedure for response to Marine Oil Spills, which clearly defines the roles and responsibilities of Industry, UK Government (including environmental agencies) and Maritime Authorities. Each statutory body has a designated area of jurisdiction within zones extending from the High Water Mark to 200nm or the UK Territorial Limit.

The competent national authority designated to oversee all matters pertaining to the OPRC convention under the Merchant Shipping Act 1995 and the Merchant Shipping and Maritime Security Act 1997 is the Maritime and Coastguard Agency (MCA).

1.4.1 Statutory Jurisdiction

JURISDICTION							
AUTHORITY	HWM	LWM	1NM	3NM	6NM	12NM	200NM
Port Authority	<i>(All operations within Port limits)</i>						
Local Authority¹	-	-	<i>(Oil Spill Response out of Harbour limits)</i>				
MCA	<i>(Oil Spill Response – Monitor, advise)</i>						
MCA (HMCG)	<i>(Search & Rescue)</i>						
EN²	<i>(Conservation of the Marine Environment)</i>						
DEFRA³	<i>(Marine Environment and Fisheries)</i>						
EA⁴	<i>(Water Quality)</i>						
HMC & E	<i>(Import Duty)</i>						

Key: -

¹Local Authority *under a duty of care the Local Authority undertakes the obligation to prepare and /or implement an oil spill contingency plan for response to a spill from HWS to LWS*

²EN *EN require to be notified up to 12nm.*

³DEFRA: *Approves dispersants and their use in shallow water and advises on their use in deeper waters – e.g. at least 1 nm beyond the 20 metres contour.*

⁴EA: *Water Quality Issues from land based sources up to 3nm.*

1.4.2 Roles and Responsibilities of Concerned Authorities

The Ports of Truro and Penryn are operated by the Carrick District Council and managed by their appointed Harbour Master. The Port of Falmouth is operated by the appointed Falmouth Harbour Commissioners and managed by their appointed Harbour Master, and the Falmouth Docks operated by Falmouth Docks & Engineering Company with statutory responsibilities exercised by the appointed Dock Master.

In the event of an oil spill incident, each Authority will be responsible for the overall co-ordination of the spill response within their jurisdiction. Within the Docks area of jurisdiction an Oil Terminal and Jetty are operated by Falmouth Oil Services Ltd and managed by a Terminal Manager.

1.4.3 Vessels in Transit

The statutory duty for reporting and dealing with pollution from any vessel en route to the Ports of Truro, Penryn, Falmouth and the Falmouth Docks, prior to entering the harbour areas, lies with the Master and vessel owners. After commencing transit through the designated areas of jurisdiction covered by this plan, reporting and response to any pollution incident will be co-ordinated by implementing this Oil Spill Contingency Plan.

The roles and responsibilities of all authorities requiring notification in the event of a spill and the appropriate paths of communication to be followed in the event of a spill are shown in Section 3.6 of this plan.

1.5 Scope of the Plan

This Plan has been compiled to cover oil spills however caused within the areas of jurisdiction. Separate Risk Assessments and Response Strategies are indicated for each Harbour / Dock Authority within Section 1.6

The scope of the Plan covers response to all the “Essential Elements” contained within the MCA Oil Spill Contingency Guidelines for Ports, Harbours & Oil Handling Facilities.

The Plan indicates the Tier 1 response available at the Port and Dock relevant to the perceived risk through normal operations as well as a mechanism for calling upon Tier 2 or 3 response in the event of an abnormal incident or major accident. A definition of the tiered levels used in these Ports and Docks are shown below and the process of response escalation is described in Section 1.8 with notifications in Part 2 Section 6.1.

Response Tier	Definition
Contained Operational Spills.	These are spills, which are contained on the ship or dockside and do not enter the water.
Tier 1:	Small operational spills where events can be controlled by on site resources. A Tier 1 spill is not likely to require recourse to intervention by resources outwith the harbour, an external incident response organisation or external authorities, except for purposes of notification.
Tier 2:	Spills within the Harbour Authority’s area that will be handled by Harbour Personnel and a nominated contractor or other external assistance as nominated within this plan.
Tier 3:	Larger spills or a loss of containment incident that will require full involvement of other authorities and mobilisation of Tier 3 and national stockpiles.

THE PORTS OF TRURO AND PENRYN

1.6a Risk Assessment

A Risk Assessment to meet with OPRC Contingency planning requirements for Ports & Terminals has been completed by Briggs Marine Environmental Services Ltd on the basis of a format previously agreed with MCA.

1.6a1 Scope of Assessment

This assessment covers both quayside operations and marine operations where vessels and users are within the jurisdiction of The Ports of Truro and Penryn. The area is as shown in section 1.3 (Port Limits).

1.6a.2 Factors of Assessment

The Port of Truro lies at the head of the Fal Estuary. The main commercial area is Lighterage quay (300 metres in length) and provides berths for small vessels. The Port offers deep water sheltered lay-up berths for vessels up to 219 metres in length. There is a large leisure craft industry with berths being available either at marinas or moorings; these facilities are extended to the Port of Penryn further down the estuary. The whole area is one of great conservation importance, being an Area of Outstanding Natural Beauty (AONB) and the Upper Fal and Malpas Estuaries being designated SSSIs. The Harbours are situated within a Candidate Special Area of Conservation (cSAC).

There is no crude or fuel tanker traffic to either Truro or Penryn. A fuel bunker barge provides gas oil to the vessels in the lay-up berths. There are few local commercial fishing boats but a working native oyster fishery exists within the Harbour.



Tresilian River



Upper Reaches of the Truro River

1.6a.2.1 Pre arrival checks

All vessels are required to report their operational condition in accordance with Statutory Regulations (Schedule 2) this is done via the ship's agent.

Pilotage is compulsory for vessels over 75 metres bound for the Penryn River and for vessels over 60 metres bound for the Truro River.. Irrespective of size, Harbour craft usually attend all commercial vessel entries and departures to guide, provide up to date information and warn leisure craft.

A passage plan is discussed by the pilot and vessel's master prior to harbour entry and departure; navigational plus other relevant information is given at this time. The Harbour Master / Pilot carries out checks if necessary. These include checks to ensure that the vessel is not leaking oil and that no ballast or overboard discharge, other than where permission has been granted, will take place during the period in harbour.

Vessels being laid-up must comply with the Port of Truro's 'Mooring Conditions and Environmental Code of Conduct'; one requirement being that oil tankers and chemical carriers be certified gas free before arrival.

1.6a.2.2 Passage and Berthing within the Harbour

Entry into the harbour is wide with a deep water channel well buoyed as far as Lighterage Quay. Vessel size is restricted by length, this being 85 metres to alongside Lighterage Quay and 219 metres at the lay-up moorings

Berthing operation and size of tugs available

There are three tugs, owned by The Falmouth Docks and Engineering Company. 1 single screw of 22 tonnes BP and 2 twin voiths of 20 tonnes BP Tugs are routinely used to assist with alongside berthing of large or un-manoeuverable vessels.

No berthing accidents have been reported within the Harbour.

Berthing failure or collision - Conclusion

Berthing failure is considered to be a low-level risk at this port due to controls in operation namely provision of pilots and tugs. Collision risk exists with the vessels in lay-up, but still remains small. The size and type of vessel using the port is such that the result of collision damage to the largest cargo tank on the bunker barge alongside a lay-up vessel, taking into consideration hydrostatic pressure, is calculated that it could be no more than 30 tonnes of Gas Oil.



Lay up Ship at Tolverne

1.6a.2.3 Bunkering Operations

Laid Up Vessel Moorings

Vessels at the lay-by moorings are bunkered, under an agreement with Falmouth Oil Services, by the 400 tonne fuelling barge the "Falmouth Industry" which operates between Falmouth Harbour and Truro and Penryn.

Contents liable to be lost during a ship/ship bunkering transfer

It is calculated that with the size, length of hose and pump rate, maximum amount of loss through overflow or failure would be < 2,000 litres Gas Oil.

Quayside

Vessels are bunkered at the Lighterage Quay berths by road tanker. These operations are infrequent, and as such should statistically be viewed as a low risk. Bunkering is only allowed with the Harbour Master's permission and checklists provided by the supplier must be completed prior to commencing operations.

The maximum road tanker loading is 20 tonnes. No bunkering spills have been registered at the port.

Contents liable to be lost during a shore/ship bunkering transfer

- Hoses used are 3" diameter and 20 m long. Average content being 100 litres
- Loading rate is 300-400 litres per minute;
- Amount of loss through overflow or failure would be < 300 litres Gas Oil.

Marinas and Leisure Craft

General Information

Bunkering for leisure craft is carried out at the marinas using delivery by flexible hose with a trigger nozzle or 25 litre cans. Visual checks are carried out prior to fuelling and there is always an operator in attendance on the barge and another on the receiving craft. Any spillage would be less than 25 litres.

Mylor Yacht Harbour

4500 litres of gas oil is stored in 1 cylindrical underground tank in the yacht club quay, the tank is double skinned, bunkering is undertaken using a flexible hose with a trigger nozzle. Similarly 4500 litres of petrol is stored underground in double skinned atank and bunkering is undertaken in the same way. Any spillage would be less than 25 litres.



Malpas Marine in the Port of Truro

Bunkering failure - Conclusion

Marinas and leisure craft	< 25 litres Gas Oil / Petrol
Quayside shore/ship transfer	< 300 litres Gas Oil
Lay-up moorings ship/ship transfer	< 2,000 litres Gas Oil

1.6a.2.4 Potential Harbour Spillage

- Operational Bunker loss <2,000 litres Gas Oil
- Worst case loss from ruptured fuel tank 30 tonnes Gas Oil.
- Worst case loss of road tanker 20 tonnes Gas Oil

1.6a.2.5 Other sources of potential oil spillage

- River run-off from the numerous river tributaries above Port's jurisdiction.
- Tidal ingress from the Port of Falmouth.
- Storm water drainings from Truro and Penryn where they run directly into the harbour.
- Spill during waste oil discharge. Waste oil is disposed of by vessels under The Merchant Shipping (Port Waste Reception Facilities) Regulations 1997 (SI No 3018). There is a Port Waste Management Plan in operation.

1.6a.2.6 Scenario assessment for largest vessel capable of entering the ports (Say as port of refuge)

The Ports of Truro and Penryn would not be considered as a Port of Refuge for vessels larger than those already using the port due to the tidal restrictions and the proximity of Falmouth.



The Port of Penryn

1.6a.3 Response Strategy

At a meeting of the named consultees, it has been agreed that small oil spills within the port areas will be recovered using Truro and Penryn's Tier 1 materials held in stock at the quayside, fuelling barge, marinas and onboard workboats. In the event of a Tier 2 spill the nominated response contractor would be mobilised, arriving on site within 4 hours, to contain, recover and dispose of (through a certified disposal route) oily waste. If the spill is a result of FOS operations then Tier 2 response equipment located at FOS's base and operated by FOS will be mobilised.

In the majority of cases, any spillage of the size nominated within this study would be recovered using sorbents or mechanical means. Dispersants would not be used.

NB : The Deposits in the Sea (Exemptions) Order 1985 requires DEFRA approval for the use of **substances** to treat oil on the surface of the sea. This means that respondents do not need to approach DEFRA before the use of such items as recoverable absorbent booms, absorbent rolls, absorbent 'tails' and absorbent pads. However DEFRA must approve the use of any items like loose absorbent granules, chips, moss, sawdust or chemicals which are classified as substances, rather than equipment, if there would be any possibility of these substances entering the marine environment.

1.6a.4 Overall Conclusion

Truro and Penryn are considered to be **low risk** ports. Vessel controls exist with pilotage and tug usage. There is no tanker movement within Harbour limits, the fuel barge visits infrequently. There is very little shore/ship bunkering.

TIERED RESPONSE LEVELS DETERMINED

	Truro and Penryn	Lay-Up moorings	Marinas
TIER 1	300 LTRS Waste Oil	2,000 LTRS	25 LTRS
TIER 2	20 Tonnes GO	30 Tonnes GO	N/A
TIER 3	N/A	N/A	N/A

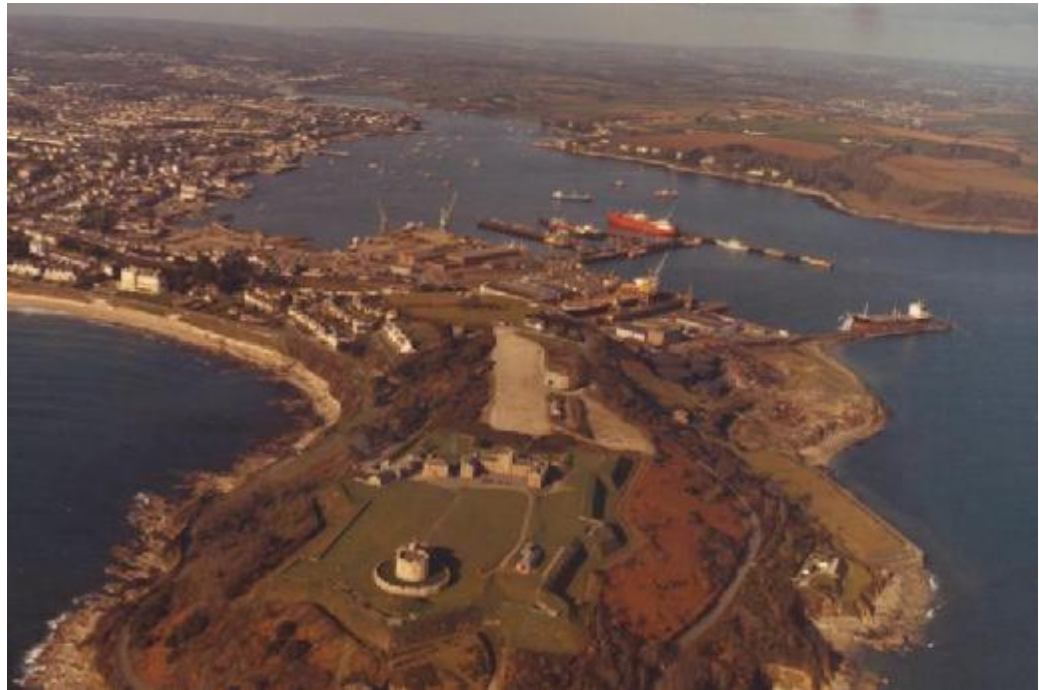
1.6a.5 Consensus

This Risk Assessment was undertaken by BMES and the findings were presented to a meeting of consultees from English Nature, the Environment Agency, Cornwall County Council, DEFRA, Truro and Penryn Port Authority, and Harbour users, prior to compilation of this plan.

FALMOUTH HARBOUR COMMISSIONERS

1.6b RISK ASSESSMENT

A Risk Assessment to meet with OPRC contingency planning requirements for Ports and Terminals has been previously completed in a format that was agreed with the MCA. This has since been revised and updated by Oil Spill Response Ltd in August 2005 to account for the change in risk profile. The revision also includes utilising information from a risk assessment of ship to ship transfer operations undertaken by Marico Marine in June 2004.



Aerial Photo of Falmouth Harbour including Falmouth Docks

1.6b.1 Scope of Assessment

This assessment covers both quayside operations and marine operations where vessel and harbour users are under the jurisdiction of Falmouth Harbour Commissioners. The area is as shown on Section 1.3 (Harbour Limits), adjoining the ports of Truro, Penryn, St. Mawes and Falmouth Docks.

1.6b.2 Factors of Assessment

The Port of Falmouth is a large open, deep water natural harbour situated at the mouth of the River Fal taking in Carrick Roads and a section of Falmouth Bay. There are no commercial alongside berths. Falmouth's main trade is refuelling passing vessels either entering or leaving the English Channel. These vessels either anchor or moor to a buoy in Carrick Roads or anchor in Falmouth Bay and are bunkered by small tanker or barge. Vessels transit the Port's jurisdiction en route to Falmouth Docks and Truro. There is a large leisure industry with attendant moorings and marinas. Falmouth is a busy port with between 2,000 and 3,000 ship movements per year.

1.6b.2.1 Pre arrival checks

Pilotage is compulsory for vessels over 180 metres in length in Falmouth Bay and over 75m in the Carrick Roads. On boarding, the pilot and master agree a passage plan and navigational information is passed. After boarding the pilot undertakes a visual inspection of the vessel and is obliged to report defects that may affect manoeuvrability. During boarding operations any discharges are visible to the pilot boat. Vessels intending to receive bunkers are required to complete a checklist which must be approved prior to any oil being transferred.

Vessels wishing to undertake ship to ship transfers will be fully vetted before any transfer is approved. Fender Care Marine Limited have clearly-defined vetting procedures which are implemented prior to commencement of ship to ship transfer operations.

1.6b.2.2 Passage and anchoring within the Port

Entry to the Port is available on a 24 hour basis. Movement within Falmouth Bay is unrestricted. There are few navigational hazards, however within Carrick Roads there is a shallow water patch – Black Rock – marked with a beacon.

Berthing operation and size of tugs available

There are three tugs available from The Falmouth Towage Company; 1 single screw of 22 tonnes bollard pull (bp) and 2 twin voiths of 18 tonnes bp. Tugs are routinely used to assist with alongside berthing or the mooring to buoys of large or unmanoeuvrable vessels. Additional towage capability will be provided to facilitate berthing for ship to ship transfers.

Berthing failure or collision - Conclusion

Berthing failure is not applicable, as there are no commercial alongside berths. Collision must be considered a risk by virtue of the number of vessel movements including fuel barges. There is no Port Control, other than the requirement for compulsory pilotage of all vessels over 180m in Falmouth Bay Zone A and vessels over 75m LOA in Zone C.

If a grounding incident occurred involving the single hulled bunker tanker that utilises the harbour such that the largest single cargo tank was damaged, 600 tonnes of HFO could be released. This represents the loss of the entire cargo from one tank, however total loss is unlikely.

Spillage due to collision is not considered to be a major risk in ship to ship transfer operations. All tankers involved will be of double hulled construction. All berthings are conducted by a pilot. Pre-defined fendering arrangements are employed during operations. These are clearly detailed by FenderCare Marine Limited. Ship to ship vessels will remain at least 2 miles offshore throughout the operation in water depths greater than 30m. Their double-hulled construction will protect against potential spills caused by collision with small vessels.



Bunker Vessel Operating at Falmouth

1.6b.2.3 Analysis of oil cargo transfer and bunkering operations

Vessel Operations

Due to the depth restrictions alongside Falmouth Docks, incoming heavy oil tankers are occasionally lightened in Carrick Roads prior to going alongside to discharge their cargo. The maximum size of oil tanker that lightens and transits the Port of Falmouth to the Docks, is about 30,000 tonnes dwt with single largest tank capacity of 3,000 tonnes. There are usually two bunker delivery vessels that usually operate within the ports jurisdiction.

Ship to Ship transfer of bunkers

Bunker calls are programmed in advance. The receiving vessel normally being piloted in, the pilot will seek the most sheltered location appropriate to the vessel size. When the receiving vessel is safely anchored the bunkering vessel will approach with fenders deployed and moor alongside. Hoses will be passed and when safety checklists have been completed and signed by the Master of the receiving vessel, bunkering will commence.

Taking into consideration hose diameter, length and pump rates, worst case spills from overflow or failure would be 2 tonnes Gas Oil or 10 tonnes HFO.



Bunkering

Ship To Ship Transfer of Crude or Fuel Oil

Ship to ship transfers are undertaken in Falmouth Bay to consolidate parcels of Crude Oil Loaded in the Baltic into a VLCC size tanker. Transfers will be advised sufficiently in advance to allow full vetting of the vessels involved. Arriving vessels will be subject to compulsory pilotage. The VLCC is anchored in Falmouth Bay at least two miles offshore. The smaller tankers are berthed alongside by pilots with tug assistance. The Positions of the vessels at anchor are monitored by AIS with an automatic alarm triggered should a vessel drag anchor.

Special hoses and fenders are kept in the port ready for use. The transfer operations are overseen by an independent loading master. A procedure exists for unberthing the tankers at short notice should weather conditions dictate.

All ship to ship transfer operations will be notified to the MCA.

1.6b.2.4 Potential Harbour Spillage

- Worst case loss from minor spill incident < 250 litres Gas Oil.
- Worst case loss from ship/ship operational bunkering 2 tonnes Gas Oil, 10 tonnes HFO
- Worst case loss from STS 12.5 tonnes Crude or Fuel Oil.
- Worst case loss from cargo tank 600 tonnes HFO. Maximum cargo tank volume 600 tonnes, but total loss unlikely. More credible volume is 200 tonnes.

1.6b.2.5 Other sources of potential oil spillage

- River run-off from the river tributaries above Port's jurisdiction.

- Tidal ingress from the adjoining Ports.
- Storm water drainings from Falmouth town where they run directly into the harbour.
- Incidents involving passing vessels, whether commercial or private, and can be any size.
- Unidentified sources.
- Vessel seeking shelter potentially during an emergency situation.

1.6b.2.6 Scenario assessment for largest vessel capable of entering the harbour (say as port of refuge)

Falmouth Bay offers shelter from prevailing Westerly and South westerly winds and as such is popular with vessels seeking shelter. There are effectively no size restrictions in the Bay. Falmouth is also popular as a casualty reception port; it has a large deepwater mooring and ship repair facilities. Casualties are only admitted to the harbour after the safety of their condition has been established and after consultation with the MCA.

1.6b.3 Response Strategy

At a meeting of the named consultees, it has been agreed that small oil spills within the harbour area will be recovered using Tier 1 materials held by the Harbour Commissioners and main harbour fuel suppliers (FOS, Falmouth Docks and FHC).

The risk assessment has identified that activities, other than bunker operations, conducted within Falmouth Harbour Jurisdiction would not be likely to exceed a Tier 1 spill response level.

Bunker operations may potentially result in a Tier 2 spill. In this event response equipment from the local Tier 1 response organisations will be deployed under FHC control. Additional equipment and manpower will be ordered from OSRL with whom FHC have a response contract.

Ship to ship transfer procedures show that vessels are to be boomed to ensure that oil spilling from a burst hose or overflow between the vessels would be contained. A counter pollution vessel remains in the vicinity throughout the transfer to adjust the boom. The vessel is fitted with dispersant spraying equipment.

It is however unlikely that dispersants would be used as a response strategy during a spill event. In general the heavier oils, HFO and crude, are less amenable to dispersants. DEFRA also advise against using dispersant on gas oils because such light oils will rapidly evaporate and disperse naturally and use of dispersant will result in increased concentration of toxic components within the upper water column. Falmouth Harbour Commissioners have capability to apply dispersants, however if a spill event entails where the use of dispersant is deemed necessary, dispersant application would not commence without the prior approval of the Department of Environment, Food and Rural Affairs.

Where the oil to be transferred is not readily dispersible, an oil recovery vessel meeting the requirements of M1663 is placed at immediate readiness within the Port. Any spillage of the size nominated within this study would normally be recovered by containment and recovery or using sorbents.

Resultant waste would be disposed of by a certified disposal route.

1.6b.4 Overall Conclusions

The ranges of oil handling operations, the large leisure industry and local environmental sensitivities has led to the establishment of the following tier levels.

TIERED RESPONSE LEVELS DETERMINED

Falmouth HC	
TIER 1	Small Spills < Tier Two quantities
TIER 2	> 2 tonnes Gas Oil > 10 tonnes HFO > 12 tonnes Crude Oil
TIER 3	> 200 tonnes HFO

FALMOUTH DOCKS & ENGINEERING COMPANY

1.6c RISK ASSESSMENT

A Risk Assessment to meet with OPRC Contingency planning requirements for Ports & Terminals has been completed by Briggs Marine Environmental Services Ltd on the basis of a format, previously agreed with MCA.



Falmouth Docks

1.6c.1 Scope of Assessment

This assessment covers both quayside operations and marine operations where vessels and users are under the jurisdiction of Falmouth Docks and Engineering Company and oil terminal operations under the control of Falmouth Oil Services (FOS). The area is as shown on section 1.3 (Harbour Limits), adjoining Falmouth Harbour.

1.6c.2 Factors of Assessment

The Falmouth Docks area of jurisdiction covers the immediate vicinity of the docks within Falmouth Harbour and a channel to the deep-water fairway. The Docks, whose main business is ship repair, consist of three dry docks and four wooden piers plus two concrete wharves; there is a constant flow of vessels using these facilities. The Eastern Jetty is leased and operated by FOS. Inward delivery vessels carrying fuel oil (c 15 per annum) or distillates (c 35 per annum) berth alongside this Jetty and discharge cargo to bunded storage tanks. The Jetty is also used by bunkering tanker and barge to load product from the storage tanks (c250 loads per annum).



Aerial Photograph of the Falmouth Docks

1.6c.2.1 Pre arrival checks

Pilotage is compulsory for vessels over 75 metres in length. On boarding the pilot and master agree a passage plan and navigational information is passed. There is no vessel audit system. Tankers and chemical carriers coming for repair are checked to confirm that they are in a safe condition before being allowed into the Docks. Gas Oil Tankers delivering fuel are Chartered by Tramp Oil Ltd and those delivering distillates are chartered by FAMM. All delivery vessels are subject to the relevant company's vetting procedure. The Master/ Agent has to fill in a Tanker Check List for Falmouth Harbour Commissioners in respect of vessels carrying polluting or dangerous goods.

1.6c.2.2 Passage and berthing at Falmouth Docks

Entry to Falmouth Docks is available on a 24-hour basis. Vessels entering the docks are restricted by depth, chart datum being 5.2 metres

Berthing operation and size of tugs available

There are three tugs, owned by The Falmouth Docks and Engineering Company. 1 single screw of 22 tonnes BP and 2 twin voiths of 20 tonnes BP Tugs are routinely used to assist with alongside berthing of large or un-maneuverable vessels.

Berthing failure or collision - Conclusion

Berthing failure is considered to be a low-level risk at the Docks due to provision of pilots and tugs. Collision risk is small with only one vessel moving at a time. Damage to the largest cargo tank on an oil tanker, taking into consideration hydrostatic pressure, is calculated that to be < 750 tonnes of HFO.

1.6c.2.3 Analysis of oil cargo transfer and bunkering operations

The amount of Oil Products handled at the Docks in a one-year period is as follows:

Delivery

Product	Tonnes
HFO	310,000
Cutter stock	12,000
Gas Oil	55,000
Kerosene	12,000
Derv / ULSD	12,000
Marine Diesel Oil	15,000

Loading Out

It can be assumed that similar quantities (except for kerosene and DERV) are transferred to the tanker and barge for bunkering vessels in Falmouth Harbour.

At Sea Product Transfer Operation

Due to the depth restrictions alongside Falmouth Docks, incoming tankers are lightened in Falmouth Bay or in the Carrick Roads prior to going alongside to discharge their cargo due to depth restrictions alongside the Eastern Jetty. Set procedures and check lists have to be completed prior to cargo discharge. Once lightened, up to 30,000 tonne dwt tankers can berth alongside the Eastern Breakwater for discharge.

Ship to Shore Product Transfer

Once moored alongside the berth the tanker transfers its product to banded storage tanks onshore. Pre-delivery Safety and Pollution Checklists / Notices are included in the transfer procedures.

Oil Loading Operations

Loading of bunker tankers takes place at the Eastern Jetty.

Ship to Ship bunkering at Berth

Vessels are routinely bunkered alongside the dock's wharves. Once hoses are passed and safety checklists have been completed and signed by the Master of the receiving vessel bunkering can commence.

Overall, taking all bunkering activities into account, it is estimated that the tanker undertakes between 800 and 900 fuel transfers per annum and the barges around 1,800. Taking into consideration hose diameter, length and pump rates, worst case spills from overflow or failure would be 6.0 tonnes Gas Oil or 10.0 tonnes HFO

1.6c.2.4 Potential Dock Spillage

- Worst case operational loss from ship/ship bunkering and ship/shore load and discharge operations 6.0 tonnes Gas Oil, 10.0 tonnes HFO
- Worst case loss from cargo tank 750 tonnes HFO

1.6c.2.5 Other sources of potential oil spillage

- Tidal ingress from Falmouth Harbour Commissioners.
- Spill during waste oil discharge. Waste oil is disposed of by vessels under The Merchant Shipping (Port Waste Reception Facilities) Regulations 1997 (SI No 3018). There is a Port Waste Management Plan in operation.

1.6c.2.6 Scenario assessment for largest vessel capable of entering the harbour (say as port of refuge)

Falmouth could be considered a Port of Refuge for stricken vessels of all sizes requiring dry-docking or repair. Vessels up to 220m length and 8m draft may be brought alongside in Falmouth Docks. Before being taken for repair tankers and chemical carriers would require to be certified gas free.

1.6c.3 Response Strategy

At a meeting of the named consultees, it has been agreed that small oil spills within the dock area will be recovered using Tier 1 materials held by Falmouth Oil Services (FOS) and Falmouth Docks and Engineering Co.

The risk assessment has identified that activities, other than bunker operations, conducted within Falmouth Docks and Engineering Co.'s jurisdiction would not exceed a Tier 1 spill response level. However, operations conducted by FOS may potentially result in a Tier 2 spill. In this event FOS will mobilise their existing stockpiles of Tier 1 response equipment and personnel, located at their base, to provide a response.

Any spillage of the size nominated within this study would normally be recovered using sorbents or containment and recovery. Dispersants would not be used without prior DEFRA approval.

1.6c.4 Overall Conclusion

Falmouth Docks is considered to be a **medium risk** area. Due to the large quantities of bunkers being transferred. In mitigation delivery vessels are audited and written procedures with checklists are in place for ship/shore, ship/ship and shore/ship transfers.

TIERED RESPONSE LEVELS DETERMINED

Falmouth Docks	
TIER 1	Small Spills < Tier Two quantities
TIER 2	> 6 tonnes Gas Oil > 10 tonnes HFO
TIER 3	> 750 tonnes HFO

1.6c.5 Consensus

This Risk Assessment was undertaken by BMES and the findings were presented to a meeting of consultees from English Nature, the Environment Agency, Cornwall County Council, DEFRA, Falmouth Docks and Engineering Company, and Harbour users, prior to compilation of this plan.

1.7 Environmental Sensitivities and Priorities for Protection

1.7.1 General strategy

Where possible, considering safety and weather and sea conditions, any floating oil should be removed physically using the appropriate equipment. Removal should particularly be attempted if this will significantly reduce the impact upon areas of recreational or environmental importance.

Note: The Deposits in the Sea (Exemptions) order 1985 requires approval for the use of substances to treat oil on the surface of the sea. However, approval is not needed under this order for the use of equipment to control, contain or recover oil. This means that respondents do not need to approach DEFRA before the use of items of equipment like recoverable absorbent booms, absorbent rolls, absorbent tails and absorbent pads. Respondents do however need to ensure that they have DEFRA approval for the use of any items like loose absorbent granules, chips, moss, sawdust or chemicals which would be classified as substances rather than equipment if there is a possibility of these substances entering the marine environment.

For the main recreational beaches where access is possible and considering safety and weather/sea state, mechanical methods may be used to remove oil. Access to the shoreline will need to be agreed with English Nature if this impinges on the candidate Special Area of Conservation (cSAC) and SSSI's. For areas within the SSSIs (see section 7.1), it may cause less damage if the oil is left to degrade naturally although hand collection may be appropriate for small spills.

Expert advice should be sought from English Nature regarding these areas.

Generally in these circumstances the Local Authority (CCC) will have opened its precursor SRC. Liaison should be established and a co-ordinated approach adopted. The Cornwall County Council Coastal Counter Pollution Clearance Plan will have been actioned in part or fully.

Chemical dispersants should not be used in this area without DEFRA approval, due to the sensitivity of the shellfisheries and other marine life. If oil comes ashore, it should be recovered by mechanical or manual means wherever possible, subject to the above considerations.

The FOIL A Plan contains Sensitivity Maps and environmental information for the entire area, detailing appropriate clean up strategies. Reference should be made to this document with the following caveat:

The FOIL A Plan was prepared before the Falmouth Bay area was given candidate Special Area of Conservation (cSAC) status and some of the clean up strategies may therefore need updating in light of this designation. English Nature will be able to advise on the appropriate clean up methods for sites within the cSAC and its component SSSIs.

It will be necessary to consult with EN to ensure that oily waste is not disposed of or stored on sensitive sites such as SSSIs. The local EN team will be able to provide up-to-date advice at the time of an incident.

1.7.2 Priorities for pollution prevention

In event of a pollution incident, efforts to contain spilt oil should be prioritised as follows:

A. Oil spill in Falmouth Bay north of Rosemullion Head:

- (1) Recover oil at sea if possible.
- (2) If Easterly/North Easterly, implement booming strategy relating to Helford River. Fixed points boom mooring points exist between Helford Passage and Golden Gear.
No boom mooring points exist in Gillan Creek but efforts could be made to prevent oil passing west of Gillan Harbour when the creek narrows.
- (3) If Southerly/South Westerly, implement booming strategy relating to the Percuil River using fixed points/moorings in St. Mawes Harbour.
- (4) Implement booming strategy relating to Upper Reaches of the Fal. Carrick Roads will be vulnerable but booming is generally unfeasible due to width. Use of dispersants will potentially affect the oyster beds and dispersant use must only be undertaken after specific prior approval has been received from DEFRA and at the specific advice of either EA or EN.

B. Oil spill in Falmouth Bay south of Rosemullion Head

- (1) Recover oil at sea if possible.
- (2) If Southerly/South Easterly/Easterly/North Easterly;
Implement booming strategy relating to Helford River. Fixed points boom mooring points exist between Helford Passage and Golden Gear. No boom mooring points exist in Gillan Creek but efforts could be made to prevent oil passing west of Gillan Harbour where the creek narrows.
- (3) Implement booming strategy relating to the Percuil River using fixed Points/moorings in St. Mawes Harbour.
- (4) Implement booming strategy relating to Upper Reaches of the Fal. Carrick Roads will be vulnerable but booming is generally unfeasible due to width. Use of dispersant will potentially affect the oyster beds and dispersant use must only be undertaken after specific prior approval has been received from DEFRA and at the specific advice of either EA or EN.

C. Oil spill in Carrick Roads/Cross Roads

- (1) Recover oil at sea if possible.
- (2) Implement booming strategy relating to the Percuil River using fixed points/moorings in St. Mawes Harbour.
- (3) Implement booming strategy relating to Upper Reaches of the Fal. Carrick Roads will be vulnerable but booming is generally unfeasible due to width. Use of dispersant will potentially affect the oyster beds and dispersant use must only be undertaken after specific prior approval has been received from DEFRA and at the specific advice of either EA or EN.

- (4) If oil passes Turnaware Point, place boom across mouth of Fal/Ruan Creek and across the Truro River near Coombe to Lamouth and Cowlands Creek. Oil must be prevented from penetrating Fal/Ruan Creek due to saltmarsh, mudflats and bird populations. Oil must also be prevented from reaching oyster beds and mudflats in upper Truro and Tresillian Rivers.
- (5) If significant quantities of oil still present on the ebb tide, consider implementation of booming strategy across the Helford River between Helford Passage and Golden Gear using fixed points/moorings.

1.8 Categories of Incident

The Ports of Truro, Penryn, Falmouth and the Falmouth Docks have in place a tiered incident response system for oil spillage (Section 1.5). The responsibility of escalating an incident from Tier 1 to Tier 2 lies with the respective Harbour Master

1.8.1 Levels of Call-out

Tier 1 Spills

For minor spills, where the response is addressed within the immediate vicinity, the Harbour / Dock Master will take the appropriate action and arrange for safe storage and legal disposal of waste arisings. Since all oil spills, regardless of size, have to be reported to the appropriate Authorities, the Harbour / Dock Master will always alert Falmouth Marine Rescue Co-ordination Centre (MRCC).

Tier 2 and Tier 3 Spills

For all spills of a higher level, the Harbour / Dock Master will alert their Incident Response Organisation according to this Plan.

1.9 Waste Disposal Operations

The safe handling and disposal of recovered oil is governed by relevant sections in the following legislation:

- a) The Environmental Protection Act 1990
- b) The controlled waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991
- c) Control of Pollution (Amendment) Act 1989
- d) The Waste Management Licensing Regulations 1994
- e) Special Waste Regulations 1996 (as amended)

If oily waste material is produced as a result of a pollution incident then the polluting party (operator) has a duty of care to ensure that the waste is contained, handled, transported and ultimately disposed of in an appropriate manner. If the material is to be handled by contractors then the operator (to reduce liabilities to a minimum) has to ensure that each contractor has the relevant transportation registration and waste management licences, where applicable. English Nature should be consulted over proposals to dispose of or store oily waste material to ensure that nature conservation sites are not affected.

In addition HM Customs and Excise must be notified if recovered oil is brought ashore by dedicated oil recovery vessels. Landing should not be hindered by the absence of an official from HM Customs and Excise; however, the Operator should maintain a careful log of quantity and nature of the recovered oil.

The options for waste disposal or treatment of material, be it oily liquids or oiled solids are:

- a) temporary store, clean, stabilise and then recover or re-use;
- b) temporary store and then take to appropriate disposal site for burial;
- c) transport to a refinery / incinerator (mainly for oily liquids only).
- d) transport to appropriate disposal site;

Comprehensive details concerning the above waste disposal strategies is contained in appendix i.

There are facilities within the Falmouth area that may aid in the disposal of oily waste in the event of a spill. Falmouth Oil Service's licensed oil recovery facility may accommodate recovered oil for treatment, reducing the reliance of distant waste disposal facilities. Road transportation of oily waste can be carried out by the local licensed waste removal company Viridor Waste Management who have a small fleet of road tankers.

A disposal strategy to deal with the waste will be developed on a case by case basis through close liaison with the Local Authority concerned and the EA.

1.10 Document Control and Plan Revision

This Oil Spill Contingency Plan is a controlled document managed by Falmouth Bay and Estuaries Operational Management Group. All document holders, detailed in the distribution list, are assigned a specific copy number.

Any changes to the situation at the harbours, plan or any other updates will be issued as amendments to all holders of the plan within 3 months of such change. Irrespective, the plan will be reviewed on an annual basis so as to incorporate changes occurring during the year plus lessons learned from the annual exercise.

This document has an approved life span of 5 years from the date of approval by MCA and it shall be submitted in its entirety for re-approval after that time.

Section 2 : Training and Exercise Policy

2.1 Training Policy

In order to familiarise personnel in the use of this Oil Spill Contingency Plan and comply with MCA guidelines. Oil Spill Response training courses will be held for all appropriate employees of the Ports of Truro, Penryn and Falmouth and for the employees of Falmouth Docks, their contractors and port operators with an identified role within the plan. In addition, there will also be awareness briefings with other harbour users and the Agencies who were involved in the consultation process.

After initial training, instruction will be specific with the use of the Tier 1 oil spill response equipment located at the Ports. This will be tested and deployed using those personnel who will be responsible for operating this equipment in the event of a spill.

In order to meet the minimum levels as recommended in the MCA guidelines, the training and exercising of key personnel is detailed below.

TRAINING IN THE USE OF THIS PLAN FOR THE PORTS OF TRURO AND PENRYN		
Position	Timing	Type of Training
Harbour Master	At Plan approval	MCA level 4p (IMO2)
Chief Executive	At Plan approval	Contingency Plan Familiarisation briefing
Port Staff	At Plan approval plus annually*	MCA level 2

** The Port's annual oil spill exercise is part of the OPRC training requirement, with refresher training being recommended every 3 years.*

TRAINING IN THE USE OF THIS PLAN FOR THE PORT OF FALMOUTH		
Position	Timing	Type of Training
Harbour Master, Deputy Harbour Master	At plan approval	MCA level 5p (IMO3) to be at level required 4p (IMO2) before attending this course
Falmouth Harbour Commissioners Chairman	At plan approval	Contingency Plan Familiarisation briefing
Port Staff	At Plan approval plus annually*	MCA level 2

TRAINING IN THE USE OF THIS PLAN FOR FALMOUTH DOCKS		
Position	Timing	Type of Training
Dock Master, Appointed Deputy	At plan approval	MCA level 5p (IMO3) to be at level required 4p (IMO2) before attending this course
Falmouth Docks & Engineering Operations Manager	At plan approval	Contingency Plan Familiarisation briefing.
Dock Staff	At Plan approval plus annually*	MCA level 2

2.2 Exercise Programme

To ensure that the Oil Spill Contingency Plan is “user friendly” and understood by all those involved in its use, communications and practical exercises will be undertaken on an annual basis.

A record of Personnel Training and Contingency Plan Exercises will be held by the respective Harbour / Dock Master.

EXERCISE IN THE USE OF THIS PLAN		
Annual Exercises	Timing	Type of Exercise
Desk top	First Quarter	Communications test
Inspection and use of equipment	Second Quarter	Inspect and use the equipment, updating personnel in procedures and use
Oil Spill Response	Third Quarter	Simulation of an Oil Spill Incident using the Oil Spill Contingency plan, mobilising equipment and personnel as appropriate
Revalidation	5 years	Update and test

Section 3 : Incident Response Organisation

3.1 Introduction

This Plan has been compiled to cover the response to any spillage caused during operations whilst within the limits of The Ports of Truro, Penryn, Falmouth and the Falmouth Docks. Spills either from shoreside operations, or vessels alongside, in transit or on passage. The Plan indicates the Tier 1 response available at the Ports/Docks relevant to the perceived risk through normal operations as well as a mechanism for calling upon Tier 2 or Tier 3 response in the event of an abnormal incident or major accident affecting Carrick District Council, Falmouth Harbour Commissioners and Falmouth Docks & Engineering Company.

Definitions of the tiered levels used in these areas are shown in Section 1.5.

3.2 Responsibilities and Incident Control Arrangements

For minor spills each organisation will respond as laid down in paragraphs 3.2a to 3.2c below. For major spills including major spills within the Tier 1 definition, the Major Oil Spill Response Structure will be implemented.

THE PORTS OF TRURO AND PENRYN

The Incident Response Team will be lead by the Harbour Master or his Assistant and will involve the named personnel below. A Marine Response Centre will be established in the Control Room at the Harbour Office.

The Harbour Master or nominated staff will act as Incident Controller.

3.2a.1 The Response Team for The Ports of Truro and Penryn comprises

Position	Duty
Harbour Master	Incident Controller
Assistant Harbour Master	On-scene commander
Port Staff	Clean-up Operators

THE PORT OF FALMOUTH

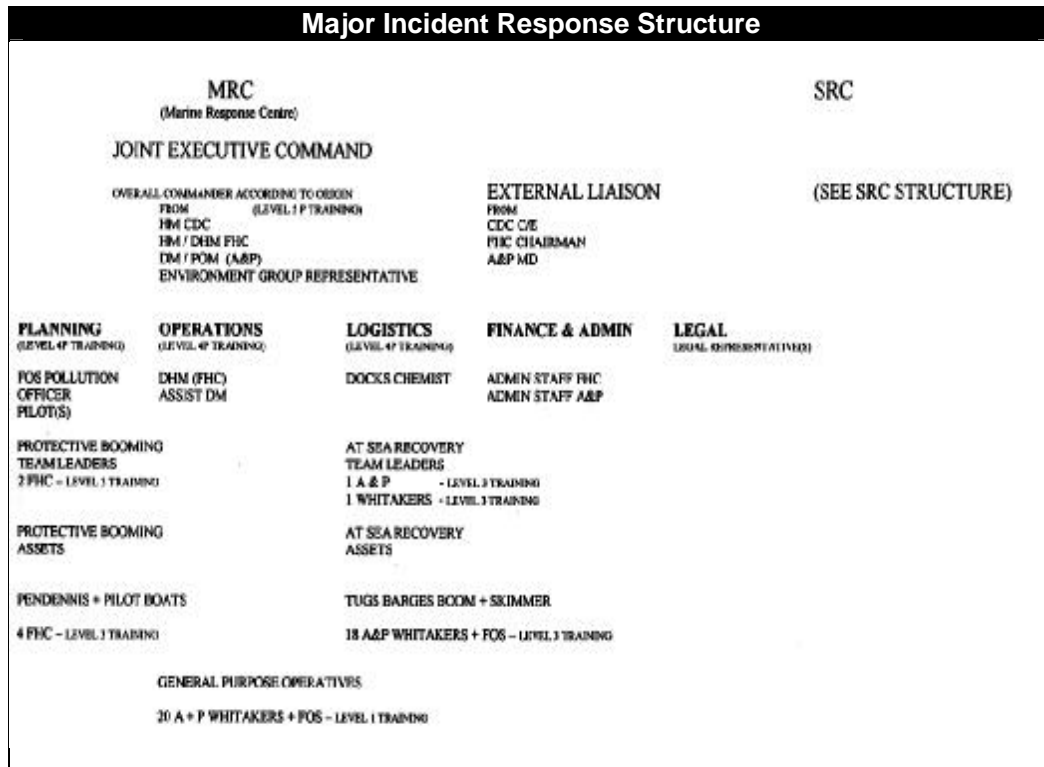
The Incident Response Team will be lead by the Harbour Master or Deputy Harbour Master and will involve the named personnel below. A Marine Response Centre will be established in the Harbour Office / MRCC as appropriate.

The Harbour Master or his Deputy will act as Incident Controller.

3.2b.1 The Response Team for Falmouth Harbour comprises

Position	Duty
Harbour Master	Incident Controller
Deputy Harbour Master	On-scene commander
Port Staff	Clean-up Operators

In the event of a major incident, the Major Incident Response Structure will be implemented as detailed below.



THE FALMOUTH DOCKS

The Incident Response Team will be lead by the Dock Master or nominated Deputy and will involve the named personnel below. A Marine Response Centre will be established in the Dock Master's Office.

The Dock Master or his nominated deputy will act as Incident Controller.

3.2c.1 The Response Team for Falmouth Docks comprises

Position	Duty
Dock Master	Incident Controller
FDE team leader	On-scene commander
Dock Personnel	Clean-up Operators

3.3 Dispersant Use

As agreed with the Statutory Bodies and Authorities, the use of dispersant is not allowed within the area covered by this plan, except under 'force majeure' conditions. Dispersants are not to be used due to the shellfish beds and the large number of environmentally sensitive areas within the harbour.

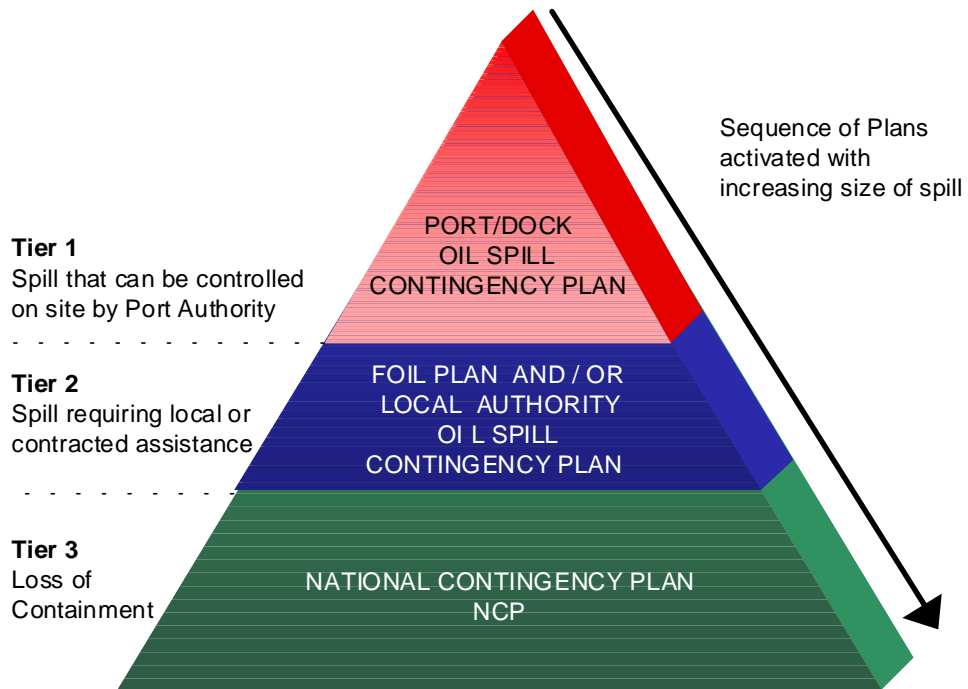
Under the provisions of the Food and Environment Protection Act 1985, Part II, as read with the Deposits in the Sea (Exemptions) Order 1985, no deposit may be made of any substance produced for the purpose of treating oil on the surface of the sea in an area where the depth of water is less than 20 metres or within one nautical mile of any such area save with the prior approval of the Licensing Authority. This includes any area submerged at mean high water springs (e.g. beaches). The Licensing Authority in England is the Department of Environment, Food and Rural Affairs (*DEFRA*).

The use of dispersant is not normally allowed within the area covered by this plan, except as approved by the Department of Environment, Food and Rural Affairs. **Appendix IV** details DEFRA requirements with respect to the use of dispersants.

If dispersant use would seem to be an option that may need to be considered to deal with the spill, DEFRA **must** be consulted for advice on the appropriateness of this as soon as possible. DEFRA will consider the implications of using dispersant on fisheries and the marine environment with the Harbour Authorities and English Nature and where appropriate issue an approval for dispersant use.

3.4 Interface with other Contingency / Emergency Plans

This Plan will be used in conjunction with The FOIL A Plan (Sensitivity Maps) and the Cornwall County Coastal Plan. These will be co-ordinated by MCA and Cornwall County Council if an SRC is required to be activated.

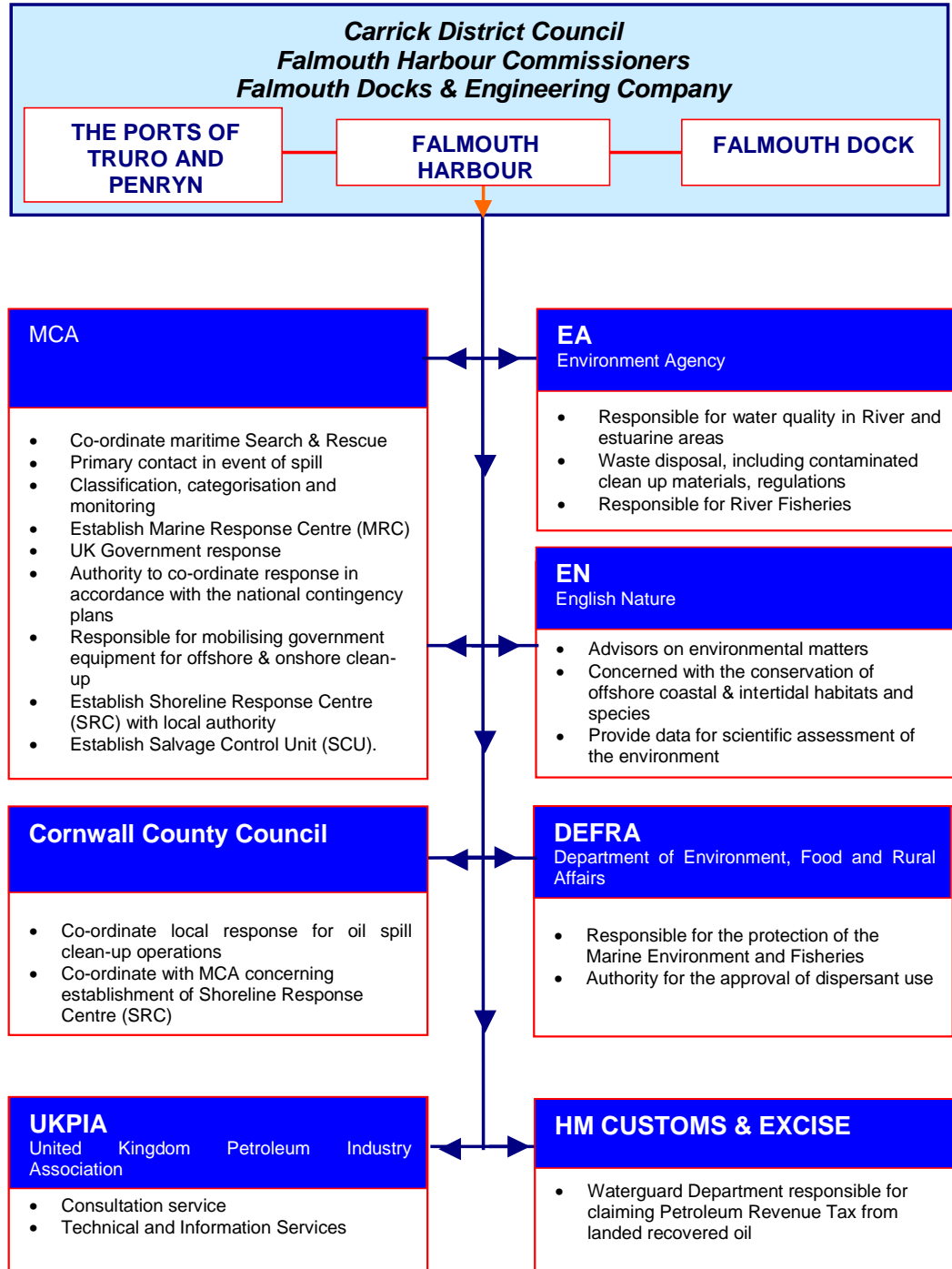


3.5 Internal Alerting and Call-out Procedures

An initial spill report will come in the first instance, during working hours, to the Harbour / Dock Office. Out of working hours reports are liable to come via MCA, Police or EA or the Harbour Pilots. The information received must be passed immediately to the respective Harbour Master or Dock Master. The Harbour / Dock Master will do his best to confirm the incident details and determine the level of response necessary and the requirement as to whether to activate the Response Team (Part 2 Section 5). All calls and decisions made must be recorded, and an Oil Spill Report Form raised (Section 8.2).

3.6 Liaison Procedures with Other Agencies

Rapid passing of information to other affected agencies is essential for effective response. Shown below are agencies concerned and their roles.



Section 4 : Response Strategies

4.1 Strategy Statement

The high density of sites of special environmental importance, amenity beaches and potentially vulnerable commercial operations dictates that any response is designed to recover as much oil whilst it is still afloat as possible. To this end the deployment of towed booms should be achieved as soon as possible after notification and oil recovery equipment is to be subsequently deployed as soon as practicable. Environmental sensitivities are listed in Section 1.7. Potential threats to these sites must be evaluated as soon as possible. Protective booming plans are to be implemented as an overriding priority if threats to high priority sites are identified. Threats to commercial interests that can be mitigated by boom deployment are to be considered after environmental priorities. Plans designating particular sacrificial beaches will be considered if recovery at sea is impractical. Plans for beach clean up will be formulated after pollution in consultation with all interested parties.

NB : The Deposits in the Sea (Exemptions) Order 1985 requires DEFRA approval for the use of **substances** to treat oil on the surface of the sea. This means that respondents do not need to approach DEFRA before the use of such items as recoverable absorbent booms, absorbent rolls, absorbent 'tails' and absorbent pads. However DEFRA must approve the use of any items like loose absorbent granules, chips, moss, sawdust or chemicals which are classified as substances, rather than equipment, if there would be any possibility of these substances entering the marine environment.

4.2 Booming Plans

A booming study of the priority areas identified based on their environmental sensitivities has been undertaken. The study examined the feasibility of booming at the Helford (outside of the Harbour Areas but within the cSAC), the Percuil and the upper reaches of the River Fal. The study found that booming was feasible at the Percuil and Helford, but not, using conventional methods, in the upper reaches of the River Fal.

Detailed booming plans are included at Appendix v

4.3 Supervisors Health and Safety Spill Response Checklist and Guidelines

Statutory regulations (Health and Safety Work Act 1974) ensure that persons (response personnel) have both a safe workplace and safe system of work regardless of terms of employment. Personnel involved in the cleanup of a spill are often working in difficult conditions where the risk of injury is increased. To achieve the safest possible operation a checklist and guidelines concerning procedures has been compiled to assist supervisors during cleanup operations. This comprehensive procedure is detailed in Appendix ii.

4.4 Disposal Plan

All waste material resulting from an oil spillage will be handled systematically and strictly in line with the current Regulations. Policy and instructions are identified in Part 2 Section 8.3.

Within the resources of the Plan, initial holding and storage will be possible through use of portable storage tanks as listed in Part 3 Section 11 and thereafter the oil will be disposed of using a local licensed contractor. It may be possible that the licensed waste and recovery facility operated by FOS could be available and therefore used.

Licensed transport contractors are listed in Part 3 Section 11. In the event of a Tier 2 or 3 spill response, the legal disposal of recovered oil will be undertaken, through a disposal route agreed with EA, on behalf of Carrick District Council or Falmouth Harbour Commissioners or Falmouth Docks & Engineering Company. This will be managed by the nominated Oil Spill Contractor duly accredited to Level 3 under the EA / British Oil Spill Control Accreditation Scheme.

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