
NORTHUMBERLAND

Northumberland County Council

COASTAL AND RIVER POLLUTION CONTINGENCY PLAN

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Record of Amendments

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Glossary of Abbreviations within the Plan

BNC SAC	Berwickshire and North Northumberland Coast Special Area of Conservation (SAC)
BRC	British Red Cross
CCA	Civil Contingencies Act
CE	Chief Executive
CIM	Critical Incident Manager
COSHH	Control of Substances Hazardous to Health
CPSO	Counter Pollution and Salvage Officer
CRR	Community Risk Register
DBERR	Department for Business, Enterprise and Regulatory Reform
DCCO	Duty Civil Contingencies Officer (NCC)
DCLG	Department for Communities and Local Government
DEFRA	Department of Environment, Food and Rural Affairs
DfT	Department for Transport
DOPO	District Oil Pollution Officer – see RNSO (NCC)
DTG	Date Time Group
EA	Environment Agency
ECAP	Emergency Community Assistance Plan (Northumberland)
EG	Environment Group (See also NESEG)
ERP	Emergency Response Plan
FEPA	Food and Environment Protection Act 1985
FICP	Forward Incident Control Point
FRS	Fire and Rescue Service
HEPA	Health Emergency Planning Advisor
HMCG	Her Majesty's Coastguard
IRC	Incident Response Centre
IOCF	International Oil Pollution Compensation Fund
ITOPF	International Tanker Owners Pollution Federation Ltd
LA	Local Authority
LAREP	Local Authority Report Form
LGC	Laboratory of the Government Chemist
LRF	Local Resilience Forum
MACC	Military Aid to the Civil Community
MCA	Maritime Coastguard Agency
MCA CPR	MCA Counter Pollution and Response Branch
MCA NCP	MCA National Contingency Plan
MCA STOp	MCA Scientific Technical and Operational Advice Note
MMO	Marine Management Organisation
MRC	Marine Response Centre

NCC	Northumberland County Council
NCP	National Contingency Plan
NE	Natural England
NEAS	North East Ambulance Service
NECE	National Chemical Emergency Centre
NESEG	North East Standing Environment Group
NT	National Trust
NWA	Northumbria Water Group Plc
OPOL	Offshore Pollution Liability Association Ltd
OPCO	Oil Pollution Control Officer (Scottish Borders)
PCT	Primary Care Trust
PHE	Public Health England
PLO	Press Liaison Officer
POLREP	Pollution Report
PP	Public Protection
PPC	Pollution Prevention Control permits
PPE	Personal Protective Equipment
RAWG	Risk Assessment Working Group
RAYNET	Radio Amateurs' Emergency Network
RNSO	Responsible Neighbourhood Services Officer (NCC)
RPE	Respiratory Protective Equipment
RSPB	Royal Society for the Protection of Birds
RSPCA	Royal Society for the Prevention of Cruelty to Animals
SAC	Special Area of Conservation
SCG	Strategic Coordinating Group
SCU	Salvage Control Unit
SITREP	Situation Report
SJA	St Johns Ambulance
SOSREP	Secretary of State Representative
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
STAC	Scientific and Technical Advice Cell
STEL	Short Term Exposure Level
STOp	Scientific Technical and Operations notice
STOPIA	Small Tanker Oil Pollution Indemnification Agreement
TOPIA	Tanker Oil Pollution Indemnification Agreement
UTC	Universal Time Coordinated
VIP	Very Important Person
VOC	Volatile Organic Compounds
RVS	Royal Voluntary Service

1. Introduction

1.1 Purpose

This Plan has been written by the Northumberland County Council (NCC) Civil Contingencies Team to be used in the event or threat of a water borne pollution incident on sea, coastal area, estuary and tidal reaches of Rivers in the Northumberland area.

This Plan will therefore refer, in the main, to Oil Pollution but can be applied to other forms of water borne pollution which might threaten the coast or waterways.

Emergency Response and Recovery Guidance (July 2009) suggested that coastal Local Authorities maintain pollution plans. It is the County Council that will normally host the Incident Response Centre (IRC). Maritime Major Emergency Plans and Coastal Pollution Plans may need to operate side by side, so care should be taken to ensure that they are compatible.

1.2 Legal Basis

The Civil Contingencies Act (CCA) 2004 defines an emergency as “an event or situation that threatens damage to the environment only if it involves causes or may cause contamination of land, water or air with biological, chemical or radio-active matter, or disruption or destruction of plant life or animal life”. Therefore the plan recognises that action must be taken to alleviate the effects of oil pollution on the coastline of those Local Authorities.

Section 2 of the CCA, places a duty upon Category 1 Responders to prevent an emergency, reduce, control or mitigate its effects, in relation to their functions and take any other action in connection with it. Therefore Category 1 Responders have a duty to comply with the Act if they have assessed that an emergency may seriously obstruct them in the performance of their functions, or they consider it necessary or desirable to take action and they cannot take that action without changing the deployment of resources or by acquiring additional resources. Category 1 Responders includes local authorities, emergency services, some NHS bodies and some government agencies.

Under section 138 of the Local Government Act 1972 Local Authorities in England and Wales have a general power to act with respect to emergencies or disasters.

The ‘National Contingency Plan : Strategic Overview for Responses to Marine Pollution from Shipping and Offshore Installations’

(https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/349610/140829-NCP-Final_Draft-PreDragon.pdf)

mentions that coastal local authorities may have to respond to incidents that require equipment or expertise beyond their capabilities.

In addition to the CCA, the following, legislation and regulations are relevant to this plan:

The Merchant Shipping Act (section 293), 1995, as amended by the Merchant Shipping and Maritime Security Act, 1997

The Marine Safety Act, 2003

Pollution Prevention Control Act, 1999
The offshore Installations (Emergency Pollution Control) Regulations, 2002
International Convention on Oil Pollution Preparedness, Response and Co-operation
1990 (the “OPRC Convention”)
The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation
Convention) Regulations 1998

1.3 Risk Assessment

The Northumbria LRF Risk Assessment Working Group (RAWG) is responsible for the production and publication of the Northumbria LRF Community Risk Register (CRR). The CRR identifies and prioritises hazards that have been identified in the Northumbria area and informs emergency planning related activities, including training and exercising.

Maritime Pollution has been identified as a potential hazard in the Northumbria Area, and has been assessed as a “High” to ‘Low’ Risk in terms of the likelihood of occurrence and the impact on four main categories (environment, health, social and economic) see Risks

HL4 – High – Major Pollution of Controlled Waters

H15 – Medium – Marine Pollution

HL37 – Low - Release of Significant Quantities of hazardous chemicals or materials as result of major shipping accident

<http://www.northumberland.gov.uk/default.aspx?page=2229>

1.4 Aim

The aim of this Plan is to enable NCC to deal speedily, efficiently and economically with the nuisance of pollution, and oil pollution in particular, from any source.

Where an incident is beyond the normal capabilities of the NCC alone the Northumbria LRF Activation Protocol will be followed to establish a wider LRF Strategic Co-ordinating Group Response in line with revised 2014 MCA National Contingency Plan arrangements.

1.5 Objective

This objective of the plan is to minimise the effects of water borne pollution, both short and long term. It details basic procedures and measures which could be used to mitigate the effects of oil pollution in particular, including dispersal, containment and disposal.

1.6 Geographic Area

The map overleaf illustrates the NCC administrative area. Further detail on all of the Council’s sites of Specific Scientific Interest (SSI) can be found in **Appendix E2.**



2 Alerting Arrangements

2.1 Oil Pollution Incident

Oil pollution can originate from various sources such as;

- Oil Tankers, Shipping and Offshore Installations (Sea and Coastal)
- Boats (Ports and Rivers)
- Road Tankers and Land-based Installations (Land)

Therefore a warning of oil pollution or the risk of oil pollution may originate from a variety of organizations, such as the Maritime and Coastguard Agency (MCA) , Environment Agency (EA), Harbour Master, Fire and Rescue Service (FRS), Public Protection (PP) or the tanker/offshore owner depending on the source.

However, it is anticipated that MCA will be the most likely recipient of early warnings of oil pollution by ships or aircraft, and will notify appropriate bodies (Figure 1). It is essential that the Responsible Neighbourhood Services Officer (RNSO) as designated within the NCC ECAP be notified at the earliest possible opportunity of any potential or actual oil pollution incident.

2.2 Activation

In normal circumstances

- MCA will fax the details of the incident to Northumbria Police, via a Pollution Report (POLREP), Appendix C1 and C1.1.
- Northumbria Police will then cascade the alert to Northumberland County Council in accordance with their normal Major Incident procedures.

The early warning information concerning potential or actual oil pollution should, wherever possible, be sent in the format shown on the Pollution Report (POLREP). The layout of the form is such that it is suitable for either voice transmission by telephone or for sending by Fax or electronically to eplan@northumberland.gov.uk and FControl@northumberland.gov.uk . Where Fax or e-mail is used the message should be headed with 'POLREP for RNSO'.

If the notification originates from a source other than the MCA or Northumbria Police, then the POLREP will be completed by that organisation and faxed to MCA / Police.

For information dissemination internally within the Local Authority, the RNSO should refer to the Action Sheet and complete Local Authority Report Form (LAREP) in Appendix C2. The RNSO should inform Natural England (NE) as any recovery on Sites of Special Scientific Interest (SSSI) will need their consent.

If an oil incident is reported offshore the RNSO should situate themselves at the MCA Headquarters to monitor the situation from the Local Authority perspective.

(For background information on all the agencies please refer to the NCC ECAP)

Fig.1 Alerting Arrangements

The diagram below illustrates the lines of communication for Northumberland in an oil related incident.

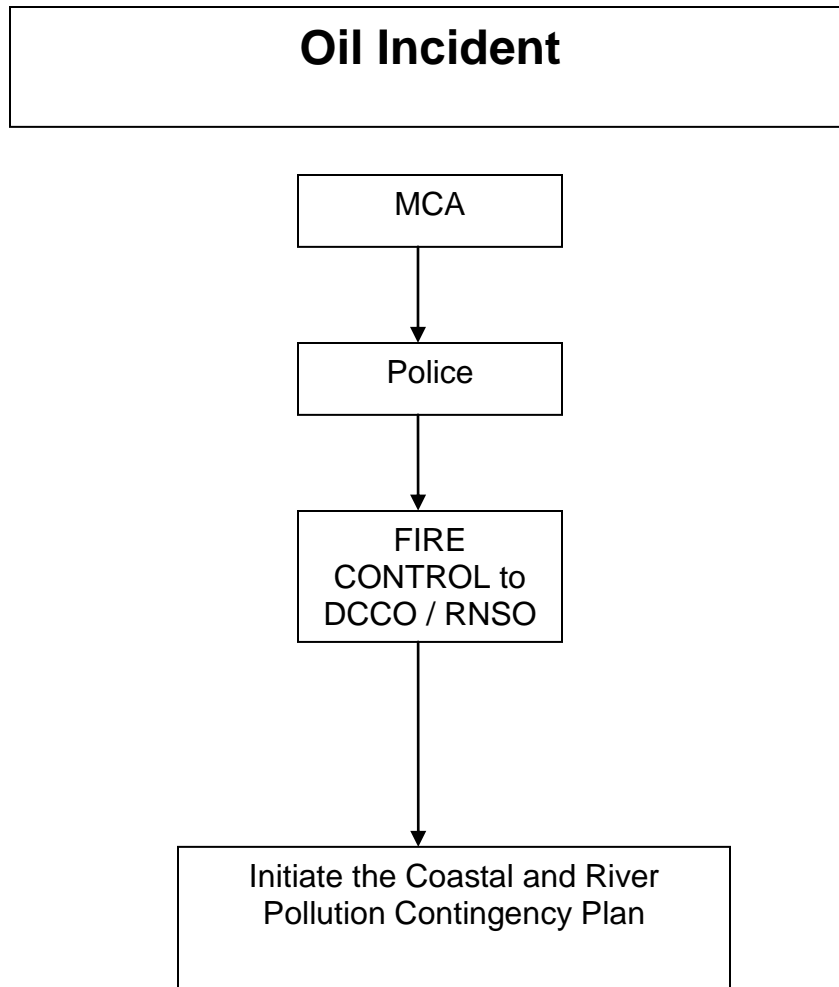


Fig. 2 Local Authority – Cascade of Information

The diagram below illustrates the cascade of information within the Local Authority.

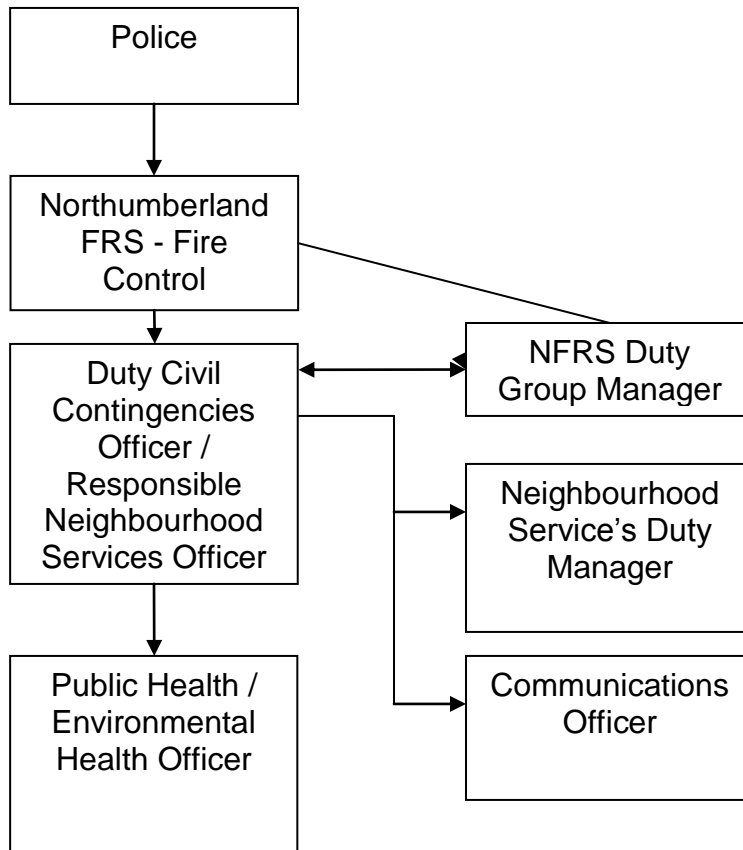


Fig.3 Partner Organisations – Cascade of information

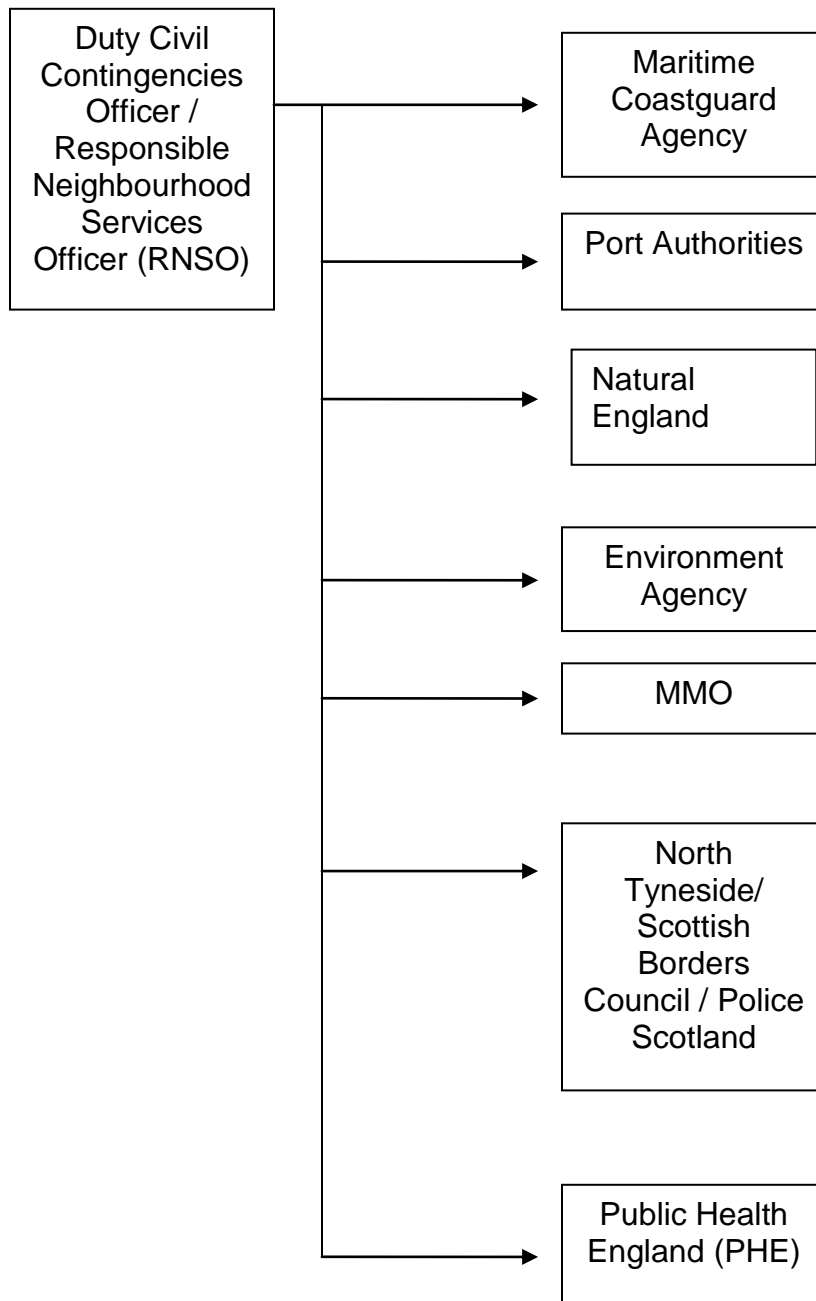
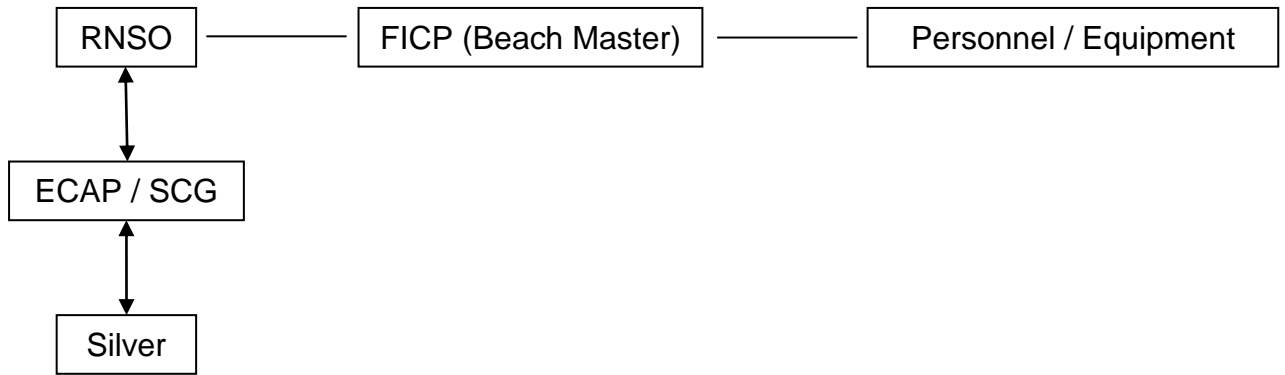
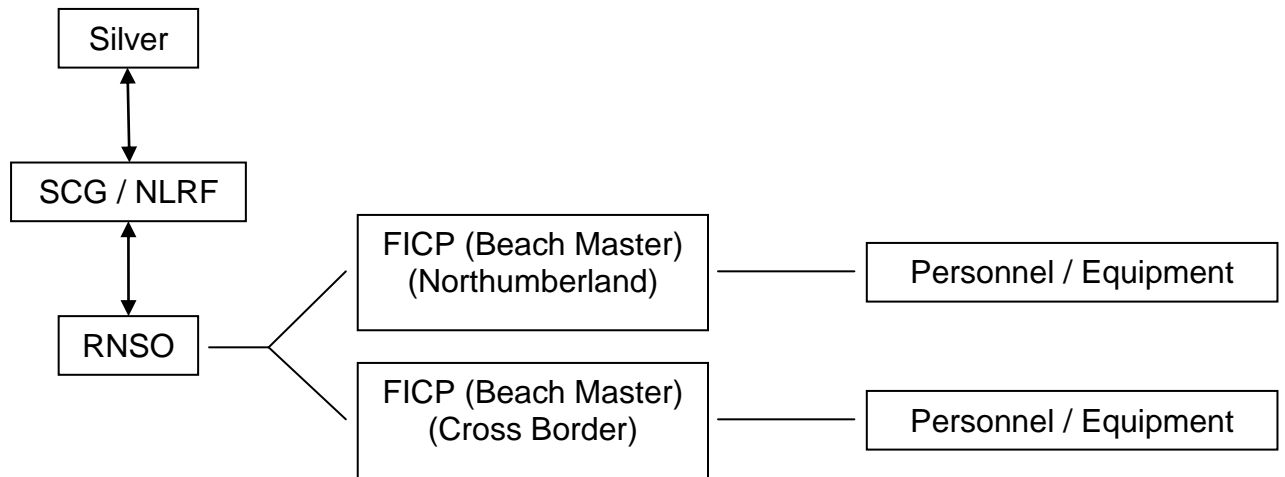


Fig.4 – Northumberland Incident Control Structure

Incident Response (Silver), West Hartford



If Cross-Border – Scottish Borders / North Tyneside



2.3 Responsibility

The responsibilities, according to the MCA National Contingency Plan (NCP), state that, for the clean-up of pollution within the jurisdiction of a Harbour Authority, whatever the source of the pollution, are as follows:

Location of Pollution	Responsibility
On the water	Harbour Authority
Jetties/wharves/structures	Harbour Authority
Beach/shoreline owned by the harbour authority	Harbour Authority
Shoreline (including land exposed by falling tide)	Local Authority

Where oil slicks are reported at sea, a RNSO will be located at HMCG local headquarters to receive intelligence on the progress of the slick and undertake liaison duties between MCA and the Local Authority to affect early warning of landfall (fig 4).

2.4 Classification

Grades of spills are classified below;

Tier 1: Small spill within Local Authority capability

Tier 2: Spill possibly requiring neighbouring Local Authorities (LRF –SCG) and MCA capabilities.

Tier 3: Major spill requiring national resources and a multi-agency Marine Response Centre (MRC)

These classifications are intended for sea assessments, therefore in terms of shoreline classification Tier 1 is a minor spill and Tier 2 and 3 are major spills. However, only MCA can classify a Tier 3 spillage.

Minor Spill

Within the control of the RNSO who will submit a written report at the conclusion of the operation. The RNSO will inform the HMCG as it may be prudent to initiate a sea/air search to establish the extent and source of the oil pollution.

Major Spill

A meeting of the RNSO and relevant organisations will convene to establish the extent of the oil pollution. The Marine Response Centre will be established to facilitate control, coordination and liaison between the organizations involved. The location of the MRC is outlined in Section 3.

2.5 Response

Land based consequences of a maritime incident may affect more than one Local Authority / Police force area, and / or more than one region (including devolved administrations). In addition, major maritime emergencies often have an international dimension and may require liaison with neighbouring states.

Where the geography makes this likely (e.g. where rivers and estuaries divide local response / Police force areas or national boundaries) as in Northumberland, which borders Scotland at the Tweed and North Tyneside in the south, standing arrangements should address the issue of co-ordination between Local Resilience Fora / SCGs.

For incidents in the Tweed area likely to affect the Berwickshire and North Northumberland Coast European Marine Site liaison should be established with both Scottish Borders and Lothian and Borders Councils and Police Scotland at minimum.

A LRF Strategic Co-ordinating Group (SCG), if convened, would co-ordinate arrangements to deal with survivors, injured and the deceased on the shore as well as the on shore clean up. The arrangement for a SCG will be flexible enough to cope with activities at several locations and Cross Border.

The liaison with the Foreign and Commonwealth Office will be established if vessels are thought to be carrying significant numbers of foreign nationals.

Where pollution affects the shoreline, an inter-agency Incident Response Centre (IRC) will be established by the local authority, after consultation with the MCA.

3.0 Incident Response Centre (IRC)

3.1 Purpose

The purpose of the IRC is to provide a facility through which the Local Authority and other involved organisations can discharge their responsibilities for preventing and mitigating pollution of the shoreline. These responsibilities are likely to include:

- Determine the extent of the pollution along the affected coastline.
- Devise and agree an overall strategy for the clean-up response, assign priorities based on threat, impact and available resources.
- Propose, agree and initiate the shoreline clean up response.
- Obtain and allocate resources required on an agreed priority basis.
- Agree working liaison with the Standing Environment Group – Environment Liaison Officer (ELO) nominated by Environment Group.
- Determine methods for disposal of oily wastes arising from the clean-up operations.
- Monitor progress and effectiveness of the clean-up operation.
- Issue regular briefings to the press, Elected Members, Central Government Ministers and other interested parties.

In shipping related spills, the MCA Counter Pollution and Response Branch (CPR) will have been informed of the incident by HM Coastguard and will determine and direct such at-sea operations as considered necessary. Central Government resources which may be deployed for the marine response include aircraft and tugs equipped for dispersant spraying; remote oil-sensing aircraft; oil recovery and cargo transfer equipment.

3.2 Location

The MCA will, at the request of the Local Authority, consider whether the establishment of a IRC is necessary to co-ordinate and lead the on-shore response.

In the event that an IRC is required, NCC will utilise the Incident Response Centre (Lindisfarne Room), NFRS HQ at West Hartford to co-ordinate the County's response (Appendix H).

3.3 General

The Secretary of State's Representative (SOSREP) has overall responsibility for salvage and will determine if a SCU is required.

Where there are significant 'on shore' consequences (Tier 3 level of incident), a Strategic Co-ordinating Group (LRF SCG) and/or an Incident Response Centre (IRC) will be required, with the lead being provided by the Police or the Local Authority. The Local Authority Chief Executive, or representative, will usually manage the IRC.

The cost of establishing an IRC would be met initially by the Local Authority and included in the claim on the polluter (Appendix F).

Once an IRC has been established, and with the agreement of the Local Authority, the MCA Counter Pollution and Response Branch (CPR) may take the lead in the on-shore response. Under such circumstances Central Government will bear the cost of the resources it makes available together with the cost of any other resources it considers necessary to deploy, and which the Local Authority could not reasonably be expected to provide. The Local Authority would still be responsible for the costs of its own resources deployed at the incident but can include such expense in the claim on the polluter. Any IRC established would report to a SCG if operating.

Allowance would be made in the IRC for incoming central government staff, those staff would receive a situation briefing on arrival by the RNSO; indicating actions taken so far and identifying problems still unresolved.

Operational control for beach cleaning will continue to be managed at the Forward Incident Control Post (FICP), usually by a Beach Supervisor / Master, or by the RNSO if the FICP has not been established. (Appendix B2).

MCA Scientific Technical and Operational Advice Note (STOp) 3/2009 contains additional information on establishment, management and roles and responsibilities within a SRC. (see below)

<http://www.dft.gov.uk/mca/mcga07-home/emergencyresponse/mcga-pollutionresponse/mcga-stop.htm>

3.4 Structure of the IRC

Experience shows that it is helpful to organise an IRC on the basis of five functional teams;

- The Management team;
 - Strategy sub-group

- Technical team;
 - The Waste Management sub-group
 - The Health and Safety sub-group

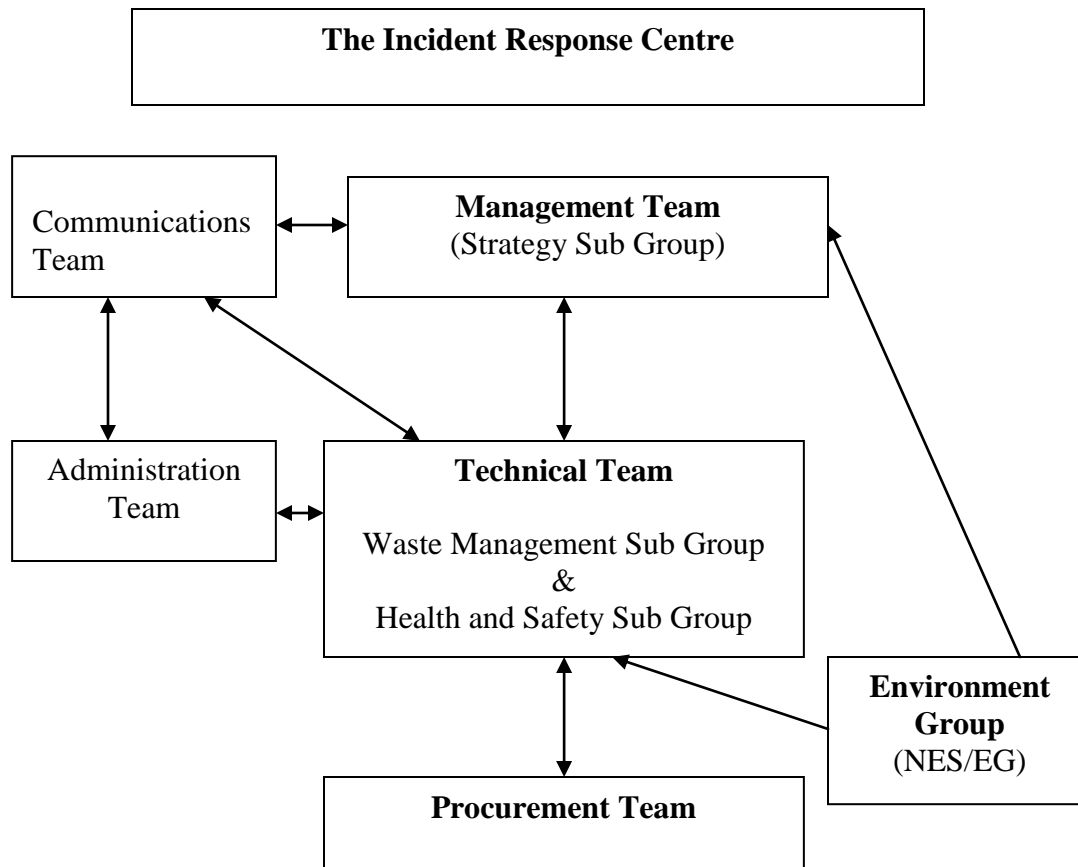
- The Procurement team;

- Communications / Public Relations team; and

- Information and Administration team

For guidance on the roles and membership of these teams, see Appendix B1.1 to B 1.5; IRC Management Structure.

The system by which IRC functional teams operate is outlined in the following diagram.



3.5 Facilities

The IRC should ideally have the following equipment:

- Sufficient telephones to enable liaison with outside organisations
- Situation boards
- Internet and computer access
- At least two fax machines
- TV, video and DVD facilities

The responding organisation should also look to provide the following resources:

- Large scale wall mounted map of the Northumberland coastline
- Separate map and boards for the Technical Team to utilize for operational planning
- Admiralty charts of the Northumberland coastline
- A weather and tidal information board

(Consult Appendix D3; Maps and Situation Information and GIS if required)

4.0 Clean up and Waste Management

The Waste Management Sub Group has a role to manage and direct waste operations in close consultation with the regulator. This group is chaired by a Local Authority representative and sits within the Technical Team structure.

The Environmental Regulator has a statutory role in approving sites for temporary storage and treatment, and ensuring those disposal sites are appropriately licensed. MCA Scientific Technical and Operational Advice Note (STOp) 1/2009 contains additional information about operation of the Technical Team's Waste Management sub group.

Areas contaminated with oil pollution should, where possible, be either;

- Cleaned Up;
- Left to degrade;
- Contained and recovered, if at sea or;
- Treated with degrader - (N.B. unlikely that this option will be authorised in intertidal / shallow coastal areas)

The method of dealing with oil pollution will be dependent on a number of factors, including the scale of pollution, type of beach, weather conditions and time of year. Clean up and waste management will be started once the Technical Team (includes Waste Management sub-group and Health and Safety sub-group) and Environmental Regulator have agreed their strategy.

4.1 Advice

4.1.1 Environmental

In accordance with the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations, the North East Standing Environment Group (NESEG), (Appendix A5) is usually established quite quickly for maritime emergencies.

This will provide environmental and public health advice to all response cells for Tier 1 and Tier 2 level of incident. Where a maritime incident poses a significant threat (Tier 3 level of incident) to public health on land (e.g. chemical fumes blowing in to a coastal town), the SCG may also feel the need to establish a Science and Technical Advice Cell (STAC) (Appendix A6). To avoid duplication or conflicting advice, the STAC should either be integrated with the Environment Group / NESEG or close liaison should be established between the two.

In all circumstances of clean up and waste management advice must be sought and written permission obtained from the Environment Agency (EA). The EA will advise on location of storage and disposal sites when appropriate.

Further to this information is available through (STOp) notices provided by the MCA at: http://www.mcga.gov.uk/c4mca/mcga-environmental/mcga-dops_cp_environmental-counter-pollution/mcga-dops_cp_stop_and_inf_notices.htm

Natural England must be contacted if oil pollution washes ashore on Sites of Special Scientific Interest (SSSI) and consulted before any recovery techniques are performed on these sites. Information and the locations of Sites of Special Scientific Interest are held in Appendix E2.

(For information on the suggested methods of clean-up different types of shoreline consult Appendix C9 which covers beaches, shingle, rocks/boulders, cliffs and rivers)

4.1.2 Financial

During an oil spill practical advice on technical matters can be obtained from the representatives from the involved oil company's insurers or International Tanker Owners Pollution Federation Ltd (ITOPF).

Where claims for compensation may arise, the advice of any representative of the polluter, where known, must be considered when deciding on action to be taken, although the need to balance both the financial and the environmental requirements may prove difficult.

4.1.3 Convergent Volunteers

There may be a number of volunteers who present themselves to aid with the clean-up operations for an oil pollution incident. Management of the volunteers will be important to ensure their safety and appropriate use. Assessment of the need for "additional" voluntary assistance will need to be taken by the Beach Supervisor / Master and suitable safety briefings given in relation to Personal Protective Equipment (PPE) and handling of cleaning equipment / materials as well collected contaminated waste. Volunteers should be assigned to a trained supervisor whilst on site. Volunteers should be used in the same way as directly employed staff in terms of their health and safety and periods of operation.

4.1.4 Health and Safety Sampling

The Health and Safety of the staff or volunteers involved in the clean-up is paramount therefore compliance with the appropriate legislation should be adhered to; for a list of relevant regulations see Appendix D1 and for MCA STOp Notices Appendix D2.

For an understanding of environmental hazards surrounding a beach clean-up, refer to Appendix C8 and for information on weathering, monitoring and health surveillance see Appendix C7.

For records regarding the collection and sampling of oil, consult Appendix C4; Specimen Oil Pollution Jar Labels and Appendix C5; Sampling Procedures.

The RNSO concerned would decide what action should be taken in the light of that advice; however, at a major incident MCA CPR Branch would undertake this role.

4.2 Clean up Methods

4.2.1 Removal of Oily Wastes

Note: Recovery on SSSI's will require the consent of Natural England.

The RNSO should appoint an officer from the Technical Team to fulfil all aspects of waste management (Appendix B1.2).

Once the decision has been agreed to remove the oil, two methods can be used;

- The use of personnel with hand shovels removing the material into oil drums or the buckets on mechanical loaders reduces the amount of waste to be disposed. However, this is slow, expensive and labour intensive.
- The deployment of mechanical machinery can be quicker however; it can be more harmful to beaches and produces more waste.

In some circumstances on fragile sites, such as salt marshes, it may be more appropriate to leave the oil to naturally degrade (Appendix C9).

Mechanical methods of removal can include the use of:

- Vacuum vehicles; such as gully suckers or farm slurry vehicles can be utilised to suck oil/oily mounds floating on the beach or in collection pits;
- Scrapers or graders; can be used to push surface oily materials into collection pits;
- Mechanical shovels; to lift polluted beach materials into skips, and to prepare collection pits;
- Skimmers; operate by separating the oil from the water and pumping the oil into a suitable container leaving the water behind. The Department for Transport (DfT) stock the KOMARA model.

Oil mops; operate on the principle of endless oil absorbent band being pulled through the oil before being passed through rollers which then extract the oil. The oil is then pumped, using an integral pump to either, a temporary storage tank, a road tanker or another suitable vehicle. This equipment is also available from Department for Transport.

Consideration will need to be given as to whether wheeled or tracked vehicles are most suitable, depending upon the beach conditions, for additional information see Appendix C9.

4.2.2 Oil Cleansing

During/after any oil recovery operation, it is likely that the material recovered will be an oil/water mix. The presence of water in the mixture adds greatly to the eventual disposal problem and where gravity separation of the components of the mixture is successful the use of demulsifiers might be considered.

Demulsifiers are chemicals which, when added to an oil/water emulsion at a relatively low concentration, reduce the stability of that emulsion so that viscosity is decreased and separation of the oil and water is achieved. After the separated water is drawn off, the remaining oil, now very much more pump-able, is much more likely to be accepted by the refinery for further processing. In addition, the volume of material remaining will be greatly reduced and this will decrease likely transport and storage requirements. The earliest possible use of demulsifiers is recommended after a marine oil spill.

Demulsifiers are regulated by Marine Management Organisation (MMO), as are any dispersant, under the Marine and Coastal Access Act, 2009, and the Deposits in the Sea (Exemptions) Order 1985, see Appendix C12 for the list of MMO approved dispersants. It is a legal requirement that any substance used for treating oil on the surface of the sea, below mean high water springs, must be approved by the licensing authority.

The licensing authority for England and Wales is the Marine and Management Organisation. It is also a legal requirement that approval be obtained from the licensing authority before any substance is placed in the sea in an area of water of a depth of less than 20 metres or within one mile of such an area.

4.2.3 Waste Oil Collection Points

The coastline of Northumberland comprises amenity beaches, rocky shores and both high and low lying cliffs, some of which are Sites of Special Scientific Interest (SSSI) (Appendix E2). Most beaches do not have a hinterland at the rear of the beach in which to dig; in effect, there is little other option than to use “fast tanks” to contain recovered oil on hard standings close to the incident site(s). Any collecting pits or temporary storage areas are constrained by having to comply with time restrictions imposed by the Environment Agency. Once the oil collection points have been established and are ready to receive oil, the method of removing the oil from the beach to these points must be conducted.

The Environment Agency regulates waste management activities including the transport, treatment and disposal of wastes. Their main regulatory role in the sustainable management of waste is to protect the environment and human health through a system of waste permitting (waste management licensing and Pollution Prevention and Control (PPC) permits); compliance assessment and monitoring and enforcement.

4.2.4 Disposal

Consideration should be given to reducing the planned life of waste disposal sites. Wherever possible action must be taken to limit the amount of waste material; consult the Waste Management sub-group for further information. This action will be regulated by the Environment Agency.

The mixing of de-emulsifiers with oil wastes in temporary storage areas helps to separate seawater from the oil, thus reducing both transportation and disposal costs. Recovery devices can be used to skim separated oil from water in the temporary storage area.

The advice and approval of the Waste Management sub-group must be sought before disposal operations commence, as they assist in the identification of specially licensed sites and contractors. This group would designate disposal sites that would not adversely affect the environment together with nominated contractors to convey the waste.

Where vacuum vehicles remove large amounts of liquid wastes it may be possible to use commercial storage companies to separate waste materials, advice can be obtained from representatives of ITOPF. The transportation of oiled wastes could create a dangerous secondary pollution of the highway; therefore movement must be in accordance with instructions from the waste management sub-group. Where possible the chassis and wheels of all vehicles should be cleaned before entering the highway.

Waste disposal sites are not available within the County of Northumberland, therefore all oiled materials will need to be transported further afield which will incur financial penalties. The waste will be considered as hazardous; therefore a hazardous waste registered carrier will be required to transport the waste products, assistance with this matter will be provided by the Waste Management sub-group.

4.3 Degradation Treatments

4.3.1 Dispersants

Licensed dispersants which are MMO Approved and have been consulted on (Appendix C7 - Clean-up Operations) should be limited in their use to the treatment of rocky foreshores, sea/harbour walls and to give beaches a final 'polish' (Appendix C8: Environmental Hazards and Appendix C9: List of MMO Approved Dispersants). (N.B. it is highly unlikely that authority will be given for use of dispersants in intertidal and shallow coastal waters)

If the pollution proves to be resistant to dispersant, or the surface sprayed is so steep that the dispersant runs off before proper penetration has taken place, it may prove possible to treat it with a dispersant Gel. This may be applied to surfaces and left for a period of hours to leach into the oil.

The equipment for applying the Gel consists of two pressurized containers, supplying the materials via flexible tubing to a spray lance.

For guidance on the correct Personal Protective Equipment (PPE) for a shoreline clean up consult Appendix C8.6 and for information on the licensing of dispersant products see Section 4.2: Oil Cleansing.

4.3.2 Equipment

Man pack units "Knapsack Sprayer" are designed for one man operation in spraying dispersants. Obviously as they are portable, they are eminently suitable for use in places which are inaccessible to machines.

Argocats are self propelled vehicles especially designed to negotiate difficult terrain, they are self contained so far as dispersant supplies are concerned. They can spray from a boom located on the side of the vehicle, for further information see Appendix C7.

A high pressure machine can supply either hot or cold water, or steam to assist in the agitation or dispersion of oil from oiled structures.

4.4 Contained and recovered, if at sea

As the MCA CPR Branch (Appendix C10) have the equipment and capability to respond quickly in dealing with oil pollution at sea, (Appendix C8), it is unlikely that Local Authority will attempt to disperse oil slicks at sea. In exceptional circumstances however, it is an option open to the RNSO, who can call upon MCA CPR Branch services.

The likelihood of rough seas and the lack of natural manmade shallow sheltered waters in the inshore areas of the North Sea make recovery of oil impractical and the Local Authority does not stockpile equipment for such operations. Recovery equipment is kept within the MCA CPR stockpile and this could be used in calm shallow water (especially river or harbour areas) or to skim the oil from temporary storage pits located on the foreshore to a road tanker.

4.5 Oiled Birds and Mammals

The strategy for dealing with response to oiled birds or mammals is coordinated in two phases;

- The Royal Society for the Protection of Birds (RSPB) would coordinate volunteers to conduct beach surveys to identify where oiled birds or mammals are present and then direct;
- The Royal Society for the Protection of Cruelty to Animals (RSPCA) to areas where the cleaning of oiled birds or mammals needs to begin.

N.B. Due to the Health and Safety risks associated with Oiled Birds or mammals the general recommendation is that handling should only be undertaken by staff trained to do so.

5.0 Equipment

5.1 Local Authority Equipment

Local Authority equipment suitable for use in an oil pollution incident is held within the NCC's Neighbourhood Services. Resource considerations include; manual workers, Lorries, gully emptier, JCB's and loading, pumps, road signs and sand bags.

Due to the possible adverse effects on marine life and ecology, only approved dispersants may be used under approval by Maritime Management Organisation. Any use of dispersants must be consulted on with the Environment Agency and the North-East Standing Environment Group (NES/EG).

General warning signs and cordon tape can be obtained from the County Council's Neighbourhood Services.

Because of the possibility of injury or danger to the health of those involved in beach cleaning operations, it is essential that all those involved are correctly trained and have the appropriate PPE and equipment. The provision of protective clothing and equipment for Council employees is the responsibility of the NCC.

5.2 Maritime and Coastguard Agency Equipment

The Maritime and Coastguard Agency hold large stocks of countermeasure equipment throughout the UK; their locations are listed in Appendix C8 and in the MCA National Contingency Plan at;

http://www.mcga.gov.uk/c4mca/mcga-environmental/mcga-dops_cp_environmental-counter-pollution/mcga-ncp.htm

If the RNSO considers it necessary that equipment be drawn from stockpiles direct, they should contact these organisations direct. A charge would be made for this service. However, were the MCA CPR Branch to order in this equipment, in anticipation of landfall, no charge would be levied on the Local Authority.

However, if the SRC is not established, the MCA will provide, free of charge, scientific and technical advice on the efficiency of available clean up techniques and their application in particular circumstances.

6.0 Communications / Public Relations

6.1 Roles and Responsibilities

In the event of an oil pollution incident, it will be necessary for an efficient and comprehensive information service to be brought into action to:

- Deal professionally with representatives of the media;
- Agree a lead agency for Press releases and co-ordinate points of contact for press between responding agencies for release of information to the general public regarding the pollution incident and the Local Authority's response;
- Keep elected members informed of developments regarding the progress of the incident insofar as it affects their responsibilities;
- Relieve RNSO's and others involved at the incident of the responsibility of disseminating information about it.

In order to achieve the smooth running of the public relations effort the RNSO should liaise with the County Communications Team advising the appointed officer of the situation at the incident scene. A request should be made that they advise their counterparts in neighbouring authorities as to the nature of the incident to forewarn them should the situation escalate to more than a localised problem.

In the event of central control of the incident being exercised from a Shoreline Response Centre it will be the responsibility of the Communications Team to advise the RNSO of the facilities needed to assist representatives of the media and any other County Communications Officer(s) at that Centre.

Consideration should be given by the Communications Team to the attachment of a dedicated Communications Officer to the IRC so as to act as a conduit in respect of up-to-date information on the progress of the incident. Ensure that information released to the media is factual and has been approved by the Chief Executive (CE).

Consider establishing a multi-discipline media centre, remote from the SRC to respond to media requests.

The experiences of the Sea Empress incident and the lessons learned from it have provided the MCA with an opportunity to fully integrate their response with that of local arrangements described above.

6.2 Ministerial and VIP Visits

It is inevitable that, in the case of a major or high profile incident, a Minister may wish to visit the scene. A designated MCA senior officer will escort Ministers or other VIPs on such occasions - whether from central Government, a devolved administration or a Government Agency - at all times.

The Communications team must consider how to accommodate a Minister and any Ministerial press conference on site and advise Department for Transport and/or Department for Business, Enterprise and Regulatory Reform (DBERR) Press Office accordingly.

7 Finance

Dealing with marine pollution incidents can be a protracted and expensive business. Initially the costs of such operations fall on those undertaking them. Under current legislation, those incurring expenses as part of the response operation later seek to recover them from those responsible for paying compensation (polluter pays).

Appendix F1; Liability, Compensation and Cost Recovery for Clean-up Costs directs attention to the MCA National Contingency Plan for guidance.

It is essential that, from the outset, a Financial Group is established and a Financial Controller is appointed and that all participants keep records of why, when and how they respond. If resources allow a dedicated record keeper should be appointed to minute all meetings and decisions.

These records are needed to support claims for cost recovery and to show that the actions taken were proportionate and reasonable for the threat from pollution and the risks to safety.

It is vitally important that financial systems are in place, as part of contingency plans, in advance of an incident.

The International Oil Pollution Compensation Fund (IOPC) will only provide compensation if:-

- the claims contain sufficient details on the basis of facts and supporting documentation;
- are admissible insofar as actually demonstrated by documents or other evidence, and;
- evidence provided must be sufficient for the IOPC Fund to form its own opinion of the losses suffered.

In the event of an IRC having been established and the polluter identified, the Local Authority, if it wishes, can allow the MCA to coordinate the claim for costs. This means the MCA will prepare a single claim on behalf on the MCA and Local Authority.

In a serious incident, where full compensation cannot be paid and the severity of the incident has imposed great financial strain on the Local Authority, an application for special Exchequer Grant may be prepared through the Director of Finance.

(For more detailed information refer to Appendix F)

8 Closing of Incident

It is recognised that the point at which an Incident can be closed will be dependent upon individual circumstances as an oil pollution incident is likely to be a prolonged event.

The decision to formally 'Stand-down' from the Incident will be taken jointly within the SRC by all interested parties; other processes will continue long after the physical activity has ceased.

Monitoring of the environment to ensure complete remediation will be conducted by the EA and other ecological agencies which can only be proved over a period of time.

9 Training and Exercising

9.1 Training

Training is currently mainly undertaken under the auspices of the on-going MCA programme, involving management sessions in lectures and practical training with MCA CPR stockpile equipment.

The MCA would provide full documentation, hardware and technical expertise, with Local Authority contributing to costs by providing appropriate venues and domestic arrangements.

9.2 Exercise Programme

There is no statutory requirement to test Local Authority Contingency Pollution Plans,

The Council's RNSO will decide if and when they wish an exercise to be undertaken and provided in liaison with the Civil Contingencies Team.

Exercises can be carried out as and when deemed appropriate, and/or in conjunction with MCA as part of their training programme..

Appendix A: Roles and Responsibilities

A1 Telephone Directory

All agencies or contacts required during an incident can be found in the dedicated confidential telephone directory of the ***Northumberland County Council's Emergency Community Assistance Plan (ECAP)***.

Copies of the ECAP and the Confidential Telephone Directory are held by NCC Chief Executive and all Directors and Heads of Service.

Access to this Directory can be obtained by contacting the Duty Civil Contingencies Officer – 01670 627599.

A2 Local Authority Role

In the event of any incident being considered routine cleansing, the County Council should proceed with clean-up operations, on their own initiative and at their own expense. All works will be carried out with cognizance of the various Health & Safety regulations in force (Appendix D1).

Upon receipt of a report of medium or major oil pollution the RNSO should advise the Chief Executive of the situation, and inform the Communications Team in order that the latter can formulate information for dissemination to Elected Members and the General Public.

As soon as possible after receiving an oil pollution warning, the RNSO should arrange a site meeting with other relevant bodies. This meeting will be convened to assess the threat, to discuss courses of action open for use, and to establish the amount of outside assistance, if any, which might be required. The deliberations of this meeting are to be recorded.

As considered necessary, the RNSO to contact the following organisations, or arrange for such activity to be undertaken;

- Marine Management Organisation (MMO)
- The Regional Oil Pollution Officer of Natural England who will liaise where necessary with the RSPB or the RSPCA
- The CPSO of the MCA directly, as reinforcement to the alert emanating from the HMCG
- The Port of Blyth / Port of Berwick or other relevant Port Authority, for assistance with resources.
- The Northumberland Fire & Rescue Service
- The Environment Agency
- The Department for Transport
- The Department for Communities and Local Government (DCLG) (RED)

(All telephone Contact Details can be found in the ECAP Confidential Telephone Directory)

Once the method of clean-up is decided upon, the RNSO, if it is deemed appropriate, will be responsible for establishing an operational control from where liaison between the various bodies involved in the incident might be coordinated.(Appendix H)

In the early stages of a pollution incident the RNSO should arrange for local weather forecasts to be obtained from either the Meteorological Office (Appendix D3) or HM Coastguard.

In the event of oiled seabirds or mammals being washed ashore, the RNSO should ensure that Natural England is alerted. Natural England will ensure that either the RSPB or the RSPCA, as appropriate, is advised.

Although not a statutory requirement the County Council may ultimately accept responsibility, through their RNSOs, to clean up beaches as expeditiously and economically as possible, causing the minimum adverse effect on the wildlife and ecology of the area.

Where a decision to use dispersants is being considered, advice can be sought from the Marine Management Organisation (MMO) of the Department of the Environment, Food and Rural Affairs (DEFRA) for permission, Natural England and the Environment Agency for agreement. (N.B. It is highly unlikely that authority will be given for use of dispersants in intertidal and shallow coastal waters).

Particularly in the case of an amenity or regularly used beach, it is essential that members of the public be warned to keep away. The media will be informed of the incident in accordance with the arrangements laid down in Section 6 (Communications and Public Relations).

RNSOs should arrange for warning signs and cordon tape to be erected immediately at access points to the affected beach(es).

Where it becomes clear that the Council is unable to cope adequately using only its own resources of personnel or equipment, the RNSO should decide whether to call in outside support from other authorities or private contractors. The RNSO will ensure that such assistance is sought as efficiently and economically as possible.

In adverse weather conditions or in any prolonged incident, the RNSO should arrange to make available additional welfare assistance from the appropriate voluntary bodies, as outlined in the Council's ECAP.

In any event of oil pollution, the RNSO will arrange for the following steps to be carried out:

- Collection of the polluted material;
- Arrange for the temporary storage of polluted material, near to the scene of the incident after consultation with the Environment Agency and Natural England and/or the National Trust;
- Organisation of transport to remove polluted material to a designated disposal site (Section 4);
- The safe and secure loading of such transport;
- Removal of polluted materials by a licensed carrier

The cost of dealing with oil pollution incidents will form the basis of a claim to be made against the polluter (see Section 7; Finance and Appendix F; Finance, Compensation and Cost Recovery).

It is incumbent upon RNSOs to ensure that all expenditure concerning the clean-up operation is carefully monitored and supported by documentation in every case. It is also essential that a complete log be kept by RNSOs throughout the operation. The log should not only record dates and times of all messages, reports received and decisions taken, but also the reasoning behind the decision and the effects of action pursued as a result of such decisions. The RNSO should further reinforce his/her log by supplementing it with photographs or video whenever possible

A3 Role of the Responsible Neighbourhood Services Officer (RNSO)

The Responsible Neighbourhood Services Officer is responsible for:

- The maintenance and safeguarding of, and accounting for, any items of oil pollution equipment stocked at any store which may be established. Particular attention should be afforded to the dispersant store and the RNSO must ensure that regular checks are made to see that there are no leaks, and that containers are agitated at six-monthly intervals to avoid settling;
- Ensuring that he/she has regular contact with other Departments of the Council, maintaining a good working relationship with them where necessary, and keeping up to date with the facilities and resources they may be able to offer;
- The regular updating of County resource lists which have been compiled by the County Officers, together with lists of plant, etc, which is available on hire from contractors within the County.

During an oil pollution incident, the RNSO will (not necessarily in order of priority) be responsible for:

- **Inspection** of contaminated area, particularly in cases where pollution is reported by someone in the County , e.g. a beach patrol, the area reported as being affected will need early inspection by the RNSO;
- The **mobilisation** of labour, plant and materials which are available from Council sources, and continuing liaison between him and any Council departments involved in the incident;
- The **organisation** of resources on the beach(es) and arrangement of the necessary chain of command needed to ensure efficient control of clean-up efforts;
- **Dissemination of information.** Early consideration would need to be given to advising the following of any reports of oil pollution:
 - Chief Executive;
 - Communications Team, who in turn will contact the necessary Ward councillors;
 - Neighbourhood Environmental Action Team (NEAT);
 - Officer with responsibility for the foreshore, and;
 - Other County Council Officers whose support or guidance the RNSO anticipates may be needed.

- **Protection of the Public.** When a stretch of the coast is polluted, particularly one considered to be of amenity value, it is important that the general public are warned of the hazard. Warning signs should be immediately posted and consideration given to using cordon tape to close off access points to the beach(es) affected.
- **Public Relations.** In order to achieve a unified response the RNSO should ensure close liaison between the Authority's Communications Team and that of any neighbouring authorities. (Section 6; Communications and Public Relations)
- **Log Books and Sampling.** In order to facilitate any subsequent claim for compensation that may be made, it is essential that a complete log of events, messages (Appendix 4) etc is maintained and, if appropriate, samples of the pollution taken. Advice on log keeping and sampling is contained in Appendix C5.
- **Establishment of Forward Incident Control Point(s) (FICP)** In all oil pollution incidents, an early decision must be taken by the RNSO regarding the need for a FICP that is near to the site of the pollution. Once the need for such a facility is accepted, the RNSO is responsible (using local resources) for activating and equipping it. The RNSO should arrange for signs to be posted which direct personnel to the FICP once it has been established.
- **Communications** other than telephones. Where it is considered desirable to have means of communication with Officers involved in the incident, the RNSO will organise the use of additional local resources and local authority communications systems (e.g. Airwave).
- **Welfare.** In any incident of a prolonged nature, where large numbers of personnel are involved, or where the weather is inclement, the welfare of the workforce needs to be considered. Toilet facilities may need to be provided and the RNSO will need to consider the provision of food and refreshments, as well as a sheltered environment in which to consume them.
- **Helicopter Landing Sites.** In a large-scale incident of pollution, ITOPF may decide to use a helicopter for reconnaissance purposes. In the event of such a decision being taken the RNSO will be responsible for organising and maintaining an area which is suitable for use as a helicopter-landing site.

A3.1 RNSO – Action Check List

Action Check List			
Responsible Neighbourhood Services Officer			
Responsibilities		Assumes initial responsibility for the oil incident Commences notification and initial investigation Directs personnel Decides response strategy Initiates debrief	
Response Actions		Additional Information	Completion
1	Receive notification of the oil incident	Start logging procedures (Appendix D4)	
2	Cascade notification to partner organisations	Alerting Arrangements (Section 2) ECAP Telephone Directory	
3	Mobilise investigation of the source and assess the scale	Alerting Arrangements (Section 2)	
4	Confirm incident tier	MCA Tier System (1,2,3)	
5	Ensure correct Health and Safety regulations are administered	Clean up and Waste Management (Section 4) Response and Health and Safety (Appendix C)	
6	Ensure the use of PPE for incident personnel	Clean up and Waste Management (Section 4) Response and Health and Safety (Appendix C)	
7	Mobilise the response in accordance with the Tier response – Designate Beach Manager / Master to FICP / Shoreline	Alerting Arrangements (Section 2) Incident Response Centre (Section 3) Equipment (Section 5) Finance (Section 7)	
8	Ensure all relevant organisations have been notified	ECAP Telephone Directory	
9	Prepare handover to MCA, if Tier 2 incident or above	Incident Response Centre (Section 3) ECAP Telephone Directory	
10	Action stand down once the clean up has been completed	Closing of Incident (Section 8)	
11	Complete a debrief of the response	Closing of Incident (Section 8)	
12	Liaise with Media	Communications (Section 6)	
13	Review the Plan after the incident	Closing of Incident (Section 8)	
14	Restock the LA response equipment		

A4 Role of the Beach Manager and Beach Master or Supervisor

The Beach Manager and/or Beach Master / Supervisor is the communication link between the Incident Response Centre and the workforce on the ground.

Beach Managers oversee a number of beaches whilst Beach Masters / Supervisors manage work teams on a specific beach / location.

A4.1 Responsibilities

1. Be prepared to attend Incident Response Centre briefings as required.
2. Establish your communication links to the IRC, including essential telephone numbers, mobile phone links and radio links.
3. Obtain a copy of the Data Sheet for the material spilled, including the effects of weathering and emulsification on the material before it comes ashore.
4. Ascertain protective clothing requirements.
5. Ascertain the level of knowledge and experience within your work team and any volunteers.*1
6. Liaise with the SRC regarding the setting up of appropriate documentation, systems and procedures for monitoring and managing operations.
7. Be responsible for implementing the clean-up strategy agreed in the IRC.
8. Always have health and safety issues as a priority for consideration and be responsible for the management and wellbeing of the operatives under your control and report and record all accidents and instances of ill-health.
9. Carry out and record Site Safety Assessments at every new location and on every new operation to ascertain the hazards and brief the workforce accordingly.
10. Ensure there is adequate first aid cover in terms of qualified personnel and first aid kits in liaison with the IRC.
11. Consider the need for supplementary feeding arrangements such as hot drinks in cold weather and cold drinks in hot weather.
12. Consider the effects of the prevailing weather conditions (i.e. rough seas, heavy rain, high winds, hot sun) on the workforce and their ability to work.
13. Consider the safety implications of working from boats or adjacent to deep water.
14. Consider the safety implications of working on beaches with difficult accesses and the need for safety lines, etc.
15. Consider the safety implications of working with unfamiliar and specialist oil pollution machinery.
16. Consider the safety implications of working on beaches with large boulder fields and rock platforms and the need for safe routes.
17. Consider the safety requirements of working from heights with cranes.
18. Consider the problems associated with de-stabilised sand on beaches which have been excavated.

19. Consider the safety of the public in terms of proximity to beach clean-up operations, exposure to contaminated beaches, the safety implications of rescuing oiled birds, and the provision of appropriate advice and warning signs.
20. Record the personal details and work hours of your team members, including volunteers, on a daily basis.
21. Record the use of vehicles and hired plant on a daily basis and whether it was with or without, driver/operator.
22. Record protective clothing replacement on a daily basis.
23. Record the use of consumables on a daily basis.
24. Identify and request additional resources as necessary.
25. Report numbers of live but contaminated wildlife to the SRC for collection by the NSPCA/SSPCA.
26. Report numbers of dead wildlife to the SRC for collection by the Environmental Services.
27. Be aware of environmental considerations during the clean-up operation and ensure that any environmental instructions are strictly adhered to.
28. Arrange to segregate and record the quantities and types of waste collected and their disposal routes on a daily basis.

*1 There may be numbers of volunteers who come forward to assist with clean-up on beaches / collection of polluted birds etc. For the purposes of the Plan the management of volunteers would be the same as any employed personnel regarding their health and safety and welfare needs.

[A5 Other Agencies](#)

Information on all of our partner organisations can be found in the ECAP and contact details in the ECAP Confidential Telephone Directory.

A6 North East Standing Environment Group (NES/EG)

A6.1 Introduction

For the purposes of this Plan the Environment Group (EG) and Standing Environment Group (SEG) are the same Group.

The Environment Group (EG) was formed by the Maritime and Coastguard Agency Counter Pollution Branch (MCA), acting on the recommendations of Lord Donaldson. He stated 'the concept of an Environment Group (EG) providing public health and environmental advice to all Response Centres with a role in responding to a significant maritime pollution incident'.

These Centres include a Incident Response Centre (IRC) for Local Authority-orientated incidents, or the Command and Control Centre at a port authority event.

Activation of the MRC is by the MCA, once the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations is implemented, although this does not preclude local Incident Response Centres activating prior to the involvement of MCA.

The remit of NES/EG is purely advisory as it has no powers of direction or enforcement. An Environmental Liaison Officer is appointed to the IRC to act as the communications link, channelling advice from the Group and asking the questions, emanating from the IRC, or other control venue, to the Group.

A6.2 Purpose

As a Standing Environment Group (SEG), the EG could respond to any level of incident once a Response Centre has been established. It would also link into any other groups involved in the overall response. The MCA would activate the EG through pre-determined channels. (See STOp notice 2/2009 below)

<http://www.dft.gov.uk/mca/mcga07-home/emergencyresponse/mcga-pollutionresponse/mcga-stop.htm>

A6.3 Functions

The main aims and functions are:

- To provide public health and environmental, advice and guidance to all or any Response Centres involved in the response to an oil (or chemical) marine pollution incident and subsequent clean-up operations;
- To advise response units in order to minimise the impact of the incident on the environment in its widest sense, taking account of risks to public health and the natural environment, together with the potential impact arising from any response operations, whether salvage or clean-up operations, either at sea or on the shoreline;
- To monitor, assess and document, the public health and environmental, including wildlife, impacts of such an incident and the impacts of all measures implemented in response to the incident;
- To facilitate welfare, rehabilitation, or humane disposal, of wildlife casualties by recognised animal welfare organisations

Provision of public health and environmental advice to the Secretary of State's Representative (SOSREP), the Salvage Control Unit (SCU), the Marine Response Centre (MRC), the Incident Response Centre and the Command and Control Centre in respect of incidents in ports or harbours;

- Liaison with, and obtaining any relevant information the EG requires to fulfil its functions from, all response units established to deal with the pollution
- Proactive management of information on all health and environmental issues between received the units
 - Seeking to minimise the impact of such an incident on human health
- Seeking to minimise the impact of such an incident on the environment, by determining optimal environmental end points, beyond which the response will not provide environmental benefit, or may actually produce a detriment (The scope of this task includes the identification of how "clean" the environment needs to be to enable ecological recovery.)
- The prompt planning, implementation and management of data gathering to enable an integrated evaluation of acute and chronic and environmental impacts of the incident across the widest appropriate range of issues
- Ensuring that proper consideration is given to all the health and safety requirements for personnel working to and on behalf of the S/EG.

A6.4 Key Tasks

Health Advice

- Provide advice on the potential and real impact on public health with regard to the pollutant; and advice on the requirement for the monitoring of the threat to public health

Operational Advice

- Assess environmental priorities at risk from the pollutant and from clean-up activity;
- Establish S/EG priorities for resource protection and pollution clean-up;
- Prepare an incident-specific S/EG view on at-sea and on-shore chemical dispersant use;
- Provide advice and guidance on health and environmental sensitivities and risks, preferred options and health and environmental implications of proposed salvage and clean-up response strategies with regard to achieving a net environmental benefit;
- Ensure advice is timely and accurately reflects the dynamics of health and environmental resources at risk;
- Ensure thorough and timely documentation of all advice provided to the response units, and where a response unit does not follow such advice, the reasons for not doing so should also be recorded. All correspondence is to be circulated within the EG;
- Facilitate effective communication on health and environmental matters between the response units and the S/EG via appointed Environmental Liaison Officers;
- Ensure that appropriate coordinated and timely arrangements for incident specific assessment of the effects on public health and environment are initiated and subsequently managed;

- Monitor and keep under review public health and environmental implications of ongoing salvage and at-sea clean-up operations.

Contribution to the IRC

- Ensure representation in the IRC Management Team via the appointed Environmental Liaison Officer;
- Monitor on-shore clean-up operations, particularly in sensitive areas, to ensure that clean-up operations match the strategy agreed in the IRC;
- Advise, contribute to, and provide members for, the IRC-controlled multi-disciplinary Shoreline Clean-up assessment Teams as required.

Health and Safety

- Ensure the full implementation of health and safety measures for personnel working in the field on behalf of the S/EG.

A6.5 Composition of S/EG

The core membership will constitute representatives from:

- Public Health body (Health / Local Authority Service)
- Health Protection Agency
- The Environmental Regulator (Environment Agency)
- The statutory nature conservation body (Natural England)
- The Marine Management Organisation
- The Maritime and Coastguard Agency

These agencies will be augmented by representatives from:

- NHS (Physicians)
- Local Authority Environmental Health departments
- Food Standards Agency
- Fisheries groups
- Northumberland Inshore Fisheries and Conservation Authority (IFCA)
- Local Authority countryside/coastal environmental staff
- Wildlife Welfare
- RSPCA
- RSPB
- National Trust

- National Parks Authorities
- Health & Safety Executive
- Berwickshire and North Northumberland EMS Implementation Officer

A6.6 Duration of S/EG and stand down

As with any control/advice group, the S/EG will be driven by the length and scale of an incident. S/EG representation on the various multi-discipline groups will be withdrawn as the tasks of that group are superseded as the event progresses.

The Group would be stood down by the Chair, after consultation with the IRC and MCA, and at such time as the role of the Group has been subsumed into normal procedures and practices of the constituent organisations.

A6.7 NES/EG and Scientific and Technical Advice Cells (STAC)

Should a Scientific and Technical Advice Cell (STAC) be requested as part of the incident response (see North East Science and Technical Advice Cell Plan), it will assimilate and supersede NES/EG and any other groups providing scientific, technical, environmental and public health advice. The STAC will become the Single Point of Scientific Advice to the Strategic level Commander.

A7 Scientific and Technical Advice Cells (STAC)

A7.1 Introduction

The effective management of most emergencies will require access to specialist scientific and technical advice for example, regarding the public health or environmental implications of a release of toxic material, or the spread of a disease.

During the response to an emergency, local responders in England are advised to consider establishing a STAC to provide timely and coordinated advice on scientific and technical issues.

A7.2 The Role of the STAC

Provide a common source of science and technical advice to the SCG Chair and members and any responder agencies' Strategic Commanders;

- Monitor and encourage the responding scientific and technical community to deliver on SCG's high-level objective and immediate priorities;
- Agree any divergence from agreed arrangements for providing scientific and technical input;
- Pool available information and arrive, as far as possible, at a common view on the scientific and technical merits of different courses of action;
- Provide a common brief to the technical lead from each agency represented
In the cell on the extent of the evidence base available, and how the situation might develop, what this means, and the likely affect of various mitigation strategies;
- Identify other agencies/individuals with specialist advice who should be invited to join the cell in order to inform the response;
- Liaise between agencies represented in the cell and their national advisors to ensure consistent advice is presented locally and nationally;
- Ensure a practical division of effort among the scientific response to avoid duplication and overcome any immediate problems arising; and
- Maintain a written record of decisions made and the reasons for those decisions.

Local Resilience Forums should have plans in place which identify a designated lead and core membership of the STAC; and set out the arrangements for its activation in the event of an emergency.

Whilst the issues covered by the role of the STAC suggest that an appropriate person from the health community would be best placed to lead it, LRFs will need to ensure that the person has the right knowledge and skill set to Chair complex meetings and commands respect of their peers

A7.3 Composition of a STAC

Once the lead has been appointed, they should work with the SCG to select the core membership of the STAC, ensuring that those chosen have the knowledge and skills collectively to provide the level of scientific and technical advice required by the SCG. Membership could include:

- Emergency service technical advisors;

- Site operator technical advisors;
- Public Health England;
- Environment Agency;
- Food Standard Agency;
- Health and Safety Executive;
- Local authorities (eg. Public Health / Environmental Health Officers);
- Met Office;
- Government Decontamination Service;
- DEFRA;
- Any other agencies deemed necessary

In the event of emergency, the STAC would be activated by the SCG Chair through the cell lead or relevant duty officer. However, a senior Public Health professional (i.e. the Designated Lead Director of Public Health, the Health Protection Agency Regional Director) may recommend to the SCG Chair that a STAC is required.

Appendix B: Incident Response Centre(s)

B1 Incident Response Centre (SRC) - Management Structure – Operational Teams / Sub Groups

Depending on the nature and scale of the pollution to be dealt with the NCC may establish an Incident Response Centre (IRC) to manage the response within its own resources or seek a larger multi agency response. The primary base for the IRC in Northumberland will be the NCC **Fire and Rescue Headquarters at West Hartford.**

In each case the basic principles of Incident Response Centre Management, as set out below, will be followed as necessary.

B1.1 Management Team

Role;

- To manage the shoreline clean-up operation in its totality

Tasks;

- To decide on prioritising actions
- To determine the overall clean-up strategy such as deciding the order of priority for action in protecting sensitive areas and dealing with pollution at the various polluted sites
- Dealing with pollution at various sites
- To monitor progress against the agreed strategy
- Oversee the financial aspects of the response
- Prepare regular situation reports

Recommended membership;

- Local Authority Chief Executive or representative (**Chair**)
- RNSO
- NES/EG Liaison Officer
- MCA Scientist
- EA Liaison Officer (strategic issues)
- Representative from each of the functional teams
- Member of Relevant Government Department (if invited)
- Administrative Representative (Minutes)

B1.1.1 Strategy Sub Group

Role:

- Provide the management team with an overview of short, medium and long term issues to be addressed as the response evolves.

Tasks:

- Identify the short, medium and long term issues for each of the functional teams in the IRC to consider.
- Draw up a matrix identifying significant and potentially significant issues for the IRC response strategy as a whole but especially the management team.
- Report on progress on the agreed issues.

Recommended membership

- Group comprise individuals with experience in dealing with major incidents and oil/chemical pollution in particular who are not directly involved operationally in the response and who can provide an objective assessment of the response from a strategic viewpoint.

B1.2 Technical Team

Role:

- Reporting to the Management Team, the Technical Team is responsible for directing and implementing the operational response.

Tasks:

- Report to Management Team
- Responsible for operations
- Determine best methods to adopt
- Allocate resources
- Inform Management Team of shortfalls
- Allocate tasks to contractors
- Transmit decisions to FICP
- Ensure Health and Safety Risk Assessment have been conducted

Recommended membership:

- MCA (Scientific/Technical Officer) (**Chair**)
- Local Authority officer(s) having expertise in:
 - Technical and Engineering Services,
 - Contaminated Land,
 - Environmental damage,
 - Waste Management,

- Health and Safety, and
- Administrative Support (particularly minute taking)

- Local Authority Liaison Officers
- NES/EG Liaison Officer (most likely the same individual as on Management Team)
- MCA Representative
- EA Liaison Officer
- Police (to assist in route planning, traffic control, possible road closure, etc)
- Coastguard to provide local knowledge (for example access to beaches / local tides)
- Representatives of other (statutory) organisations as appropriate

To enable the Technical Team to manage its many tasks, there should be two sub-groups:

- A Waste Management sub-group: to prepare a plan for temporary storage of collected waste and manage the final disposal options
- A Health and Safety sub-group: to ensure that proper health and safety procedures are in place and that Beach Manager/Masters are properly briefed in these matters.

B1.2.1 Waste Management Sub Group

Role:

- To manage, and direct waste disposal issues in consultation with the regulator

Tasks:

- Development of a waste disposal strategy.
- Advising on waste minimisation and segregation.
- Preparing a plan for temporary storage of collected oily waste both from shoreline and at sea.
- Provision of technical advice on the location and format of temporary storage and treatment areas and disposal options for the oily waste.
- Ensure that all waste regulations are followed by the technical team and fully understood by the forward control centres and beach masters.
- Management of the final disposal options and identification of sites for oily waste.

Recommended membership:

- The responsible Environmental Regulator
- Local Authority's Waste Management Section.

B1.2.2 Health and Safety Sub Group

Role:

- To manage, direct and oversee the health and safety requirements of the shoreline clean-up operation

Tasks:

- Promptly develop and overall Health and Safety strategy
- Ensure the proper health and safety procedures are in place for all shoreline clean-up operations
- Ensure that formal H&S risk assessments are carried out before commencement of operations
- Preparation of generic risk assessments for all routine clean-up procedures
- Maintain the Health and Safety continuity of practice throughout the incident
- Ensure that Beach Manager/Masters have sound understanding of H&S regulations and practice and carry out regular H&H briefings on site
- Ensure formal records are maintained: accident record books, recording of dangerous practice, formal risk assessments etc.

Recommended Membership:

- Local Authority Health and Safety Officer
- Local Authority Human Resources Officer

B1.3 Procurement Team

Role:

- Reporting to the Technical Team, this team is responsible for the procurement and provision of all resources required to implement the shoreline clean-up response.

Tasks:

- Report to the Technical Team
- Procuring, marshalling and routing equipment to designated areas
- Monitoring expenditure made on behalf of Local Authority
- Ensure finance and contracts are available for implementation
- Collating invoices with expenditure and supporting claims for compensation
- Providing the Management Team with a summary of expenditure on request
- Monitoring the levels of deployed resources at the various locations
- Recovering or re-deploying resources as they become surplus to requirements at the various sites; and

- Informing the Technical Team of any resource shortfalls.

Recommended membership:

- Local Authority (Resource, Plant Hire, Finance and Transport Officers)
- MCA Officer
- EA Officer
- Oil Companies representative(s)

B1.4 Communications Team

Role:

- This Team will act as a focal point for media and public interest and will work closely with the Management Team and the MCA/ Local Authority's Communications Team response for the shoreline response operation.

Tasks:

- Preparing media briefings in consultation with the Management Team
- Maintain sound links with the media staff in other response cells
- Calling, arranging and managing press conferences
- Arranging media interviews in consultation with the Management Team
- Managing the media briefing room, established outside the confines of the IRC
- Ensuring that the briefing room supplies regular media briefing notices
- Handling all press enquiries
- Contributing to text for incident web pages

Recommended membership:

- Local Authority Communications Officers
- MCA Press Officers
- Oil Companies Press Officers

B1.5 Information and Administration Team

Role:

- The dissemination of message traffic and information into, within and out of the SRC

Tasks:

- Log keeping of message traffic and information into, within and out of the IRC
- Providing and maintaining communication links within the IRC
- Arranging appropriate IT support and resources for all functional teams
- Detailed minute taking during the Management and Technical Team discussions
- Filing messages, minutes and records for future reference and compensation claims
- Typing services
- Logging and updating of information boards and operational maps
- Providing catering and security to the IRC
- Dissemination of information within the IRC from the Marine Response Centre (MRC) and Salvage Control Unit (SCU)
- Set-up and maintain web pages for the shoreline clean-up element of the incident response.
- Prepare electronic data for dissemination outside the IRC in agreement with the management team

Recommended membership;

- Local Authority Administration Officers
- MCA Administration Officers
- Oil Companies Administration Officers

B2 Forward Incident Control Post - Beach Supervisor / Master**B2.1 Role**

- To implement the directions of the Technical Team
- Control operations on the beach(es) directed by the Technical Teams
- Regularly pass Situation Reports to the IRC
- Undertake site management
- Receive and manage equipment deployed to the site
- Log the resources received and utilised
- Ensure that the health, safety, welfare and environmental protection requirements stipulated by the IRC are met
- Log any waste produced and removed from the site

APPENDIX C: Response and Health and Safety

C1 Specimen Pollution Report Form - POLREP

CLASSIFICATION of Report
DATE and TIME
POSITION and EXTENT of pollution
TIDE, WIND SPEED and DIRECTION
WEATHER conditions and SEA state
CHARACTERISTICS of pollution
SOURCE and CAUSE of pollution
Details of VESSELS IN THE AREA
Whether PHOTOGRAPHS have been taken and/or SAMPLES for analysis.
Yes/No
REMEDIAL ACTION
FORECAST
NAMES

See definitions overleaf

C1.1 Pollution Report – POLREP definitions

CLASSIFICATION of Report - **(i) doubtful, (ii) probable, (iii) confirmed.**

DATE and TIME: pollution observed/reported and identity of observer/reporter.

POSITION and EXTENT: If possible, state range and bearing from some prominent landmark and estimated amount of pollution (e.g. size of polluted area, number of tons of oil spilled or number of containers or drums lost). When appropriate, give position of observer relative to pollution.

TIDE, WIND SPEED and DIRECTION.

WEATHER (conditions) and SEA state.

CHARACTERISTICS: Give type of pollution; e.g. oil (crude or otherwise). Also give appearance, e.g. liquid, floating, solid, liquid oil, semi-liquid sludge, tarry lumps, weathered oil, discolouration of sea, visible vapour. Any markings on drums, containers etc. should be given.

SOURCE and CAUSE: e.g. from vessel or other undertaking. If from a vessel, say whether as a result of apparently deliberate discharge or a casualty (accident / collision). If the latter, give a brief description of events if known. Where possible, give name, type, size, nationality and port of registry of polluting vessel. If vessel is proceeding on its way, give course, speed and destination (if known).

DETAILS of other VESSELS IN THE AREA: To be given if the polluter cannot be identified and the spill is considered to be of recent origin.

Whether PHOTOGRAPHS have been taken and/or SAMPLES for analysis.
REMEDIAL ACTION taken or intended to deal with the spillage.

FORECAST: of likely effect of pollution (e.g. arrival on beach) with estimated timing.

NAMES: of those informed, other than addressees.

Any OTHER RELEVANT INFORMATION: E.g. names of other witnesses, reference to other instances of pollution pointing to source.

Notes:

All messages should be prefixed by the code word POLREP followed by a serial number issued by the originator. Subsequent updating or amplifying reports should repeat this information, and add a SITREP number, e.g. 'POLREP 21' would be followed by 'POLREP 21, SITREP 2'.

Groundings, collisions or breakdowns of oil tankers or other vessels carrying pollutants, including bunkers, should be treated as potentially serious incidents with a classification of 'Probable' until proved otherwise.

It is likely that dates and times in a POLREP will be stated as a Date Time Group (DTG). In a DTG the first two digits refer to the day of the month and the third to sixth digits refer to the time (using the 24-hour clock). The next letters refer to the time zone - normally this will be quoted as UTC, indicating that the time has been stated as Universal Time Co-ordinated (previously known as Greenwich Mean Time). The final three letters of the DTG indicate the month.

C2 Local Authority Report Form (LAREP)

Date		Time	
Location			
OS Map reference		NZ - - - - -	
<u>Extent of Pollution</u>			
On Land		At Sea	
Large Area		Small Area	
Heavy Oil	Light Oil	Chemical	
Source of Pollution (if known):			
Type of Access to Pollution			
<u>Local Weather</u>			
Wind Direction:			
Wind Speed:			
Rain:		Yes / No	
Sunny:		Yes / No	
<u>Tide State</u>			
High	Middle	Low	
Time of Tide:			
Height of Tide:			
<u>Shoreline</u>			
Sandy Beach	Rocks	Shingle	
<u>Further Information</u>			

C3 Specimen Oil Pollution Sample Jar Labels

OIL POLLUTION SAMPLE – STANDARD LABEL

ID No. Date/Time Location) Name and Address of
(Grid Ref) person taking sample

.....
For continuity of evidence: Please complete clearly

Sample passed to:

Date Name Address Signature

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

OIL POLLUTION SAMPLE - STANDARD LABEL

ID No. Date/Time Location) Name and Address of
(Grid Ref) person taking sample

.....
For continuity of evidence: Please complete clearly

Sample passed to:

Date Name Address Signature

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

OIL POLLUTION SAMPLE – STANDARD LABEL

ID No. Date/Time Location) Name and Address of
(Grid Ref) person taking sample

.....
For continuity of evidence: Please complete clearly

Sample passed to:

Date Name Address Signature

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

MCA STOp Notice (Advice to Local Authorities on the Collection and Handling of Oil Samples) can be found at:

http://www.mcga.gov.uk/c4mca/mcga-stop4_2001.pdf

C3.1 Sampling Procedures

In all cases the RNSO should ensure samples are taken by a designated and suitably equipped officer.

MCA STOp Notice (Advice to Local Authorities on the Collection and Handling of Oil Samples) can be found at:

C4 Health and Safety - Specialist Clean-Up Equipment and Materials

C4.1 Dispersants

Materials used in clean-up operations are usually brought to site in and applied by spray to affected surfaces and areas. Dispersant is most likely to be applied on shoreline operations from knapsack sprayers or Argocats. Dispersants represent a range of hazards during use, which by adequate training, supervision and PPE provision can be reduced to acceptable risk levels. The Institute of Petroleum recommends the following PPE for those involved with spraying operations:

- Full cover plastic overalls
- PVC gloves
- Close fitting face visor fitted to a safety helmet.
- Chemical resistant safety footwear.

If a safety helmet is not provided then protective eye-goggles should be worn along with a suitably close fitting mouth and nose mask. The PPE is designed to eliminate the contact of dispersant material with unprotected skin or eyes and to prevent inhalation of vapours or droplets. This should form the basis of standard PPE provision for all staff working on shoreline clean up. In addition the simple precaution of ensuring that personnel always work up-wind of spraying operations should be adopted as a matter of routine.

All manufacturers and suppliers of dispersants and related material provide comprehensive hazard information with their products, and stockpile operators have carried out COSHH assessments.

C4.2 Heat

A number of items of specialist equipment utilise heat, usually via steam, to raise the temperature of recovered oils in order to reduce the effective viscosity.

NB. A peculiarity of steam is that it possesses extremely high latent heat. This means that when steam condenses, this change of state delivers a massively disproportionate amount of heat. Burns inflicted in this way can therefore cause severe (3rd degree) damage to the body. Any equipment running at steam temperature must be adequately supervised and steps must be taken to ensure that workers are kept away from any equipment that might represent a risk of severe burns or scalds.

C4.3 Mechanical Clean-up Devices (mops)

Mechanical mops present a number of hazards including machinery, oils, and heat. In addition to adequate operator training, there are two simple precautions, which will eliminate most risks. The first is to ensure that all moving parts are properly guarded or shrouded, and second ensure that all non-essential personnel are kept a safe distance from the mops. Where mechanical mops are in use then areas should be cordoned-off to prevent other personnel approaching the machinery out of curiosity or ignorance.

C4.4 Argocats

These are specialist multi-wheeled vehicles for moving personnel and equipment across beaches and other similar surfaces with poor or uncertain load bearing characteristics. Particular care must be taken to ensure that all drivers of beach argocats are familiar with the limitations of the vehicle, particularly in respect of suitable ground conditions and slope negotiation.

C4.5 Awareness

All personnel on the beach should be aware of these hazards and have explained to them why they should therefore only operate with such material, or near such material, after appropriate training and with adequate supervision.

NB. This is not an exhaustive list of hazards, but covers the most likely hazards to be encountered on beach clean up from specialist equipment.

(Consult Appendix D2; MCA STOp Notices)

C5 Health and Safety – Spill Material

C5.1 General Overview

Hazards for crude and refined products include both acute and chronic effects. Whilst the major concern continues to be exposure to Benzene there are a number of other components such as Napthas which may also be present. Principal risks exist through the inhalation of vapours or skin and soft tissue contact. Conditions, which may result, include respiratory and dermatological reactions.

C5.2 Weathering Affects

Existing information indicates that most volatiles are driven off from refined products within the first few hours of the spill, and from crude products within 8 hours or so. This period may be extended where there are particularly calm cool conditions and the spill is contained such that it is unable to spread to a thin film. Even so evidence is available that most if not all benzene has been volatilised and lost within a 24 hour period. Therefore, inhalation risks are usually considered negligible after the first 24 hours or so, leaving skin and soft tissue contact as the major hazard of concern.

NB. Exposure to petroleum components such as Benzene may also be as a direct result of equipment used, and it may be impracticable to isolate the cause of any exposure.

Therefore when dealing with spill material in the early stages of a spill, e.g. the first day, it will be necessary to provide PPE as described elsewhere and appropriate respiratory protective equipment (RPE). In addition there should be effective segregation of any affected areas so that only that staffs with an operational reason to do so, e.g. beach assessors, are exposed to any potential risk.

Adequate staff information and PPE will provide appropriate controls for skin and soft tissue contact route, provided Beach masters are vigilant regarding both the behaviour of personnel on the beach and the use of PPE.

C5.3 Health Surveillance

Chronic exposure to many components of crude and refined products results in known or assumed carcinogenic effects. However given the likely exposure levels during most clean-up operations, where exposure would be negligible, health surveillance is not warranted. The exception to this would be where exposures are non-negligible which may include the first 24 hours after the spill, or where the oil has been confined and volatilisation has been delayed. In these circumstances, depending on exposure levels, health surveillance of staff may be warranted. In any event it is a sensible precaution to exclude any staff with a history of skin or respiratory disorders, including asthma, from working on contaminated beaches or directly with recovered oil, oiled beach material, or other contaminated material.

(Consult Appendix D2; MCA STOp Notices)

C5.4 Monitoring Issues

There may arise situations where monitoring of Benzene or VOC levels in air may be required. Where this is specifically required for occupational reasons then a personal monitoring device such as a portable photo-ionisation (PID) monitor should be employed to give both the Short Term Exposure Level (STEL) and the Time Weighted Average Exposure (TWA). Most types will provide up to 10 hours monitoring time and the ability to record period maximums and averages, and are intrinsically safe. The more sophisticated equipment also has the ability to store information for subsequent downloading to a PC running a spreadsheet such as Excel, and both visual and audible alarms.

PIDs would be particularly applicable in the earliest stages of spill response, or where elevated levels may be suspected. The change in the nature of any risk after 24 hours elapsed time from the spill indicates that the wider routine use of PIDs in subsequent stages of a clean-up operation is not required. If required, a more cost-effective option for routine monitoring would be to use 8-hour Draeger tubes and personal monitors. This could be backed up by spot readings taken with more sensitive and accurate equipment.

C6 Health and Safety - Environmental Hazards

C6.1 Trenching

When trench and backfill techniques are used on sand beaches the trenched area requires time to stabilise before it can safely take traffic. Depending on the nature of the beach, and vehicle, at least 4 days is typically required for the beach to stabilise after backfilling to allow further vehicular traffic. Backfilled area may also take up to 4 days to stabilise sufficiently to allow pedestrian traffic. Caution should always be exercised on backfilled areas until it is known that there has been sufficient stabilization; appropriate signs should be displayed on the main entrance points to the beach. Physical barriers may need to be considered.

C6.2 Buried Oil

Where oil has been intentionally buried, or otherwise covered up by beach material, it is possible for the oil to be liberated sometime after the incident. This will normally be as a result of beach stripping of dynamic beaches by energetic sea conditions. If the beach is an amenity beach there could be risk to the public or the oil could be re-mobilised by tides to contaminate other nearby beaches. Whilst this may be unavoidable, appropriate information for beach users should be displayed. Sites and approximate quantities of buried oil should be recorded.

C6.3 Heavy Seas

Working on beaches in heavy seas, i.e. big rollers, requires special care. During heavy seas personnel should be deployed on tasks higher up the beach so as to maintain a safe distance from the waters' edge.

C6.4 Large Boulder Fields

Slips and falls on boulders are a frequent cause of injuries. Contaminated boulder beaches, or beaches with extensive boulder fields require additional care. Boulders, which may already be impossible for pedestrian traffic. When planning an in-situ clean up the first stages of the clean up should concentrate on creating safe access for the personnel involved.

C6.5 Rock Platforms

In the event that personnel have to work from rock platforms, which may themselves be contaminated with oil material, it is essential that suitable provision be made to reduce the likelihood, and protect against, the consequences of falls. Additional risk assessments are necessary and consideration must be given prior to the commencement of activity to the provision and use of appropriate harnesses and other safety equipment.

C6.6 Personal Protective Equipment (PPE)

All personnel should be issued with an appropriate PPE which will include clothing to prevent skin or soft tissue contact, safety footwear and headgear etc. and which should be worn at all times. In addition there should be additional PPE available which would be called upon by the Beach Master and issued in accordance with any specific activities or risks that are encountered. NB observe (17.6(a); Hazards Associated with Normal Work Practices).

C6.7 Heat Exhaustion and Hypothermia

In extreme weather conditions personnel may be subject to the risk of either heat exhaustion or hypothermia. Beach Masters must be vigilant in adverse or extreme weather conditions for evidence of either effect. In the case of extreme weather conditions the SRC should ensure that routine reminders are issued to Beach Masters regarding this issue, and to consider when a suspension of certain activities might be a sensible precaution. In hot conditions Beach Masters should also be vigilant that personnel do not remove PPE that an effective sunscreen is used where necessary and there are adequate rest breaks and availability of drink to prevent dehydration.

C6.8 Water Quality for Bathers

During oil spills there will inevitably be hydrocarbons in the water column for sometime after the spill. At present whilst there are arrangements to formally prevent fish stocks from contaminated waters finding their way into the food chain, there does not appear to be similar formal arrangements to prevent the recreational use of affected waters. The Environmental Health department is responsible, under their statutory responsibilities, to provide any clearance testing of waters for recreational use.

C6.9 Monitoring of Airborne Volatile Organic Compounds (VOCs)

Occupational monitoring of VOCs may be required under certain circumstances, particularly in the first hours after a spill when volatile components and particularly Benzene may be released. However, given that activities take place in an open environment, it could be difficult to obtain representative exposure levels for staff without personal dose monitoring. As a consequence there may be a need to differentiate between monitoring required for occupational exposure and any general monitoring of environmental levels which may be relevant for assessing any increase in potential risk to the local population. The EA has access to Emergency Air Quality Cell mobile unit for emergency ambient air monitoring

C6.10 Marine Operations

Information regarding any marine operations, which may impact on personnel on the shoreline, must be provided to the SRC. This could include, for example, a schedule of flights and locations for aerial application of dispersant.

(Consult Appendix D2; MCA STOp Notices)

C7 Clean Up Operations

General comments

Dispersants – It is highly unlikely that the MMO (in consultation with Natural England, Environment Agency, local IFCA etc.) would give permission to use dispersants on an intertidal / shallow coastal water site. As has been demonstrated following studies of such habitats following the extensive clean-up of oil pollution from the Exxon Valdez in Prince William Sound, use of dispersants can cause more pollution and environmental damage than the oil itself. Natural England recommends that any references to the use of dispersants on intertidal or shallow coastal habitats be removed from the plan (Note: the potential use of dispersants is discussed in various sections of the plan).

High Pressure Washing – Natural England recommends that use of high pressure washing systems be limited to man-made structures only. Even then, this technique should also be used sparingly as high pressure washing may also remove important fauna and flora and will help to spread oil pollution to other habitats.

Low Pressure, High Volume Washing - This is an effective and low impact technique for removing oil pollution from shingle or rock boulder or platform sections of the coast. However, such washing should always be done in conjunction with booming and collection facilities to avoid spreading displaced oil to other, potentially unpolluted, areas.

C7.1 Techniques

In regard to clean-up techniques for any type of shore line, several factors must be carefully considered

No guide, such as that which follows, can hope to adequately cover all means of removal of oil from the coastline; neither can it comprehensively state means of clean-up. Improvisation on the spot is often the best way to deal with local situations.

Workforce requirements for shore line clean-up operations are very unpredictable.

The use of high pressure cleaning should be discouraged on all habitats save man-made structures. The preferred technique is high volume, low pressure washing. It is also vital that any such operation is accompanied by deployment of booms and collection equipment to avoid spreading any contaminants.

In the climatic conditions and sea states prevailing on the North Sea coast, oil left alone will eventually become innocuous and disappear from sight. Clean-up operations might therefore be restricted to amenity beaches and to those parts of the coastline to which the public have access or where they might reasonably be expected to come into contact with oil.

When a large oil spill incident occurs, the shoreline may be subjected to a re-contamination on successive tides. Beach clearance operations between each tide should be considered to prevent removal of part or all of the stranded oil and subsequent pollution of other beaches that may have otherwise escaped pollution. Obviously, detailed local knowledge will assist in taking a decision in this instance.

When removing oil from beaches, care must be taken not to remove excessive amounts of beach material as this can damage the beach and add to the eventual disposal problems.

Before any operations commence, very careful consideration must be given to the various options open. Once a decision has been taken to undertake operations on any stretch of shoreline, the following sequence will invariably be followed:

- Booming to prevent further contamination - only where appropriate and where sea conditions are such as to permit efficient operation of the boom - usually impractical on this coastline;

- Collection/removal of oil and oil polluted material;
- Disposal of material collected;
- Application of dispersant where approved and appropriate.

Where work is being undertaken on parts of the shoreline below high water mark, it is essential that due care is taken to ensure the safety of the work force and the security of their equipment.

C7.2 Sandy Beaches

Many of the beaches in the County are regarded as valuable amenity beaches in regular use by the public throughout the year. Pollution of them by oil would therefore afford them high priority in any list of clean-up tasks.

Oil may or may not penetrate the sand, depending on the type of sand, whether it is hard or soft, wet or dry and the type of oil and degree of weathering to which it has been subjected.

Where highly viscous oil is lying on the surface of the sand, physical removal by machines is generally much faster than removal by hand, but this method will always tend to collect much more beach material. Machines used for mechanical removal of oil from beaches must be carefully selected and their performance continually monitored. When the oil is of the "tarry lump" type, beach cleaning machines might prove effective, but often it will be found that removal by hand and temporary storage is the most efficient though the most labour intensive method. Except in very small scale incidents the use of heavy duty plastic sacks for temporary oil storage should be discouraged. They can cause problems of many kinds during transport and final processing. A suitable alternative might be 200 litre (45 gallon) drums and these should have hoisting eyelets added so that they can be lifted by loaders, JCBs or any other machine which is fitted with a lifting attachment.

When a good dispersion of oil is taking place in the surf, the dispersed droplets of oil will resemble a "smoke plume" in the water and will individually be barely visible. The more difficult thicker layers of oil will tend not to disperse quite so quickly, but will appear initially as a smoke plume mixed with small pieces of emulsion, which should gradually break down and disperse over a period of about ten to twenty minutes.

Where oil requiring dispersion is stranded above high water mark, it should be bulldozed well down the beach to the inner tidal zone ready for treatment on the next high tide.

C7.3 Shingle

Beaches covered with shingle are particularly difficult to clean, as much of the oil will have penetrated between the stones deep into the beach.

Obviously gross pollution must be removed before any treatment is carried out, but because the load bearing characteristics of this type of beach are poor, careful consideration will have to be given to the types of vehicles employed.

Where scraping of the shingle is found to be ineffective, officers will probably have to consider attempting to flush out the oil using sea water. Low viscosity oils may be washed out from between the stones. The preferred technique is high volume, low pressure washing. It is also vital that any such operation is accompanied by deployment of booms and collection equipment to avoid spreading any contaminants.

However, oil is likely to leach out over an extended period. Removal of the oil polluted stones will rarely be a practical proposition. Any attempt to do this may seriously weaken the sea defences, alter the profile and characteristics of the beach, and lead to immense disposal problems.

C7.4 Rocks and Boulders

These are not easy areas to clean, and because much of the work will need to be done manually, any clean-up operation will inevitably be labour intensive. Serious thought will have to be given to either merely mounting a limited operation to remove gross pollution, or to adopting a "leave alone" policy.

Where there is vehicular access it may be possible to employ pumps, etc, but in many cases in this County such an operation would not be feasible. In the case of a manual operation where the oil is still reasonably fluid, it may be found to be beneficial if absorbents are mixed into it before attempting collection.

Where beach areas below the rocky foreshore are exposed between tides, it may be possible to arrange to have plastic lined trenches cut in which to collect undispersed oil which has been loosened from the rocks. Material thus collected can then be removed using oil recovery equipment.

Certain types of oil, particularly those which have been left for some time, will adhere firmly to rocks. In order to work the dispersant into the oil it may be necessary to scrub contaminated surfaces with stiff brooms.

After high pressure hosing and other clean-up techniques have been employed, stains may be left on the rocks. If it is decided that these must be removed, the dispersant should be brushed on and the resultant mixture hosed off in due course. Only light applications of dispersant will be called for as the oil will be in the form of a very thin film. However, sensitivity of marine life on the rocks must always be borne in mind.

C7.5 Cliffs

Contaminated vertical cliffs such as are found in the County present particular problems, not least of which are their general inaccessibility and the substantial tide movement in the area. It may well be decided that in the absence of any valid argument about their real amenity value, they be accorded low-priority in the order of clean-up.

Only in extreme cases would scraping of the cliff surfaces be considered, and especially in the case of cliffs in this County, the advice of Natural England would be needed. Consultation with them would need to cover the effects of clean-up operations and what the results of a "leave-alone" policy would be.

C7.6 Pollution of the Rivers

NB A statutory oil spill response plan is in place by the Harbour masters under OPRC Regulations.

Ecological and amenity aspects of an oil spill within the confines of the Harbourmasters jurisdiction in the Rivers Tyne and Wear will be undertaken in line with this plan. Where it is not likely to interfere unduly with the operational requirements of either Port, it may be possible and advantageous to use booms to contain oil and make recovery easier.

(Consult Appendix D2; MCA STOp Notices)

C8 MCA Counter Pollution & Response Branch Resources

CONTRACT AIRCRAFT	
Lockheed Elektra	2 aircraft based at Coventry, can deliver up to 15 tonnes of dispersant. (There are 2 other Elektras and if serviceable would be available.)
Cessna 404	1 aircraft based at either Coventry or Inverness (Reconnaissance Ventures Ltd (RVL) are at liberty to switch them round)
Cessna 406	1 aircraft based at either Coventry or Inverness (Reconnaissance Ventures Ltd (RVL) are at liberty to switch them round)
Brit-Norman Islander	1 aircraft based at Lydd – primarily the CNIS spotter aircraft but can be utilised for surveillance if required.
STOCKPILES	
Milford Haven, Perth and Huddersfield	Counter Pollution at Sea equipment, including salvage, chemical response equipment and shoreline clean up equipment
SATELLITE CONTAINERS	
Belfast, Darlington, Ely, Llanelli, Stornoway, Oban & Falmouth	10ft x 8ft containers with shore sealant and tube and skirt boom at 7 locations
DISPERSANT	
Southampton, Saltash (Cornwall), Prestwick (Ayrshire) Pembroke, Stornoway, Newtownabbey(Belfast), Alness (Inverness), Lerwick (Shetland), Coventry, Huddersfield & Canterbury.	Approximately 1400 x 1 cubic metre capacity Intermediate Bulk Containers (IBCs), held in various quantities at 11 locations. IBCs can be fork lifted onto aircraft.

Contact for this equipment, available at short notice via the MCA Eastern Region.

Principal Contact: Counter Pollution and Salvage Officer

Ian Jackson

Office 01255 682101

Mobile 07702 674075

Oily Waste Disposal Sites

Details of oily waste disposal/storage sites in the North of England can be obtained from The Environment Agency.

(Please refer to the ECAP confidential telephone directory).

[C9 List of MMO Approved Dispersants](#)

Oil Spill Treatment Products Approved for Use in the United Kingdom

The list available using the below link, has been compiled by the Marine Management Organisation as a guide to the range of oil treatment products currently approved for use in the UK.

<http://www.marinemanagement.org.uk/>

see also the MMO Oil Pollution Contingency Plan

<http://www.marinemanagement.org.uk/protecting/pollution/contingency.htm>

For further information about the approval system, contact:

Address:

Marine Management Organisation
Lancaster House
Hampshire Court
Newcastle upon Tyne
NE4 7YH

Tel: 0300 123 1032

Fax: 0191 376 2681

Email: info@marinemanagement.org.uk

Marine Pollution Response Team

Emergency Office Hours Contact Number – 0870 7851050

24 hour Duty Officer – 07770 977825

If no response at previous numbers – DEFRA Duty Room – 0845 0518486

MMO Fax: 0191 376 2682

Email: dispersants@marinemanagement.org.uk

Details of MMO process in a Marine Pollution incident can be found at

<http://www.marinemanagement.org.uk/protecting/pollution/index.htm>

APPENDIX D: DOCUMENTATION

D1 Health and Safety

Health and Safety Legislation

- Health and Safety at Work Act 1974
- Health and Safety (First-Aid) Regulations 1981
- Manual Handling Operations Regulations 1992
- Construction (Design and Management) Regulations 2007
- Reporting of Injuries, Diseases and Dangerous Occurrences Regulation (RIDDOR) 1995
- Construction (Health, Safety and Welfare) Regulations 1996
- Health and Safety (Consultation with Employees) Regulations 1996
- Lifting Operations and Lifting Equipment Regulations 1998
- Provision and Use of Work Equipment Regulations 1998
- Management of Health and Safety at Work Regulations 1999
- Personal Protective Equipment Regulations 1992
- Control of Substances Hazardous to Health Regulations (COSHH) 2002
- Control of Noise at Work Regulations 2005
- Control of Vibration at Work Regulations 2005
- Work at Height Regulations 2005

(NB each set of regulations listed has a companion Approved Code of Practice or Guidance on Regulations.)

Health & Safety Officer - Initial Actions

- Health and Safety File - set up the health and safety file for the operation and establish arrangements for its maintenance.
- Cargo Details - Secure information on type of material(s), total tonnage etc and estimate of tonnage spill to date. Copies of relevant hazard sheets from owner/consignee via CPR. File in Health and Safety file.
- Time of Incident - Time of first release, duration of material at sea and exposed to elements and wave action etc. Review likely impact on risk. File in Health and Safety file.
- Weather Reports -Weather forecast for the next 24 hours including sea conditions, obtain regular updates via the SRC. Review likely impact on risk. File in Health and Safety file.
- Marine Operations - Summary of action to date, details of any material used to break up or disperse spill. Quantity used, where and when applied. Establish communications via the SRC to ensure updates on material usage during marine operations.
- Induction Arrangements - Establish arrangements for safety induction of staff and personnel. Induction arrangements to cover the management and supervisory arrangements on-site, and principal hazards and issues.

D2 Maritime and Coastguard Agency SToP Notices

The following notices should be consulted and followed:

- 1/98 HEALTH, SAFETY & WELFARE DURING SHORELINE CLEAN-UP
- 5/98 NATIONAL FRAMEWORK FOR DEALING WITH HAZARDOUS CONTAINERS WASHED UP ON THE UK SHORELINE
- 4/2001 ADVICE TO LOCAL AUTHORITIES ON THE COLLECTION AND HANDLING OF OIL SAMPLES
- 1/2004 IMPLICATIONS OF THE EU LANDFILL DIRECTIVE FOR OILY WASTE DISPOSAL
- 3/2003 PREPARING LOCAL AUTHORITY OIL AND CHEMICAL SPILL CONTINGENCY PLANS IN LINE WITH THE "NATIONAL CONTINGENCY PLAN FOR MARINE POLLUTION FROM SHIPPING AND OFFSHORE INSTALLATIONS"
- 1/2009 GUIDANCE FOR CONTINGENCY PLANNING AND OPERATION OF THE TECHNICAL TEAM WASTE MANAGEMENT SUB GROUP WITHIN A NATIONAL CONTINGENCY PLAN SHORELINE RESPONSE CENTRE IN ENGLAND AND WALES
- 2/2009 MARITIME POLLUTION RESPONSE IN THE UK – THE ENVIRONMENT GROUP
- 3/2009 THE ESTABLISHMENT, MANAGEMENT STRUCTURE, ROLES AND RESPONSIBILITIES OF A SHORELINE RESPONSE CENTRE DURING A MARITIME POLLUTION INCIDENT
- 4/2009 GUIDELINES FOR PREPARATION OF COASTAL AND ESTUARINE BOOMING PLANS

To view these documents use the web link below:

<http://www.mcga.gov.uk/c4mca/mcga07-home/emergencyresponse/mcga-pollutionresponse/mcga-stop.htm>

D3 Maps and Situation Information

Northumberland Coastline Maps

Ordnance Survey – Mapping for Emergencies

If mapping is required for a major civil emergency, phone 08456 05 05 05 requirements can be met within 24-hour service.

For locational Information on SSSI, SPA and SAC sites consult Conservation Team in NCC Planning Department

Maritime and Coastguard Agency Maps

MCA Regions (including resources)
UK Pollution Control Zone

Available from the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations

Also refer to Extract Maps from relevant Northumberland Harbour Plans at end

http://www.mcga.gov.uk/c4mca/mcga-environmental/mcga-dops_cp_environmental-counter-pollution/mcga-ncp/mcga-ncp-appendixc.htm

Tidal Information

Port of Tyne contact details in ECAP Appendix A1.10; Port of Tyne Authority

Or refer to http://www.bbc.co.uk/weather/coast_and_sea/tide_tables

Weather and Forecast Information

Met Office contact information in ECAP Appendix A1.5; Met Office

INCIDENT LOG SHEET

DATE :		MESSAGE OR EVENT (IF MESSAGE STATE TO OR FROM)	ACTION	REMARKS
TIME A / Z	SERIAL			
		SPECIMEN		

INCIDENT LOGGING SHEET

Date		Time		Log No. <small>(Completed by Master Logger)</small>	
-------------	--	-------------	--	---	--

From (Agency)		Action	
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Area	
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To (Agency)		Reference (Log No.)	
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Message	
SPECIMEN	
	Originator

<small>(Tick if appropriate) P.T.O</small>	
--	--

For completion by the Master Logger			
Time received		MESSAGE IN <small>(Please tick)</small>	
Time distributed		MESSAGE OUT <small>(Please tick)</small>	

APPENDIX E: SITES COVERED BY THE PLAN

E1.1 Sites of Special Scientific Interest on the Northumberland Coast

1. **Site Name** - Tweed Estuary
2. **Site Name** – Lindisfarne
3. **Site Name** - Bamburgh Coast
4. **Site Name** - Farne Islands
5. **Site Name** - Newton Links
6. **Site Name** - Castle Point to Cullernose Point
7. **Site Name** - Alnmouth Saltmarsh and Dunes
8. **Site Name** - Warkworth Saltmarsh and Dunes
9. **Site Name** - Coquet Island
10. **Site Name** - Low Hauxley Shore
11. **Site Name** - Druridge Bay
12. **Site Name** - Beacon Point To Blyth
13. **Site Name** - Seaton Sluice To Tynemouth
14. **Site Name** – Cresswell and Newbiggin Shores
15. **Site Name** –_Cressswell Ponds
16. **Site Name** – Bamburgh Dunes
17. **Site Name** – Howick to Seaton Point
18. **Site Name** – Hadston Links
19. **Site Name** – Northumberland Shore

E1.1 Sites of Special Scientific Interest within the Intertidal Zone

Sites of Special Scientific Interest (SSSIs) are sites of national importance for wildlife or for geological features. They are designated and regulated by Natural England, the statutory nature conservation organisation for England and, north of the border, by Scottish Natural Heritage. All SSSIs are designated on the basis of specific interest features, which are the particular species, habitats or geological features which are considered to be of national importance.

Apart from a short section of despoiled beach at Lynemouth, the entire intertidal zone on the Northumberland coast is included in SSSIs. Northumberland Shore SSSI, Lindisfarne SSSI and Lower Tweed and Whiteadder are the most extensive; between them covering all of the intertidal zone which is designated as SSSI.

The interest features of these SSSIs are primarily birds; migratory and wintering waders and wildfowl throughout the coast, and nesting terns at a few specific locations. Thousands of waders and wildfowl of a wide range of species are dependent on the Northumberland coast either as their wintering grounds or as 'refuelling' areas during their spring and autumn migrations. The full range of rocky, sandy and muddy substrates is used by different species.

Along the whole coast, the key species of the Northumberland Shore SSSI are all wading birds, especially turnstone, purple sandpiper, sanderling, ringed plover, golden plover and redshank. Long Nanny in Beadnell Bay is of especial importance because the beach there also hosts a nesting colony of arctic and little terns.

The intertidal areas of Lindisfarne SSSI are of importance for a wide range of migratory and wintering wildfowl and wading birds, especially light-bellied brent geese, wigeon, whooper swan, bar-tailed godwit, redshank, grey plover, ringed plover, golden plover, curlew, dunlin and sanderling. Little, arctic and common terns nest.

The estuary section of the Lower Tweed and Whiteadder is of importance for wintering goldeneye and moulting mute swans, as well as otter and river and sea lamprey and Atlantic salmon.

A number of sections of the Northumberland Shore SSSI are overlain by further SSSIs designated for their geological importance, such as Castle Point to Cullernose Point SSSI and Low Hauxley Shore SSSI.

Above the high tide mark large areas of sand dune, especially from Druridge Bay northwards, are designated as SSSI because of the importance of their dune grasslands. Accordingly, access points for large and ongoing operations should be planned in close liaison with Natural England to ensure that damage is kept to a minimum. NE must also be consulted over on-site temporary storage for recovered oil and other material.

E1.2 Sites of International Importance

Ramsar Sites

Ramsar Sites protect wetlands of international importance. They are designated under the International Ramsar Convention 1971. Ramsar Sites are afforded the same protection in the UK as European Sites (SPAs and SACs below). The following sites are located along the Northumberland coast:

- Lindisfarne Ramsar
- Northumbria Coast Ramsar

Special Protection Areas (SPAs)

Large parts of SSSIs are also designated as **Special Protection Areas (SPAs)** under the European Birds Directive, because many of the bird populations described above are of international importance. . Together with Special Areas of Conservation (discussed below), SPAs form part of the European wide Natura 2000 network. SPAs on the Northumberland coast are discussed below. SPAs are designed to protect specific bird interest features along with their supporting habitats. SPAs along the Northumberland coast are detailed below

Northumbria Coast SPA

This site covers the majority of the shore between the Tweed Estuary and the Tees Estuary. It protects the following bird features and supporting habitats:

- Little tern, Purple sandpiper, Turnstone
- Sandy beaches, rock boulder and cobble shores, shallow inshore waters

Lindisfarne SPA

This site covers the habitats surrounding Holy Island. It is known and managed as part of the Berwickshire & North Northumberland Coast European Marine Site, along with the Berwickshire & North Northumberland Coast SAC (see below). The SPA protects the following birds and supporting habitats:

- Golden plover, Whooper swan, Grey-lag goose, Light-bellied brent goose, Common shelduck, Wigeon, Eider, Long-tailed duck, Black scoter, Red-breasted merganser, Ringed plover, Grey plover, Sanderling, Dunlin, Bar-tailed godwit, Redshank, Little tern, Red knot
- Sand and mud flats, rocky shore, eel grass beds

Farne Islands SPA

This site is located to protect birds that rely on the inshore island and covers the following species and supporting habitats:

- Puffin, Guillemot, Cormorant, Shag, Kittiwake, Sandwich tern, Common tern, Arctic tern
- Sandy beaches, sea cliffs, shingle and islet

Coquet Island SPA

This site is located to protect birds that rely on the inshore island and covers the following species and supporting habitats:

- Puffin, Sandwich tern, Common tern, Arctic tern, Roseate tern, Black-headed gull
- Marine areas, sea cliffs, shingle and islet

Special Areas of Conservation

Sections of SSSI can also be overlain by Special Areas of Conservation (SACs). SACs are designated under the European Habitats Directive and protect habitats and species of international importance. They belong to the European-wide Natura 2000 network along with SPAs. SACs on the Northumberland coast are discussed below.

Tweed Estuary SAC

This SAC protects the following estuarine habitats and species:

- Estuary, sand and mudflats, Sea lamprey, River lamprey

Berwickshire & North Northumberland Coast SAC

This SAC stretches from Alnmouth in Northumberland, up to Fast Castle Head in Scotland. It extends along 115km of coastline and encompasses approximately 635 km² of shore and sea, including the Farne Islands and Holy Island. The site is known and managed as part of the Berwickshire & North Northumberland Coast European Marine Site, along with the Lindisfarne SPA (see above). The SAC protects the following features of international importance:

- Intertidal and subtidal rocky reef, submerged and partially submerged sea caves, intertidal sand and mud, large inlets and bays, Grey seal

North Northumberland Dunes SAC

The dunes stretching north from Amble are also protected by a SAC. The qualifying features include:

- Embryonic shifting dunes, white dunes, grey dunes, dune grassland, creeping willow, dune slacks, Petalwort

While the list of overlapping international and nationally significant sites can seem complex and confusing, the key points are that:

- Virtually all of the intertidal zone of the Northumberland coast is within SSSIs because it is of national importance for nature conservation, and much of it is also within SPAs and/or SACs because it is of international importance.
- From Alnmouth northwards to beyond the Scottish border, the shallow seas to approximately 3 nautical miles are also protected as an SAC, including Holy Island (Lindisfarne) and the Farne Islands

- The Farne islands and Coquet Island are protected as both SSSI and SPA.
- All intertidal and sub-tidal substrates (sand, mud, shingle, rock and saltmarsh) are of importance.

E1.3 Treatment advice for specific areas of coast

The Tweed Estuary NU 011524 to NU 006520

Length of Coast 11.5 Km

Designated SSSI and SAC

Hand clearance of oiled material is advisable.

No dispersants to be used within the estuary.

All oil pollution incidents in the Tweed Estuary will be dealt with in accordance with the Berwick -Upon -Tweed Harbour Commission Oil Spill Contingency Plan which has been prepared in accordance with the Merchant Shipping [Oil Pollution Preparedness, Response and Co-operation Convention] [OPRC] Regulations 1998 which came into effect on 15 May 1998 and has been approved by the MCA.

(Note any threat to this specific area should also be notified to Scottish Borders Council, Police Scotland who will be expected to advise Scottish Natural Heritage and other authorities involved with pollution incidents plus, if necessary, a joint SRC established)

Lindisfarne NU 009512 to NU 162360

Length of Coast 32.0 Km

Designated Ramsar, SPA and SSSI lies within the Berwickshire and North Northumberland Coast SAC National Nature Reserve (NNR). The SAC and SPA fall within the Berwickshire and North Northumberland Coast European Marine Site Management Plan. The NNR is managed by Natural England.

Attempts should be made to contain and remove floating oil using booms and skimmers where access allows. Oil which becomes stranded on the sand flats may be cleared mechanically. Close liaison with Natural England will be required to ensure that damage is kept to a minimum and particularly sensitive areas, including eelgrass beds, are avoided. Manual mopping of oil using absorbent pads etc may be considered on rocky fore shore and shingle areas, remaining oil may be left to degrade naturally. Low pressure flushing may be an option in areas where oil can then be collected and removed. No disturbance to the shingle shore between March and October.

Bamburgh Coast NU 162360 to NU 177356

Length of Coast 2.0Km

Lies within the North Northumberland Dunes SAC and the Berwickshire and North Northumberland Coast SAC; also with Bamburgh Coast (and Hills) SSSI

Attempts should be made to contain and remove floating oil using booms and skimmers where access allows. Oil which becomes stranded on the sand flats may be cleared mechanically. Close liaison with Natural England will be required to ensure that damage is kept to a minimum and particularly sensitive areas, including eelgrass beds, are avoided. Manual mopping of oil using absorbent pads etc may be considered on rocky fore shore and shingle areas, remaining oil may be left to degrade naturally. Low pressure flushing may be an option in areas where oil can then be collected and removed.

Farne Islands NU 230370

Length of Coast 10.0Km

Lies within Berwickshire and North Northumberland Coast SAC, Farne Islands SPA and Farne Islands SSSI

Owned and managed by the National Trust

Attempts should be made to contain and remove floating oil using booms and skimmers where access allows. Close liaison with Natural England will be required to ensure that damage is kept to a minimum and sensitive areas are avoided. Manual mopping of oil using absorbent pads etc may be considered on rocky fore shores, remaining oil may be left to degrade naturally. Low pressure flushing may be an option in areas where oil can then be collected and removed. Dispersant use must be approved by MMO who, in turn, will consult NE before approving their use. (N.B. It is highly unlikely that use of dispersants will be authorised)

Newton Links NU 230276 to NU 235263

Length of Coast 1.5Km

Lies within Berwickshire and North Northumberland Coast SAC, North Northumberland Dunes SAC, Northumbria Coast SPA, Northumbria Coast Ramsar, Northumbria Shore SSSI and Newton Links SSSI

Managed by National Trust

Oil which becomes stranded on the sand flats may be cleared mechanically. Close liaison with Natural England will be required to ensure that damage is kept to a minimum, and access points must be pre-agreed with NE.

NE must also be consulted over on-site temporary storage for recovered oil and other material.

Castle Point to Cullernose Point NU 258222 to NU 264125

Length of Coast 10.0 Km

Lies within Berwickshire and North Northumberland Coast SAC, Northumbria Coast SPA, Northumbria Coast Ramsar, Castle Point to Cullernose Point SSSI, Northumberland Shore SSSI and Howick to Seaton Point SSSI

Leave oil to degrade naturally.

Alnmouth Saltmarsh and Dunes NU 243108 to NU 251086

Length of Coast 2.5Km

A SSSI, also lies within North Northumberland Dunes SAC and Northumberland Shore SSSI

Attempts should be made to contain and remove floating oil using booms and skimmers where access allows. Oil which becomes stranded on the sand flats may be cleared mechanically. Close liaison with Natural England will be required to ensure that damage is kept to a minimum and that particularly sensitive areas, including saltmarsh and mudflats are avoided.

Warkworth Saltmarsh and Dune NU 254073 to NU260051

Length of Coast 4.5 Km

A SSSI, also lies within North Northumberland Dunes SAC and Northumbria Shore SSSI

Attempts should be made to contain and remove floating oil using booms and skimmers where access allows. Close liaison with Natural England will be required to ensure that damage is kept to a minimum and particularly sensitive areas, especially saltmarsh are avoided.

All oil pollution incidents in Warkworth Harbour will be dealt with in accordance with the Warkworth Harbour Commission Oil Spill Contingency Plan which has been prepared in accordance with the Merchant Shipping [Oil Pollution Preparedness, Response and Co-operation Convention] [OPRC] Regulations 1998 which came into effect on 15 May 1998 and has been approved by the MCA.

Coquet Island NU 294047

Length of Coast 2.0 Km

A SSSI, also Coquet Island SPA

Managed by RSPB

Leave oil to degrade naturally.

Manual mopping of oil using absorbent pads etc may be considered on rocky fore shores where access allows

Low Hauxley Shore NU 287024 to NU 279009

Length of Coast 1.5 Km

Lies within Northumbria Coast SPA, Northumbria Coast Ramsar and Northumbria Shore SSSI

Hauxley pools owned by Northumberland Wildlife Trust

Leave oil to degrade naturally.

Care should be taken to avoid damaging the sand dunes.

Druridge Bay NU279009 to NZ295937

Length of Coast 8.0 Km

Lies within Northumbria Shore SSSI and Hadston Links SSSI

Sections of this coast are managed by Northumberland County Council (Druridge Bay Country Park), Northumberland Wildlife Trust (East Chevington, Druridge Pools, Cresswell Pond), and National Trust (Druridge Links)

Oil should be prevented from entering the lagoons at Cresswell and at East Chevington during high tides.

Oil which becomes stranded on the sand should be removed mechanically in the first instance. No dispersants are to be used without DEFRA approval. Oil should be prevented from entering the saltmarsh.

Any oil which does become trapped on the saltmarsh should be left to degrade naturally and become covered by further deposits.

Cresswell Ponds NU 281 947 to NU 285 941

Length of Coast 0.72km

Lies Adjacent to the Northumberland Shore SSSI.

Cresswell Ponds have been formed since 1958 as a result of mining subsidence. These comprise a large pond which is the only permanent brackish water-lagoon on the Northumberland Coast and two, smaller, freshwater ponds. The main pond is connected to the sea by a short outfall stream which allows an in-flow of sea water during some high tides. Variations in beach morphology affect the flow of water in the outfall stream and lead to variations in both water levels and salinity in the lagoon according to prevailing conditions. Cresswell Ponds are noted for the occurrence of unusual birds on migration and are used as feeding and roosting areas by wintering waders and wildfowl.

Bamburgh Dunes NU 181 353 to NU 198 341

Length of Coast 2.145km

Site is also part of North Northumberland Dunes SAC, and abuts the Berwickshire & North Northumberland Coast SAC, Northumbria Coast SPA, Northumbria Coast Ramsar and Northumberland Shore SSSI along the seaward edge of the sand dunes.

Bamburgh Dunes are a wide coastal sand dune system formed to the north and east of the Whin Sill outcrop on which Bamburgh Castle is built. The vegetation of the dune system displays the successive establishment of plants from open beach to dune grassland. A variety of insects and other invertebrates are associated with the duneland communities; nearly 500 species have been identified including 15 nationally rare or scarce species.

Howick to Seaton Point NU 262173 to NU264125

Length of Coast 5.850km

Lies within the Berwickshire & North Northumberland Coast SAC, Northumbria Coast SPA, Northumbria Coast Ramsar and Northumberland Shore SSSI.

This site was formerly notified as part of Castle Point to Seaton SSSI. During the 1989 revision part of that site has been re-notified separately as Castle Point to Cullernose Point and the total area of SSSI has been reduced.

The section of coast between Howick and Seaton Point is an outstanding mid-Carboniferous locality. It provides one of the few shoreline exposures of the Namurian, and an excellent section through the Upper Limestone Group and the overlying 'Durham Millstone Grit'. The section is the best exposure of the Namurian in Northumberland, and is of particular value as it shows the true relationship between the Yoredale-type sedimentation and the overlying arenaceous 'Millstone Grit' sediments. Nationally important numbers of golden plover are known to use this section of coast.

Hadston Links NU 297 009 to NU 270 979

Length of Coast 3.188km

Lies within Northumberland Shore SSSI and the Druridge Bay County Park.

Hadston Links, situated on the north side of Druridge Bay, is a coastal dune ridge system important for the diverse plant communities associated with a complex of wet and dry dune hollows. Several plants which occur here are uncommon on the Northumberland coast.

Northumberland Shore NT 980575–NU 010525 & NU 165363–NZ 365685

Length of Coast - Most of the coastline within the County is covered by this SSSI.

Lies within or adjacent to all of the other mainland coastal designations discussed in this plan.

Follows the boundary for the Northumbria Coast SPA, Northumbria Coast Ramsar, Overlaps with 11 other SSSI - Bamburgh Coast and Hills, Newton Links, Castle Point to Cullernose Point, Howick to Seaton Point, Alnmouth Saltmarsh and Dunes, Warkworth Dunes and Saltmarsh, Low Hauxley Shore, Hadston Links, Cresswell Ponds, Cresswell and Newbiggin Shores and Tynemouth to Seaton Sluice (not in Northumberland). Part of the site falls within the Druridge Bay Country Park which is managed by Northumberland County Council.

The Northumberland Shore includes most of the coastline between the Scottish border and the Tyne Estuary. This complements the Lindisfarne SSSI, which it abuts, in providing important wintering grounds for shore birds, and it is of international or national significance for six species, purple sandpiper, turnstone, sanderling, golden plover, ringed plover and redshank. The Northumberland shore consists largely of sandy bays separated by rocky headlands with wave-cut platforms, backed by dunes or soft and hard cliffs. Discrete areas of estuarine intertidal mudflats and saltmarsh are also included.

APPENDIX F: FINANCE AND COMPENSATION

F1 Liability, Compensation and Cost Recovery for Clean-up Costs

Refer to the relevant appendices in the current MCA Marine Pollution National Contingency Plan for guidance.

http://www.dft.gov.uk/mca/mcga07-home/emergencyresponse/mcga-dops_cp_environmental-counter-pollution_and_response/mcga2007-ncp.htm

APPENDIX G: CONSULTATION AND DISTRIBUTION LIST

G1 Consultation and Distribution List

Berwick Harbour Master

Berwickshire and North Northumberland Coast EMS Implementation Officer

Environment Agency

Maritime & Coastguard Agency (HM Coastguard)

Marine Management Organisation

Natural England

North East Standing Environment Group

North Sunderland / Seahouses Harbour Master

North Tyneside Council

Northumberland County Council - Public Protection

Northumberland County Council – Local Services including Neighbourhood Services

Northumberland County Council – Waste Management

Northumberland County Council – Planning Services

Northumberland County Council – Director of Public Health

Northumberland Fire & Rescue Service

Northumbria Police

Police Scotland

Port of Blyth

Port of Tyne

Public Health England

Scottish Borders Council

Warkworth Harbour Master

APPENDIX H: Incident Response Centre (SRC) / Forward Incident Command Point (FICP) Locations

Berwick Harbour

Harbour Master: Duncan Wood

Address: Harbour Master's Office, Tweed Dock, Tweedmouth,
Berwick upon Tweed TD15 2AB

Contact Number: 01289 307404

Amble/Warkworth Harbour

Harbour Master: Simon Baxter

Address: Warkworth Harbour Commission, Harbour Office, The Quayside,
Amble NE65 0AP

Contact Number: 01665 710306

Seahouses Harbour

Harbour Master: Phillip Brabban

Address: North Sunderland Harbour Commission, 37 King Street, Seahouses NE68 7XR

Contact Number: 01665 720033 / 720030

Port of Blyth

Harbour Master: Martin Willis

Address: Blyth Harbour Commission, South Harbour, Blyth NE24 3PB

Contact Number: 01670 352066

Northumberland County Council (Fire HQ)

Duty Officer: via Fire Control

Address: West Hartford Business Park, Cramlington, NE23 3JP

Contact Number: 01670 627599

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Following are Extracts from Harbour Plans within Northumberland

1. Berwick upon Tweed
2. Warkworth
3. Seahouses / North Sunderland

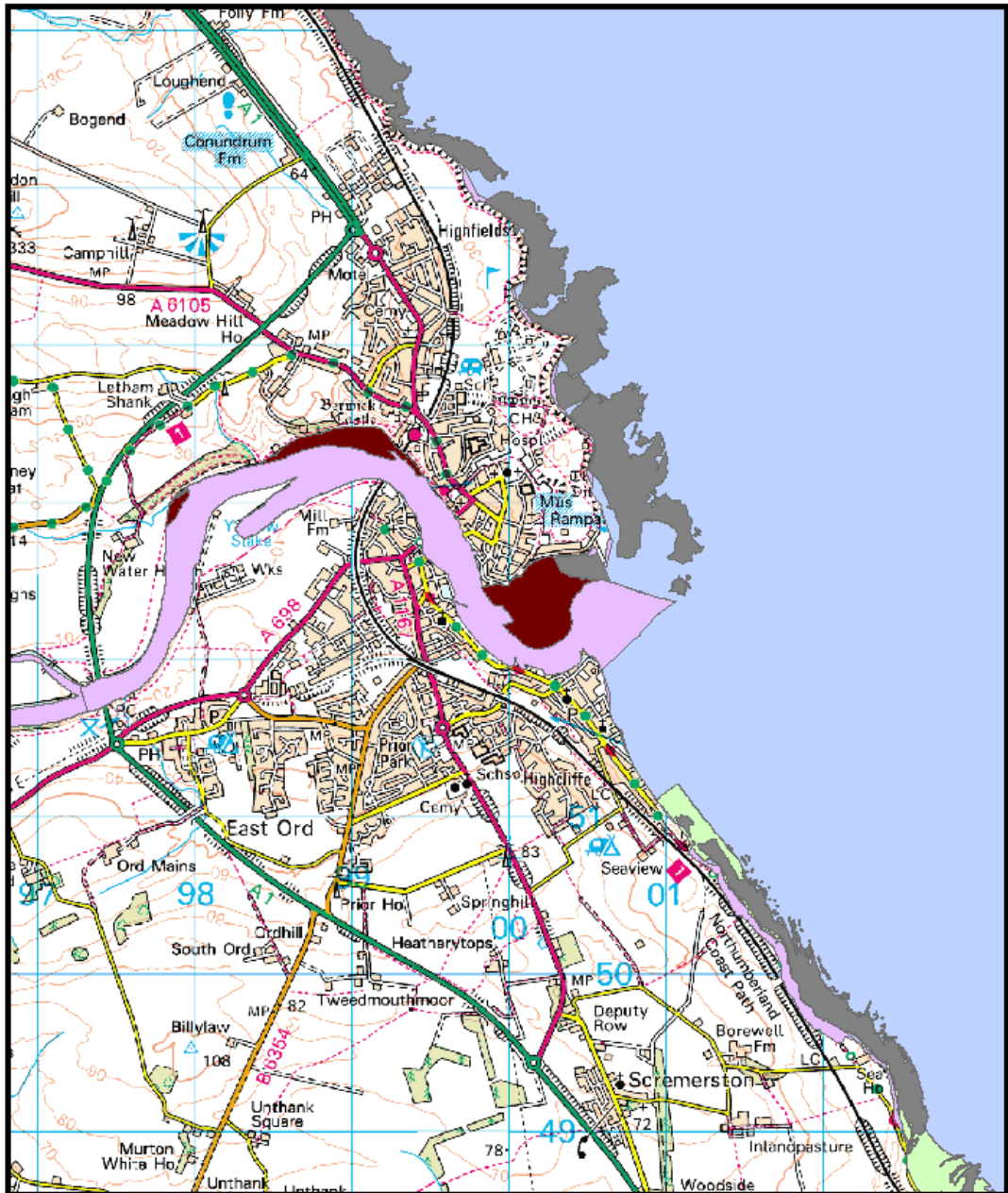


NORTHUMBERLAND HISTORIC ENVIRONMENT RECORD Consultation
Norham First School for W A Fairhurst & Partners

DATE: 29/10/2010
Northumberland
 Northumberland County Council

European_Marine_Site

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NORTHUMBERLAND HISTORIC ENVIRONMENT RECORD Consultation
Norham First School for W A Fairhurst & Partners

- Rocky Shore & Islands
- Mudflats
- spa
- European Marine Site
- sac

DATE: 29/10/2010

NORTHUMBERLAND F
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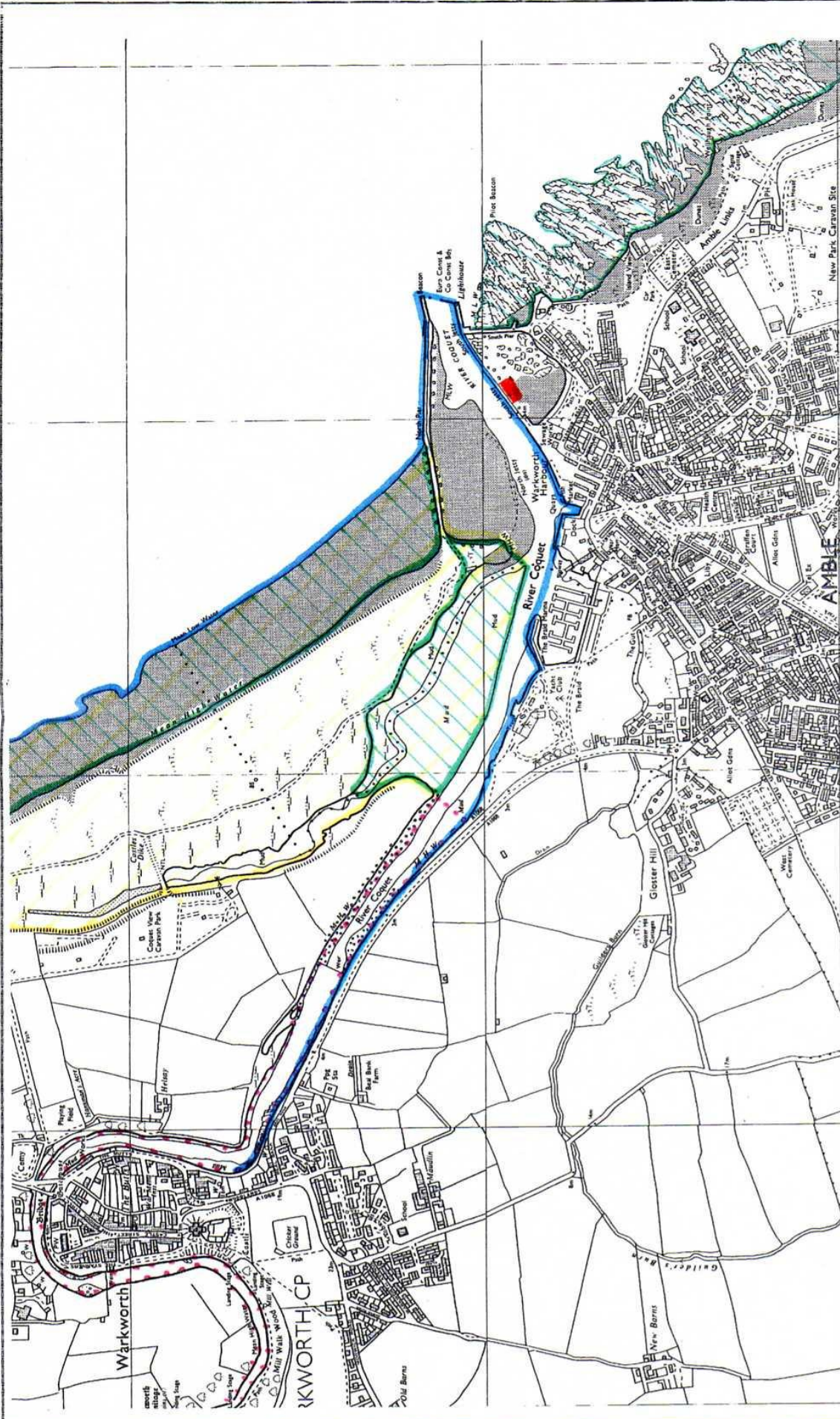


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Districts:	Alnwick
Panah(tas)	Warkworth
Ambles	East
Scale	1:50,000

PLAN 1 WARKWORTH HARBOUR COMMISSION BOUNDARY

BERLAND COUNCIL
 Environment & Directories



Northumberland
COUNTY COUNCIL
 Director of Environment
 Environment Directorate
 County Hall, Morpeth, Northumberland
 Telephone (01670) 533000 NE61 2EF

PLAN 2
WARKWORTH HARBOUR OIL SPILL
CONTINGENCY PLAN
 NORTHUMBRLAND
 RIVER COQUET & COQUET VALLEY WOODLAND SSSI
 VALLEY WOODLAND SSSI
 AONB

WARKWORTH DUNES & SALTMARSH SSI
 NORTH N'LAND DUNES C.SAC
 SHORE SSI
 MUSSEL EXPERIMENTAL SITE

Distric(t)les / Alnwick
 O S Map
 NU 20 NESE

Parish(es) / Warkworth
 Scale 1:10,000
 Date June 1999

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PLAN 3 Warkworth Harbour Oil Spill Contingency Plan
 Northumbria Shore Proposed Ramsar Site and
 Potential Special Protection Area

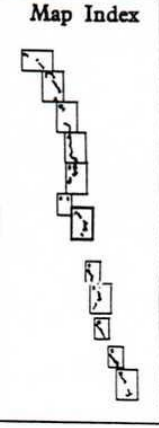
Nature Conservancy Council for England
 ENGLISH NATURE Proposed Ramsar site and Potential Special Protection Area

Northumbria Coast
 Northumberland
 Tyne and Wear Durham

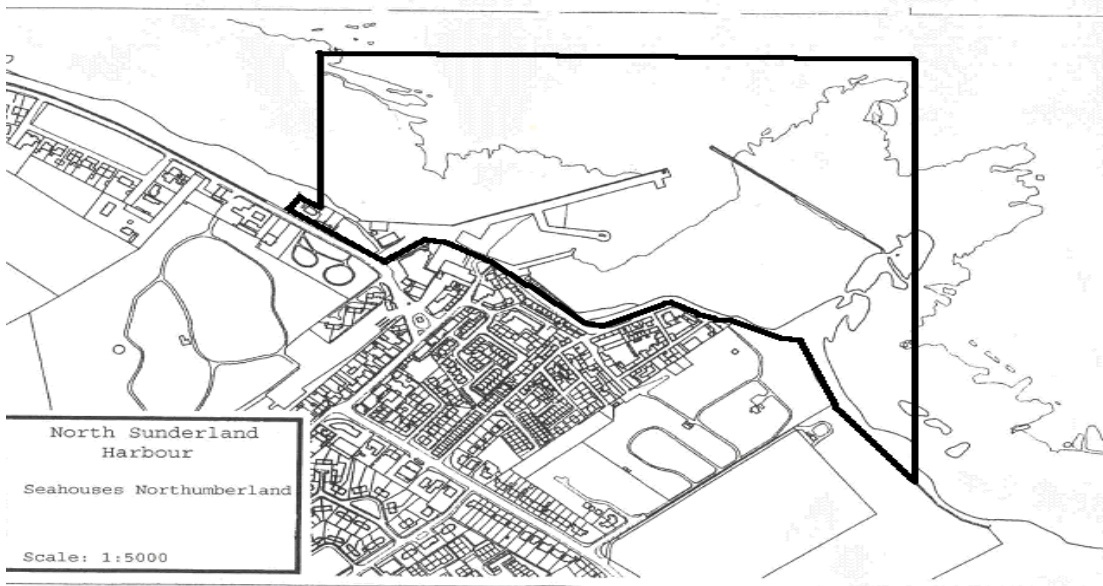
Map for Component Site of Special Scientific Interest
Northumberland Shore

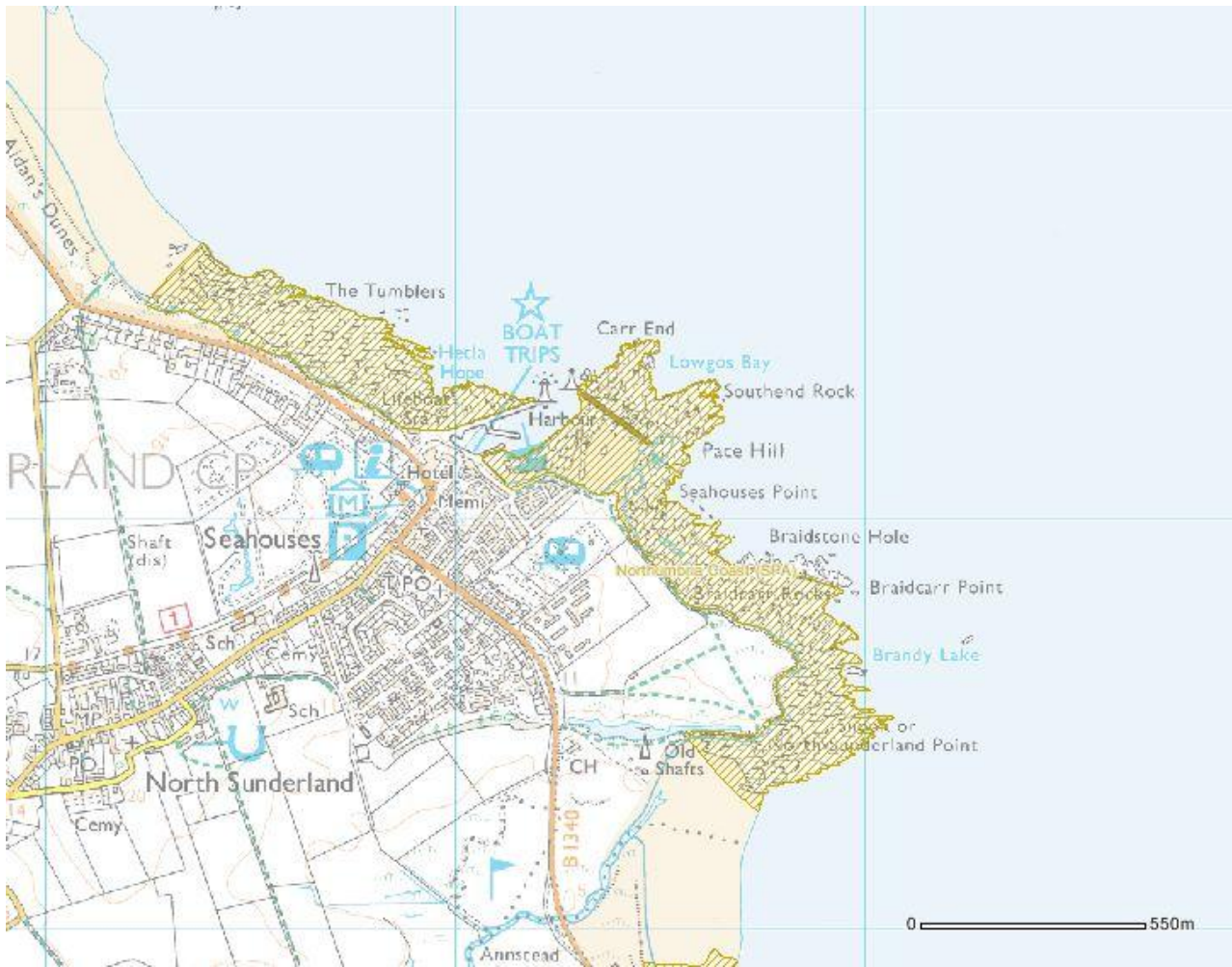
Hectares: 933.89 Designation date:
 Scale 1:15000 1000 metres Map 7 of 12 Grid North
 0 3000 feet
 Established from the Ordnance Survey 1:25000 map with the permission of the
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 Produced by Geographic Information Unit, English Nature © English Nature 1999
 Site No: 1007234
 Point No: 1007233
 Grid No: NU260025
 Version: 1 Jan 1999
 Format: 1 Jan 1999 14:22
 Sub: 1007234v0007 IN

Component Site of Special Scientific Interest
 Proposed Ramsar site and Potential Special Protection Area
 933.89
 Area values are in hectares

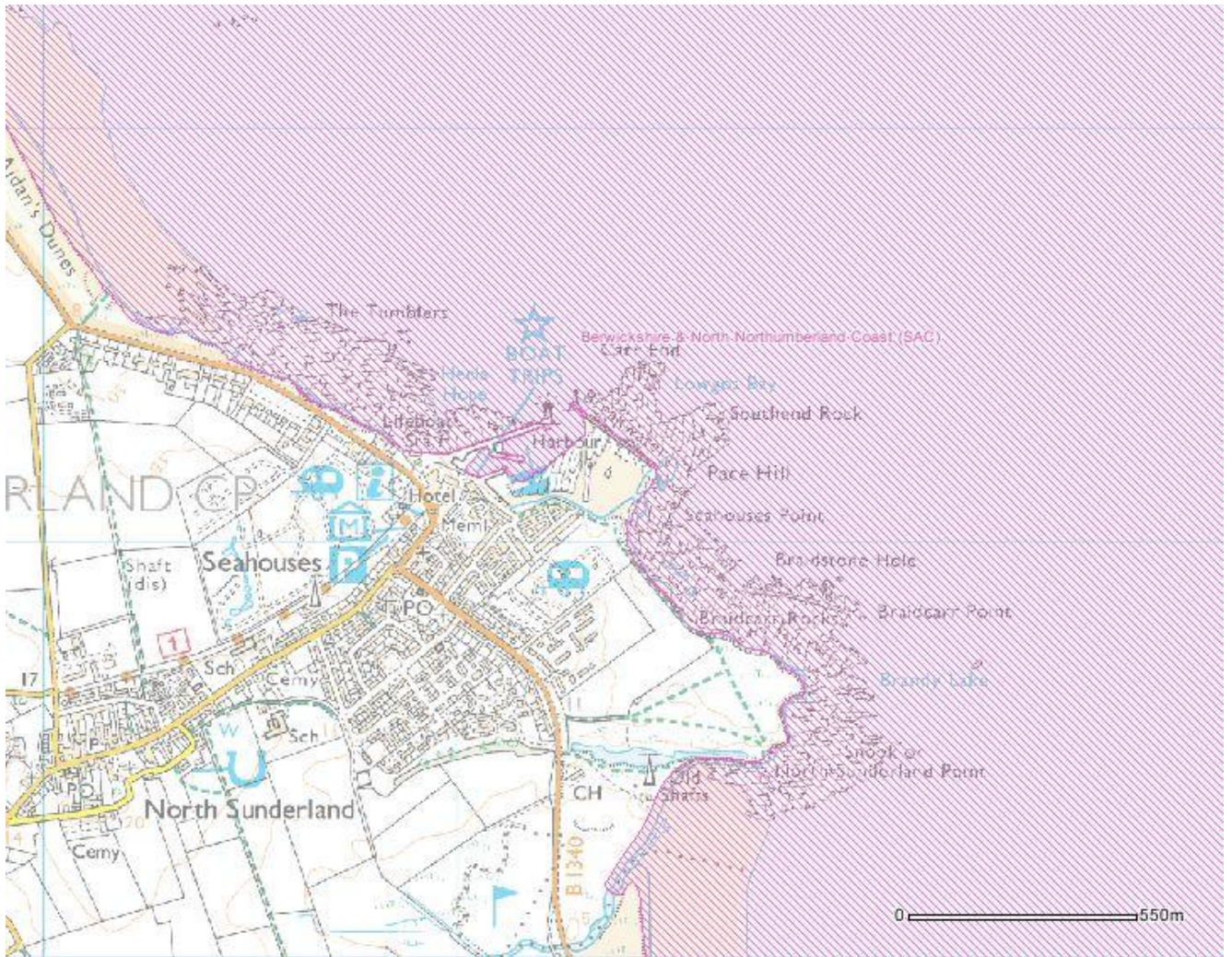


North Sunderland Harbour Boundary Limits









End of Plan

