DP WORLD
London Gateway

Oil Pollution Preparedness, Response & Co-operation Plan

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This document arises from a statutory requirement set out in the Maritime and Coastguard Agency's (**MCA**) National Contingency Plan, which specifically requires ports to produce an "Oil Pollution Preparedness, Response and Co-operation Plan" (**OPRC**) appropriate to their locality and circumstances.

This OPRC has also been prepared in accordance with the requirements of the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998.

The DP World London Gateway Port (**London Gateway Port**) OPRC is therefore meeting the above statutory obligation, but most importantly, is specifically designed to enable a swift, timely and appropriate response from the London Gateway Port team to a pollution incident.

This plan contains guidance, information, advice and contact details to facilitate an efficient, effective and appropriate response.

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DP World London Gateway

Version 5 Revised January 2021

Andrew Woods, Harbour Master, DP World London Gateway

The responsibility for the upkeep, amendment and review of this contingency plan has been assigned to the Harbour Master, whose responsibility it is to ensure the plan is reviewed in accordance with legislative requirements and any changes in operational activities.

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Document History

Document Owner: Harbour Master

Revision History:

Version	Date	Reason for change	Author
1	20/07/2012	FIRST DRAFT	C Hitchcock/E Deary
2	06/09/2013	Updated to reflect operational activities	J Hannon/E Deary
3	02/08/2017	Reviewed and updated to reflect operational activities and procedures	C Hitchcock
4	30/08/2017	Updated based on comments from MCA review	C Hitchcock
5	11/12/2020	Contacts updated	A Woods

Approvals:

This document requires the following approvals.

Name	Signature	Title	Date	Version
C Hitchcock		Harbour Master		4
R Haylock Jones		Environment Manager		4
A Woods		Harbour Master		5

MCA Plan Approved Letter

Glossary

ADCP	Acoustic Doppler Current Profiler
CPSO	Counter Pollution and Salvage Officer
EA	Environment Agency
EG	Environment Group
ELO	Environment Liaison Officer
LOA	Length Overall
MCA	Maritime & Coastguard Agency
MMO	Marine Management Organisation
MRC	Marine Response Centre
NCP	National Contingency Plan
OSMT	Oil Spill Management Team
OPRC	Oil Pollution Preparedness, Response and Cooperation (1990)
OMT	Operations Management Team
PLA	Port of London Authority
POLREP	Pollution Report
RSPB	Royal Society for the Protection of Birds
SAC	Scientific Area of Conservation
SINCs	Sites of Importance for Nature Conservation
SOLAS	Safety of Life at Sea
SOPEP	The Shipboard Oil Pollution Emergency Plan
SOSREP	Secretary of States Representative
SSSI	Site of Special Scientific Interest
TCG/RCG	Tactical Co-ordinating Group/Response Co-ordinating Group
TOSCA	Thames Oil Spill Clearance Association
TEU	twenty-foot equivalent units
TOSCA	Thames Oil Spill Clearance Association
VTS	Vessel Traffic Services

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1 Strategy

1.1 Responsibility for the Plan

The London Gateway Harbour Master is responsible for the upkeep and amendment of this Oil Pollution Preparedness, Response and Co-operation Plan (**OPRC**) to ensure that the information in the plan remains current and is reviewed in accordance with legislative requirements and operational activities.

1.2 Purpose and Scope of the Plan

Statistics show that the majority of marine oil spill incidents occur within ports and harbours. Concentrated commercial operational and industrial activity takes place in these busy environments and harbour authorities have overall responsibility for the safety of marine operations on waters within their jurisdiction. Incident preparedness is paramount to environmental, commercial and economic interests.

The purpose of the plan is to provide a structured and clear framework for responding to an oil pollution incident which may occur within London Gateway Port's jurisdiction, including response actions and resources for Tier 1 and Tier 2 oil pollution incidents and to aid the response of a Tier 3 incident.

The jurisdiction of London Gateway Port extends to 60 m from the sea wall. Anything that extends beyond this is under the jurisdiction of the Port of London Authority (**PLA**).

In the event of a Tier 2 and 3 oil spill incident to water, London Gateway will draw upon the Thames Oil Spill Clearance Association (**TOSCA**) and Adler and Allan (London Gateway Port's Tier 2 response contractor) to assist in the response. However, once the oil is ashore the clean-up operation becomes the responsibility of the local council.

In the event that an oil spill, is associated with an incident, which involves risks to the health and safety of personnel, these shall take precedent in the management of the incident and the London Gateway Emergency Response Plan shall be referred to.

This OPRC plan is specifically designed for the prevention and recovery of oil-based pollutants. Spills of noxious or hazardous chemicals at London Gateway Port, including spills of such substances to water, are covered separately and a Tier 2 Contractor, Adler and Allen, is contracted to provide support and response for these types of spills within the jurisdiction of the Port.

Information regarding the regulatory and policy/guidance background to marine pollution contingency planning is provided in Appendix 1.

1.3 Geographical boundaries of London Gateway Port

Situated on the north bank of the River Thames in Essex. London Gateway Port's jurisdiction as a Harbour Authority extends to 60 m into the River Thames (refer to Figure 1). London Gateway Port also owns and has responsibility for newly created mudflats; Stanford Wharf Nature Reserve (located to the west of London Gateway Port, Essex) and Salt Fleet Flats (located on the south side of the River Thames opposite London Gateway Port, in Kent).

Due to the limited extent of London Gateway Port's jurisdiction and tidal velocities within the Thames, depending on tidal conditions at the time, the spill has the potential to move rapidly outside of the Port limits. The Port of London Authority, Environment Agency and MCA shall be notified of any spillages to water.

1.4 Consultation

In preparing this OPRC plan the following authorities and agencies have been consulted:

(a) Marine Management Organisation

(b) Natural England

(c) Environment Agency

(d) Essex County Council

(e) Thurrock Council

(f) Adler & Allan Limited

(g) Port of London Authority

(h) Kent County Council

(i) Castle Point District Council

(j) Shell UK Limited

1.5 Interfacing Contingency Plans

Whilst this OPRC plan is specific to London Gateway Port, there are other emergency plans from third parties that should be accounted for in case of a major oil spill. In particular:

(a) Port of London Authority

(b) Shell UK Limited

(c) Essex County Council

(d) Thurrock Borough Council

(e) Kent County Council

(f) Tilbury Port

(g) Tilbury Power Station

A Tier 3 oil spill incident may result in the MCA deciding to implement the National Contingency Plan (**NCP**). In the event of this occurring, the MCA will take control from a Marine Response Centre (**MRC**). If the MCA formally take over the response and clean-up operation, then London Gateway Port's oil spill response resources and facilities will be made available to the MCA.

1.6 Roles and Responsibilities of Parties associated with the Plan

London Gateway Port has the responsibility to respond to an oil spill within the Port regardless of its classification (refer to Table 2). All incidents must be reported to the relevant UK regulatory and maritime authorities.

The competent national authority designed to oversee all matters pertaining to the Oil Pollution Preparedness, Response and Co-operation (**OPRC**) Shipping Convention under the Merchant Shipping Act 1995 and the Merchant Shipping and Maritime Security Act 1997, is the MCA. The Harbour Master is responsible for the maintenance and up keep of this plan and is to

ensure that one year prior to re-approval that the plan is fully reviewed and stakeholders consulted.

Table 1 identifies responsibilities for clean-up of pollution within London Gateway's jurisdiction.

Table 1: Responsibilities for Clean-up of Pollution

Location of pollution	Responsibility for clean-up lies with:
On the water	Harbour Authority
Jetties/wharves/structures owned by Harbour Authorities	Harbour Authority
Beach/shoreline owned by the harbour authority	Harbour Authority
Foreshore owned by a private individual or group	Foreshore owner(s)
Shoreline (including land exposed by falling tide) and other structures	Local authority

The Harbour Master takes overall responsibility at London Gateway Port for the implementation of this OPRC plan, however in the absence of the Harbour Master, the Duty Shift Manager may assume this responsibility. The Harbour Master will delegate response actions outlined in this plan to other London Gateway Port personnel, as appropriate, including the DP World London Gateway Environment Team.

1.6.1 Role of SOSREP

The role of the Secretary of States Representative (SOSREP) was formally introduced in 1999 and has the power to oversee, control and intervene in any salvage operations in UK waters involving vessels or fixed platforms where there is a significant risk of pollution. Ultimately, it is the responsibility of SOSREP to take control of a vessel in distress and bring it into the London Gateway if selected as an appropriate port of refuge.

SOSREP, once advised of an incident, cannot ignore a situation. Government policy is that ultimate control of any salvage operation where there is actual pollution or a significant risk of pollution to the environment must be exercised by SOSREP. In this situation, an Environment Group (**EG**) will normally be established as described in the National Contingency Plan. Appointed Environment Liaison Officers (**ELOs**) will provide environmental and public health advice to the response centres and the relevant harbour authority.

1.7 Environmental Setting

The River Thames is an iconic river and is a major national and local resource for the economy and for recreation. The Thames water quality has improved dramatically in the last 50 years and is an ecologically diverse estuary. It provides an important wildlife corridor for migrating species, nursery areas for juvenile fish including commercially important fish stocks, foraging grounds for birds and marine mammals. London Gateway's land ownership extends to cover areas of important scientific interest, including Sites of Special Scientific Interest (**SSSIs**), Sites of Importance for Nature Conservation (**SINCs**), Ramsar Sites (Internationally Important Wetlands) and areas of internationally important mudflats for wintering birds, are located in the vicinity of the Port. It is necessary to be aware and prepared of these important environmental areas and how they can be affected by an oil spill incident. Refer to Figures 2 and 3 which are appended to this report and identify the location of sensitive areas around London Gateway Port and the location newly created mudflats at Stanford Wharf Nature Reserve (Essex) and Salt Fleet Flats (Kent).

The seabed nature of the holding ground within the harbour limits has a varied substrate, predominantly a sand and gravel with clay and mud deposits.

The Water Framework Directive has divided the Tidal Thames into three water bodies; Thames Upper, Thames Middle and Thames Lower. London Gateway is located on the border of the Middle and Lower part of the Tidal Thames.

The Thames Middle ranges from Cremorne Gardens to Stanford-le-Hope and comprises the brackish zone where water transitions between freshwater and marine. It is an industrial and urban reach where the river is constrained by vertical and hard flood defence walls, docks and artificial structures interspersed with creeks, inlets, with more natural marginal saltmarsh and grazing marsh starting to occur towards the outer estuary. Conditions here are harsh with a high tidal range, strong currents and changeable salinity.

The Thames Lower ranges from Stanford-le-Hope to Haven and Warden Point in the Outer Estuary and comprises the marine zone. The channel here is wider than further upstream and the habitats illustrate more connections between the aquatic and terrestrial environment. Saltmarsh, reed beds, mudflats, grazing marsh, shell and shingle banks, earth flood embankments and saline lagoons support a wide variety of fish and invertebrates providing rich feeding grounds for birds and marine mammals. The zone is the primary area for breeding and nursery grounds for Dover sole, flounder, bass and mullet and commercially important shellfish such as cockles and mussels.

The local tide is semi-diurnal and has a 5.8m (tidal range).

London Gateway is affected mainly by two types of wind systems, the prevailing south westerly winds and the north easterlies. The two areas of shelter best to accommodate a refuge vessel.

Further information regarding the environmental setting of London Gateway Port is provided in Appendix 2.

A copy of London Gateway Port's Environmental Policy is also included in Appendix 2.

1.8 Risk Assessment

General Risk Assessment

DP World London Gateway Port can accommodate the world's largest container ships; with a higher level of productivity as a result of, state of the art handling systems, reduced downtime for bad weather and a planned capacity of handling 3.5m TEU per annum. It will provide shipping companies easy access to all national transport hubs, via rail and road access.

The Port development currently comprises three operational berths with twelve quay cranes and associated container stacks and landside interchange area. Land reclamation has been completed to facilitate future development of up to six berths, however at present these areas remain largely undeveloped. At the western end of the Port there are leased areas providing ancillary services to the Port. The Port also comprises a rail head served by rail mounted gantry cranes, a locomotive refuelling area (serviced by fuel tankers) and supporting facilities including Border Control, engineering workshop, amenities building and offices. Fuel tanks and associated refuelling facilities are located at the eastern side of the Port. Refer to Figure 3 which provides an overview of the Port and drainage.

Possible operations within the Port that could result in a pollution incident have been identified below.

Navigation and Vessel Berthing

London Gateway has been designed to accept ultra large container vessels measuring approximately 400m length overall (LOA), and with a draft of circa 16m.

Potential exists for oil spill releases during vessel movements. Possible scenarios which may result in an oil spill are considered to be as follows:

(a) two vessels colliding with one another resulting in a rupture of fuel tanks;

(b) extraordinary angle of impact of a vessel's side plating on quayside whilst berthing, resulting in rupture of side fuel tank;

(c) collision between vessels and Port infrastructure whilst arriving/departing.

Risks associated with the above are minimised through the pilotage of vessels by PLA Pilots and vessel traffic management controlled by the PLA VTS. In addition, there is an extensive fendering system along the quayside to minimise damage in the event of contact.

Modern navigational aids such as the Port's ADCP buoy and London Gateway Port's Marine Safety Code also identifies hazards and risks that are mitigated via its safety management system.

Risks associated with the above are therefore deemed to be low.

Risk of Grounding

To maintain suitable depths alongside the berths and the approach channel, regular hydrographic surveys are undertaken by the PLA and shoal areas are determined from the results of the surveys to ensure suitable draft for safe navigation and berthing. Maintenance dredging is undertaken as required to maintain navigation depths.

The risk of grounding resulting in damage to the hulls of vessels is therefore very low. In addition, all vessels are piloted by PLA Pilots and controlled by the PLA VTS operations room.

Bunkering

Bunkering operations are infrequent at London Gateway Port, however if undertaken, with prior agreement of the Harbour Master, this will be in strict accordance with London Gateway Port's Bunkering Procedure (refer to Appendix 3). Risks associated with bunkering include tank overflow and hose failure, however implementation of appropriate procedures during bunkering will minimise risk. Due to the infrequent nature of bunkering operations at London Gateway Port the risk is deemed to be low.

Discharges from Outfalls and Vessels

London Gateway Port has a series of surface water outfalls which discharge to the River Thames, with two main outfalls located at the eastern and western end of the Port which are served by pump stations and a series of smaller outfalls which discharge surface water directly from the quayside. Refer to Figure 3 appended to this report for locations of outfalls as well as Figure 4 which focuses on the quayside drainage. There is also an additional outfall on the western side of the London Gateway development which discharges surface water from the London Gateway Logistics Park. This outfall is also served by a pump station.

In the event of oil spills on land, procedures shall be implemented to close penstock valves where applicable and/or shut down pump stations to prevent discharge to the River Thames. Reference to the London Gateway drainage plans identifies the catchment areas for drainage, the location of interceptors and penstock valves and outfalls, to inform response actions. In the event of a major oil spill on land, pump stations shall be shut down as a precautionary measure until the extent of the spill has been assessed. Landside spills may result from the following:

(a) rupturing of landside storage tanks e.g., through vehicular contact;

(b) spills from malfunction of Port equipment or vehicles (e.g., quay cranes);

(c) leaking containers/tanks;

(d) incidents during refuelling, e.g., hose failure or overfilling;

(e) collision between vehicles.

Procedures are in place to mitigate risks associated with the above and with implementation of these procedures the risks are considered to be low.

In addition to the above, the potential exists for oily bilge water to be inadvertently pumped into the River Thames from a vessel and measures to prevent this from occurring should be implemented by the vessel.

Place of Refuge

The UK has obligations under the International Convention for the Safety of Life at Sea, 1974 (**SOLAS**) to provide shelter for maritime casualties which may require use of waters within a port as a place of refuge. MCA and SOSREP are responsible for discharging this SOLAS obligation and it is London Gateway Port's responsibility as a harbour authority to work with the MCA and SOSREP. A well-developed understanding about the nature and environment of the port's waters are important to plan and assist with a potential casualty that seeks shelter within London Gateway Port's harbour jurisdiction.

Inherited Incident

The proximity of London Gateway Port to the busy shipping lanes in the River Thames presents the risk of an inherited oil pollution incident. Under the SOLAS convention, the MCA, the SOSREP and London Gateway Port have the "*responsibility to provide shelter for maritime casualties who may require use of waters within a port as a place of refuge*" (MCA). Oil pollution incidents that take place outside London Gateway Port's controlled waters can be inherited (e.g., spills influenced by wind and tide are sent in the direction of the port). With regard to an inherited incident there would be a direct response from the Port with its own resources, however London Gateway Port would be under the strict guidance of the MCA and SOSREP.

Fate of Spilled Oil

One of the most important processes that takes place when oil is spilled, is that of evaporation and emulsification, where oil goes through changes in its composition.

Upon impact with water, oil will normally spread and drift very rapidly to form a thin slick over the surface. This is transported very quickly on the surface by winds and currents.

Oil emulsion takes place when the lighter compounds have evaporated and the physical processes mix water in with the oil. This causes the volume of the oil to increase and makes it viscous and much harder to disperse.

Micro-organisms in sea water, by using the natural process of biodegradation, can use the dispersed oil as an energy source, breaking it down to carbon dioxide and water. In some incidents this might be better than manually cleaning up the oil, though this is dependent on the surrounding environments.

Oil landing on shorelines after a spill, is normally very patchy. Some resources might be impacted greater than others. Potential areas and extents of distribution of oil should be assessed quickly using. Furthermore, the environmental setting of the site, including the location of sensitive sites and receptors, influences of tide and current should be assessed when determining response actions and priorities and deploying booms during clean up.

Section 1.8 above provides a summary of the environmental setting and further information is provided in Appendix 2.

1.9 Categories of Incident

Oil Spill Contingency Plans classify incidents using a three-tiered response system. Tier 1, Tier 2 and Tier 3 have to be identified and classified by the Harbour Master, however the classification of the incident may alter during the response process. The definitions of the tiered levels are as follows:

Table 2: Tiered Levels of Oil Spill Response

Category	Description	Authority to Increase Response Capability
Tier 1	A small operational spill (<0.2m^3) when events can be controlled immediately (within 30 minutes of initial notification) by on-site resources, without recourse to outside intervention.	Harbour Master
Tier 2	A medium sized spill (0.2m^3 – 50m^3) beyond the capability of London Gateway that would require the assistance of outside contractors, including TOSCA.	Harbour Master/PLA/TOSCA
Tier 3	A large sized spill (>50m^3) beyond the capability of local and regional resources which would be dealt with using the assistance of outside contractors and agencies.	MCA Counter Pollution Response SOSREP (Counter Pollution and Salvage)

Note: Taken from the MCA National Contingency Plan

1.10 Incident Organisation

A Tier 1 incident will involve only the Harbour Authority and the relevant personnel appointed by the Harbour Authority to assist with the response.

A Tier 2/3 incident will have an Oil Spill Management Team (OSMT) deployed that will consist of London Gateway personnel and external organisations who will be contacted by the Harbour Master. Not all of the external personnel may be needed at the same time. The OSMT will be established in the Incident Control Room at No 1 London Gateway, the Port's main administration building. The OSMT will provide the command and control structure to co-ordinate and direct incident response.

The Duty Shift Manager will fulfil the role of the Harbour Master, in reference to the actions set out in this plan, in event that the Harbour Master is unavailable at the time of the incident.

Table 3: Oil Spill Management Team

Management Team		Support Team
Internal Personnel	**External Organisations**	
Harbour Master CEO Port Operations Director Duty Shift Manager Health & Safety Manager Environmental Manager Communications Manager Insurance Manager	<u>Authorities</u> PLA – VTS Control MCA/SOSREP <u>Others:</u> TIER 2 Contractor Salvor Vessels Agent Emergency services P&I Club	Marine Technical Advisors Historian (responsible for keeping a log of events and resources) <u>Local Authorities:</u> Essex County Council Thurrock Council Castle Point District Council Kent County Council <u>Government Bodies:</u> Natural England Environment Agency DEFRA RSPB

Note: OSMT will depend on the severity of the incident.

The Harbour Master requires the transfer of responsibility for managing the Tier 3 response to be formally documented prior to relinquishing overall control of at-sea counter pollution measures to the MCA.

1.10.1.1 Tier 1 Incident

The Duty Shift Manager or Harbour Master activates oil spill response actions on the land, which will include closing of penstocks or shut-down of pump stations as appropriate to prevent release to water via the on-site drainage.

In the event the incident escalates from a Tier 1 to Tier 2 the Harbour Master will mobilise a senior representative to attend. The London Gateway Harbour Master will decide whether to set up an Oil Spill Management Team.

1.10.1.2 Tier 2 Incident

The Harbour Master will establish and chair an Oil Spill Management Team in the Incident Control Room at No. 1 London Gateway. The team differs according to the scale of the incident (refer to Table 3).

The Harbour Master will contact London Gateway's Tier 2 responders to make them aware of the incident and request to mobilise.

London Gateway Port has subscribed to the Thames Oil Spill Clearance Association (TOSCA), which provides 24hour response to oil spills between Tower Bridge and Canvey Island.

Adler and Allen have been contracted by London Gateway Port to provide Tier 2 response service. Following a call to their centre (0800 592827) Adler and Allen are contracted to respond within 4 hours.

London Gateway Port has a small stock of spill response equipment located on site, however in the event of a Tier 2 incident further external assistance from TOSCA and Adler and Allen will be required.

See also the notes below regarding response co-ordination and technical advice groups that may be set-up in the event of a Tier 2 incident depending on the affected areas.

1.10.1.3 Tier 3 Incident

If an incident occurs or escalates beyond the remit of a Tier 1 and 2 response, the MCA may determine that a Tier 3 response is required, and the National Contingency Plan will be implemented. At this point formal control of the incident will be handed over to the MCA. The Harbour Master will establish and chair an Oil Spill Management Team and will include the representatives in Table 3.

Following a significant (Tier 3) incident, a Marine Response Centre will be established at London Gateway's at No.1 London Gateway (at the western end of the Port, located off the main access road). Another facility is available at the Amenities Building (within the Port at the eastern end) if No. 1 London Gateway is unavailable for any reason.

Where an incident involves response and co-ordination more than one local authority a Strategic Co-ordinating Group (SCG) may be established. In this instance, a Government Liaison Officer will normally be despatched immediately. The role of the Government Liaison Officer is to assist the exchange of information between responders and with central government. Appropriate members of the OSMT will re-deploy to the co-ordination groups, as requested by the MCA and local authorities.

Incidents are most likely to require an SCG as well as a Tactical Co-ordination Group (TCG)/Recovery Co-ordination Group (RCG) if a significant amount of oil impacts a considerable length of coastline. An Environment Group (EG) will also be set-up to provide technical advice on response actions and may be located remote to the spill site. Further information regarding the role of the EG is presented in MCA STOp Notice 2/16 – Environment Group.

An EG, TCG/RCG may be established during a Tier 2 incident, depending on the areas affected or potentially affected by the incident. For example, this may be required for incidents which affect adjacent mudflat areas which are highly sensitive habitats.

The role of the TCG/RCG is to co-ordinate and lead the on-shore response. In order to achieve that it must:

(a) Determine the extent of pollution along the affected coastline

(b) Devise and agree an overall strategy for the clean-up response, assign priorities based on threat, impact and available resources.

(c) Propose, agree and initiate the shoreline clean-up response

(d) Obtain and allocate resources required on an agreed priority basis

(e) Agree working liaison with the Environmental Agency.

(f) Ensure a reconnaissance procedure is implemented after clean-up has been completed to monitor sensitive areas or species that were affected.

1.11 Reporting

All oil spill incidents shall be notified to the Harbour Master and Duty Shift Manager.

The extent of notification of external organisations and authorities will be determined by the initial tier classification of the incident by the Harbour Master.

Responsibility for ensuring that external notifications are made lies with the Harbour Master. The Environment Agency and the PLA Duty Port Controller should also be informed of ***'all discharges, or potential discharges of polluting materials to the sea'*** as well as notification to the MCA

An **Initial Pollution Report (POLREP CG77)** should be completed by the Harbour Master and submitted to the **MCA** as soon as possible. Once the POLREP is completed it is to be e-mailed to London Coastguard on **zone12@hmcg.gov.uk.**

A copy of this form and associated guidance is presented in Appendix 4.

The details should be relayed in the first instance to **PLA Duty Port Controller**, which is manned 24 hours a day, 365 days of the year. Reporting can be made via the following means:

Telephone 01474 560311 or 01474 562215

Marine Based VHF Radio Channel (73) or (68) (24 Hour)

Notification to the **Environment Agency** is made via the Incident Reporting Hotline:

Telephone: 0800 807060

Information that will typically be required by the Environment Agency on reporting an incident, is presented in Appendix 5.

Internal Notification Guidelines can be seen in Table 4 below. See Section 3.2 for contact details.

Table 4: Internal Notification Guidelines

Tier	London Gateway Port
1/2/3	Harbour Master
2/3	CEO
1/2/3	Port Operations Director
1/2/3	Duty Shift Manager
2/3	PLA Duty Port Controller
1/2/3	Environmental Manager
2/3	Health and Safety Manager
2/3	Communications Manager

It is important that internal notifications to DP World Regional and Global teams are also made in accordance with the DP World Critical Incident Reporting (CIR) guidelines.

External notification requirements are outlined in Table 5 below. See Section 3.2 for contact details.

Table 5: External Notification Requirements

Tier	Organisation
2/3	Environment Agency
2/3	2/3 MCA (via POLREP)
2/3	Thurrock Council
2/3	Natural England
2/3	Essex County Council
2/3	Kent and Essex Inshore Fisheries Conservation Authority (KEIFCA)
2/3	Kent County Council
2/3	Essex Fire and Rescue Service

1.12 Response Guidelines

In accordance with guidance for preparation of an OPRC plan, this section provides identification of immediate response priorities; mobilising or placing resources on standby and establishing which resources will be utilised within prioritised response sites, e.g., in the form of booming plans and/or tactical response plans.

Useful guidance can be found in MCA STOp notices. Select notices are appended to this report, however extant notices can be located at the following website link: https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes

The success of clean-up operations depends upon adequate planning and frequent training exercises in anticipation of an incident. Areas of coastline where booms or absorbents could be used should be identified, including details of substrate, sensitive areas, currents and appropriate equipment configurations.

Regular exercises take place so that personnel are familiar with the equipment and procedures. The Harbour Master has the authority to order any other marine craft held within London Gateway Port's jurisdiction to tend to and participate in a clean-up operation. When oil has come ashore and the clean-up begins, it is important to maintain records of the activity (locations, numbers of workers, methods and equipment used, etc.), particularly on vulnerable and sensitive resources.

It is vitally important that samples are taken of the oil from the spill site and at the source of the spill, as soon as possible. Refer to Section 3.1.

Following the initial report of an oil pollution incident to the Harbour Master, it is their responsibility to confirm the incident details and initiate an appropriately tiered response.

The Harbour Master is responsible for:

(a) Mobilising the Port's response equipment for Tier 1 category incident

(b) Informing the PLA Duty Port Controller to initiate TOSCA response

(c) The attendance of external contractors in event of support required for a Tier 1/2/3 incident

(d) Making arrangements for the safe storage and legal disposal of wastes arising from the incident.

(e) Ensuring necessary reporting arrangements to the MCA.

Personnel involved in an oil spill response operation should be trained and equipped with action cards, ready to liaise with the Harbour Master/ Duty Shift Manager. The following members have personal action cards that can be found in Appendix 6 and further information is presented in Section 2:

(a) Duty Shift Manager

(b) Harbour Master

(c) Duty Shift Security Manager

(d) Environment Team

(e) Historian (someone allocated to recording/documenting the events and resources used)

The person reporting the spill should be prepared to provide the following information to the Harbour Master/Duty Shift Manager;

(a) (vessel if known)

(b) Location (grid reference/ landmarks)

(c) Source and nature of pollution

(d) Extent of pollution

(e) Any known hazards associated with pollution

It is important that in the event of any spill incident involving damage to equipment or vessels and/or requiring external resources, be reported to the London Gateway Port Insurance Manager and Customer Services.

The following sections provide high-level overview guidance on potential response considerations and strategies for clean-up. Appropriate response strategies will be developed in co-ordination with the relevant authorities and resources and expertise provided by Tier 2 response contractors. A number of factors will determine the response strategy and response and protection priorities will need to be identified based on assessment of the spill, tidal conditions and sensitive areas likely to be affected.

1.12.1 Port Drainage

It should be noted that there are outfalls along the quayside which drain surface water directly into the Thames. If an incident occurs the quayside, shut off valves that control these outfalls should be closed via the Building Management System (BMS). This is accessed via the Shift Manager's computer (the Environment Team, Harbour Master and Facilities Management also have access to this system) or, in the event of a power failure, the shut off vales should be closed manually using the motorised spindle which is kept in the Engineering Stores.

Closure of the shut off valves will prevent contaminants that have entered the surface drains, entering the Thames. Depending on the location and extent of the spill, consideration should also be given to the need to request shutdown of the pump stations. Refer to Figure 3 and Figure 4 showing the location of outfalls and pump stations and drainage catchment areas.

1.12.2 Recovery of Oil on Water

Oil on water undergoes certain phases of evaporation and then proceeds to emulsify. The forces that act upon the water such as wind, wave and tide also act on the oil so it is essential that the oil spill is contained quickly and prevented from reaching sensitive areas.

Shoreline barriers may be used for dealing with spills, firstly for coastal protection and by diverting/preventing the oil from reaching the shore. Secondly, in the collection of oil being washed downstream as part of the clean-up operation, this is to prevent the oil spreading further. The following influences are important when deploying booms:

Wind

Strong winds generate waves, which can splash over the boom. Although oil on the surface tends to dampen waves, eventually oil will splash over the boom. Strong winds can also generate additional tensile forces on the boom, causing it to drift. The oil that can potentially spill over the booms must be monitored and the rate of wind speed in knots should be calculated at the beginning of the clean-up operation and monitored throughout.

Currents and Tides

If the oil spill cannot be contained before the tide changes, due to the tidal nature of the Thames Estuary, contamination is likely to be spread upstream on the flood tide and downstream on the ebb tide. Continuing recontamination following each tidal cycle is possible following the clean-up operations, thereby extending the clean-up period of a large incident over several weeks.

Currents and tides will initially concentrate the oil in a wedge in the boom cusp. At current speeds of less than half a knot at right angles to the boom, this wedge can be several metres wide, and will contain the majority of oil that accumulates. If current speed increase then the leading wedge of the oil will push up against the boom and water would dive under the boom's skirt taking oil with it. The problem caused by currents can be rectified by securing the boom at such an angle that oil can be diverted by the boom to calmer water. The table below can help to construct an efficient booming plan.

Table 6: Maximum angle of boom relationship with current strength

Current Strength		**Maximum Angle**
Knots	m/sec	Degrees
0.7	0.35	90
1.0	0.5	45
1.5	0.75	28
2.0	1.0	20
2.5	1.25	16
3.0	1.5	13

Mooring Length and Anchoring

The length of mooring between boom and anchor should be 4-5 times the maximum water depth (note the tidal range of the area). If mooring are too short the boom may be dragged below the surface or the anchor 'tripped' out.

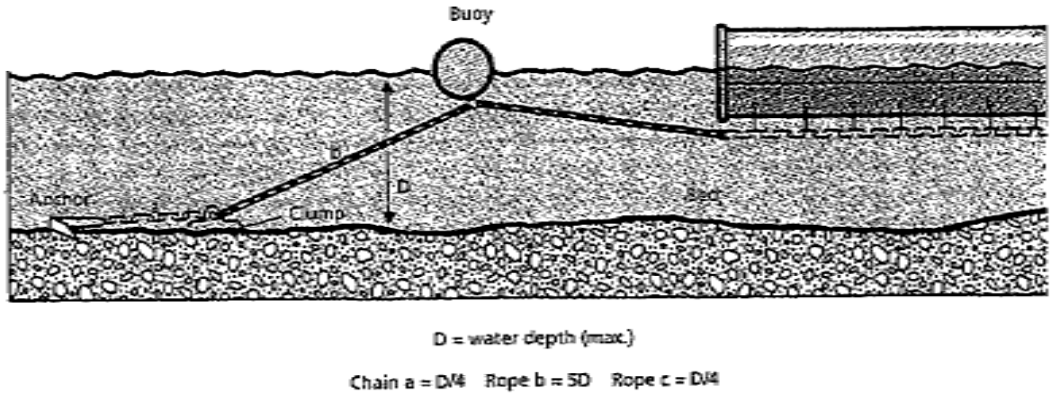

Figure 5: Diagram showing sufficient mooring length

The holding power of an anchor will vary according to its type, weight and the composition of the riverbed. For example, anchors of the Bruce or Danforth type will be most effective in sand and mud substrates, but a fisherman's anchor (hook type) will be better on a rocky bottom.

Quayside Booming

In the event of an oil spill to water, TOSCA will be contacted to provide support for deployment of booms to contain the spillage where possible.

In the port there are various areas where booms can be connected to the quayside or similar structures with a hard vertical or near vertical surface. The various structures also have specific booming needs because of their individual structures. When connecting booms to fixed structures a running mooring should be installed to allow the boom to rise and fall with the tide. This is a rope attached at the top of the quay to a bollard or other secure point and weighed down by an anchor. This technique will only be effective where forces on the rope and boom are minimal.

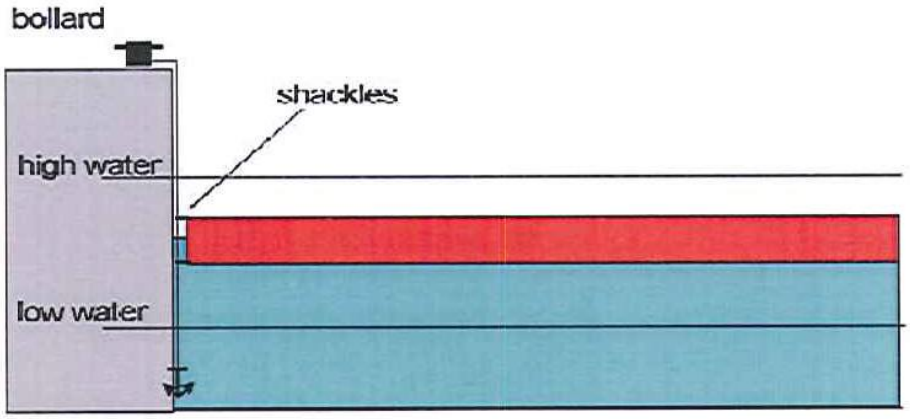

Figure 6: Diagram of inflatable boom connected to bollard alongside jetty

It is also necessary to establish the flow velocity of the waters in the area. This information is held within the following documents:

(a) London Gateway Tide Tables

(b) London Gateway Admiralty Chart (No.1186)

(c) London Gateway Tidal Stream Atlas 2012

(d) Port of London Climate Atlas 2003

1.12.3 Recovery of Oil from Inshore Waters

The principal aims of shoreline clean-up operations are to reduce the pollution to a tolerable level and to restore the coastline with the least impact to the environment. A response and clean-up strategy would be determined in co-ordination with and approval by the relevant authorities including environmental regulators.

If the oil is contained within the estuary access, timely decisions on response strategy and access and mobilisation will be important due to sensitive mudflats, beaches and creeks. Care should be taken when accessing these areas and precautionary checks should be taken.

Refer to Appendix 2 which provides further information regarding the environmental setting of the Port and reference to Figures 2 and 3 which identify environmentally sensitive areas.

Three stages can usually be recognised in the clean-up of shoreline contamination;

(a) **Stage 1:** Removal of heavy contamination and floating oil;

(b) **Stage 2:** Cleaning up of moderate contamination, stranded oil and oiled beach materials;

(c) **Stage 3:** Clean-up of lightly contaminated shorelines and removal of oily stains. In many situations it will not be necessary to progress through all three stages and on occasions oil on shorelines will be best left to weather and degrade.

1.12.4 Physical removal of oil from a beach

The foreshore closest to London Gateway is to the west of the Port along Mucking Flats, Mucking Creek and Stanford Wharf Nature Reserve, refer to Figure 2. These are environmentally sensitive areas which are used by wading birds amongst other wildlife.

As identified above, any shoreline clean-up strategy would be determined in co-ordination with and approval by the relevant authorities. Natural England and the Environment Agency shall be consulted from the outset to ensure that the protected areas have not been affected and to determine possible post monitoring of the area.

A preferred method of cleaning sensitive areas such as these may be to use low impact techniques to wipe away the excess oil and then allow natural processes to biodegrade the remaining contamination.

Clean up procedures should consider:

(a) Access to the shoreline

(b) Poor vehicle mobility over soft substrate

(c) Penetration of oil into the beach material

(d) Excessive amounts of beach material being removed whilst clearing the oil, which will need to be disposed of. It should be noted that hazardous waste disposal sites in the UK are increasingly limited.

Note: Please refer to map in Figure 2, which identifies designated sites/environmentally sensitive areas.

If the clean-up strategy involves removal of contaminated shoreline materials, excavation should use a scooping action to slightly undercut the oil, therefore cutting into clean sand to avoid spreading oil over, up or into the beach. Oil will inevitably enter the body of the pebble foreshore and may take a few weeks to leach out as sheen and tar balls. If the sheen is predicted to be large then an inflatable boom should be placed along the beach to intercept the leaching oil and prevent it from entering back into the Thames Estuary.

1.12.5 Dispersants

As a strict policy, London Gateway Port will refrain from the use of artificial dispersants in response to an oil spill due to the local seabed topography and the sensitivity of the surrounding receptors. Should the use of artificial dispersants be necessary then approval should be obtained directly from the MMO/EA/PLA. Refer to contact list in Section 3.2.

1.12.6 Health and Safety

The Harbour Master/Duty Shift Manager shall complete a risk assessment for each activity associated with the clean-up response. The Site-Specific Health and Safety Plan Assessment Form lists site characteristics, site hazards, personal protective equipment and site facility needs. Refer to Appendix 7.

Please also be advised by the London Gateway Port Ltd Health and Safety Policy (Appendix 8).

Access to clean up areas will be restricted. Security will be deployed to ensure only persons working on the clean-up operation are permitted access.

1.12.7 Decontamination

Workers who have been wearing protective clothing are likely to become contaminated by oil during the clean-up operation. The clothing needs to be cleaned or removed to prevent further contamination outside the area, with facilities for such cleaning being made near but clear of the work site.

A decontamination area should be situated such that the drainage from the clean-down is drained into an appropriate storage tank. Care should be taken to make sure that contaminated waste does not enter the normal drainage or waste disposal system and neither leach into the soil or watercourses in the area. Contaminated clothing will have to be disposed of as hazardous waste if they cannot be fully washed or are not capable of having all traces of contaminant removed.

1.12.8 Explosion and Fire Hazards

Any spilled petroleum-based product is volatile. This means that it can produce a gas, which then mixes with the air around the spill, which can cause an explosion. Where there is a risk of flammable atmosphere, an exclusion zone should be established until appropriate safety precautions can be implemented.

The Local Authority's Technical Services Section of the Development & Planning Department would provide support services to monitor and assess air quality using multi gas detectors. This team would be contacted via the Essex County Council Emergency Planning Officer.

1.12.9 Welfare

Volunteers and personnel returning from prolonged periods of time outside and on the water will need a supply of hot drinks and food. Arrangements will need to be made as soon as possible with the London Gateway Facilities Management Department to ensure that appropriate welfare provisions are provided.

1.13 Waste Management

London Gateway Port Waste Management Plan details the standard operating procedures for waste disposal from vessels. However, in the event of an oil spill, further provisions for storing and disposing of oily wastes will be required, including disposal of absorbent materials, soiled protective overalls and gloves and recovered oils. As detailed in MCA STOp Notice 3/16 Waste Management, presented in Appendix 9.

Depending on the location of recovery, temporary storage measures may include, construction of a temporary lined bunded area to contain liquid waste, skips and drums or heavy-duty plastic bags.

Storage sites need to be on reasonably firm ground with good access for vehicles depositing and removing oil and waste.

Wherever possible, spilled oil should be recovered for recycling and re-use. However, any clean-up operation is likely to produce large amounts of oily waste materials and water, often far in excess of the original oil spillage. Waste segregation will occur wherever possible to enable greater recycling and re-use.

All oily waste such as absorbent materials, personal protective equipment, and oiled sand and shingle must be handled, stored and disposed of as hazardous waste in the proper manner.

The Harbour Master/Duty Shift Manager shall liaise with the London Gateway Facilities Management team to provide additional support for waste disposal and storage. The Tier 2 response contractor can also provide waste management storage and disposal services.

For small amounts of waste, the strategy is to dispose of it via the existing arrangements with contractors. Larger quantities may require consultation with the Environment Agency, Essex County Council and Thurrock Council.

The main disposal options will be:

(a) recycling of oily liquid waste;

(b) landfill of general non-hazardous waste;

(c) stabilisation/soil treatment facility;

(d) incineration.

The suitability of vehicles for accessing clean-up sites will need to be considered depending on location. For example, consideration will need to be given for incidents that require clean-up at Stanford Wharf Nature Reserve located to the west of the Port due to railway bridge height restrictions.

1.14 Communications

The London Gateway Communications Manager will be a member of the Oil Spill Management Team.

The London Gateway Communications Team will issue a press statement in the event of a significant pollution incident.

The London Gateway policy regarding the media is that all matters are to be handled by the Communications Team in accordance with their procedures. Facts only will be given and time will be taken to think through media statements, ensuring a balanced view of the incident.

For guidance, in the event of a Tier 2 or 3 incident, co-ordination between communications/press teams from London Gateway Port and the authorities (e.g., PLA, MCA and Environment Agency) would be anticipated.

The press and public should be kept firmly away from the site of where the oil spill has occurred and the clean-up operation. In the event of a significant incident, London Gateway will endeavour to provide a defined location within No. 1 London Gateway for the media to congregate and be provided with hot and cold refreshments whilst awaiting regular situation updates.

1.15 Counter Pollution Services – Resources and Equipment

London Gateway Port Limited has a small stock of spill response equipment (see Table 7) but in the event of a Tier 2 incident further external help from TOSCA and Adler and Allen will be required.

As mentioned in the preceding sections, the maximum length of vessels berthing at London Gateway Port is ~400 metres with a maximum draft of 16 metres in the harbour. All quays are sufficiently equipped with appropriate mooring arrangements with bollards and fenders to facilitate a casualty. The availability of tugs and pilotage is available 24 hours a day and this applies to the availability of counter pollution equipment. If the casualty is in need of ship repair then the facilities in the port are limited, with no availability of a dry dock, with repairs taking place beside the quayside.

Table 7a: Port Spill Response Equipment & Resources

Spill response equipment reference	Contents	Location
Medium Size Spill Bin	Absorbent booms, pads and granules, plastic bags	20 x Various Port Locations
Spill Container (Large)	See Table 7b below.	1 x Waterside Interchange
Mobile Spill Trailer	5 shovels 5 brooms 20 traffic cones and tape 5 packs of absorbent pads 20 absorbent booms 25 industrial absorbent granules 15 coveralls 5 pairs of safety goggles Plastic gloves x 1 box Quick seal mix for fuel leaks Fire extinguisher x 2 (foam and dry powder)	1 x Waterside Interchange

Tugs	SOPEP equipped	Boluda Towage & Svitzer Towage
TOSCA (PLA)	Tier 2 Marine Response Equipment	Offsite – 2 hour response
Adler & Allen	Tier 2 Marine Response Equipment	Offsite – 4 hour response

Table 7b: Spill Container (Large) Equipment

Spill response equipment	Contents	Number
650 m Inflatable boom set	650 mm Inflatable boom – 10 m (S1-3)	2 Sections
	650 mm Inflatable boom – 20 m (L1-L5)	
Towing Bridles	Towing bridle with wire	1 pair
	Towing bridle with rope	1 pair
Air Inflator	Blower PB 400	1
	Blower PB24LN	1
Fuel for the inflators	2 stroke engine oil	1 small bottle
Absorbents	3 m length sections of boom	4 packs
	6 m length sections of boom	2 packs
	Roll of absorbent pads	1
	Box of absorbent pads	2
Toolbox	Hacksaw	1
	Spanners	1
	Screwdrivers	Associated set
	Jubilee clips	Engineering stores
	Pliers/cutters	2
	Stanley knife	1
Duct tape		1 roll
Latex Gloves		1 box
Protection Suits		6
Blue heavy-duty waste bags		1 box
Shackles		Quayside stores
Torch		1
Fast Tanks		1
Empty waste oil drum		1
Rope with monkey fist		2
Anchors	Bruce anchor	1

In the event of cargo leaking oil, London Gateway Port has two trailers designed specifically to store a leaking container. Each trailer has a 30,000 litre capacity.

In addition, there is a leaking container facility located on the north side of the Port near to the railhead, which has a hazardous tank collection sump with a capacity of 8,000 litres. Under normal conditions (i.e., no container in the facility and sump being empty) the tank drains to surface water. This must be switched to full containment prior to use and clean-out of the tank is required after use.

Clean-out of this equipment can be arranged in co-ordination with the London Gateway Facilities Management Team and/or Environment Team. A specialist contractor may be sought, e.g., London Gateway's Tier 2 Contractor, to assist with the clean-out depending on the nature of the substance that has been contained. All materials will be disposed of in accordance with waste management legislation. Figure 3 shows the location of the leaking container facility.

1.15.1 Tier 2 Response Contractor

Adler and Allan are contracted by London Gateway Port to provide additional resources and expertise for responding to Tier 2 incidents.

Adler & Allan - Tel: + 44 (0)800 592827

Adler & Allan Email: dutymanagers@adlerandallan.co.uk or client.services@adlerandallan.co.uk

This line will be manned on a 24-hour basis. The caller will be asked to provide:-

(a) name of caller

(b) name of company

(c) location of caller

(d) telephone number including prefixes

(e) brief details of the incident

The Adler and Allen Duty Manager will then be contacted and will make contact with the requesting party.

Once contact has been made further details will be collected to enable a response strategy to be determined. Refer to Appendix 10 for information required to be provided to Adler and Allan and notification procedure.

Contracted Adler & Allen Response Time:

(a) within normal working hours (06:00 – 16:00)

  (i) Minimum: 1hr 30minutes

  (ii) Maximum: 4hrs

(b) Outside normal working hours

  (i) Minimum: 2hrs 30 minutes

  (ii) Maximum: 4hrs

2 Action

2.1 Introduction

This section outlines the steps required to be taken during a pollution incident event. Its purpose is to:

(a) guide Port personnel through the procedure of managing an oil spill within the jurisdiction of London Gateway Port;

(b) mitigate the impacts of an oil pollution incident within London Gateway Port; and

(c) facilitate those involved in the response of a pollution incident to effectively communicate with the parties involved and to ensure the optimal deployment of available resources.

The plan is specifically detailed to enable London Gateway Port to respond to a Tier 1 marine based oil spill pollution incident within the jurisdiction of London Gateway Port, and to assist external parties with a Tier 2 or 3 incidents within the Port's 60 metre jurisdiction. Furthermore, London Gateway has a duty to plan for hazardous and noxious substances and as a result of this there is an appointed Tier 2 response contractor, Adler and Allan.

2.2 Action Cards, Logs and Checklists

The action cards are split into four sections:

(a) Alert: The different notifications required internally and externally

(b) Initial Actions: Actions required immediately to initiate the response

(c) Further Actions: Actions required when a response is underway

(d) Final Actions: Actions required to be completed before the response can be officially stood down/ handed over

Action cards are included for the following positions and are presented in Appendix 6:

(a) Duty Shift Manager

(b) Harbour Master

(c) Duty Shift Security Manager

(d) Environment Team

(e) Historian

The following logs and checklists/forms are provided in Appendix 11. It will also be important to keep a log of deployed resources, materials and equipment used.

(a) Personal Log template

(b) Oil Spill Assessment Checklist

(c) Incident Log

3 Data

3.1 Spill assessment and Sampling

Samples should be taken as soon as possible, by a qualified designated representative before the oil becomes weathered. A minimum of three samples should be taken for each spill location. These samples may be required as evidence in legal proceedings.

A person nominated by the Harbour Master will collect the sampling kit from the oil spill container (located at Waterside Interchange) and check that it has the required equipment (bottles, sealing labels, scraping tools etc.) and reporting forms to record the sampling throughout the process. Samples shall be sent to the nominated laboratory for urgent analysis either on a 24 or 48 hour turnaround.

Guidance on collecting samples is given in MCA STOp Notice 4/2001 found in Appendix 12. The time, date, location of sample and the name of the person collecting the sample should all be clearly recorded, with each sample given a unique identifier.

Make sure the sample(s) are stored ready to be transported and kept in a cool place below 5°C, with the temperature ideally recorded at all times. The use of a cooling box and ice boxes should be used, if possible, to keep the samples cool whilst being stored pending collection for off-site analysis.

Where shoreline pollution has occurred, local authorities or HM Coastguard would usually take the necessary samples, however independent samples will also be collected by London Gateway Port as described above and other environmental regulators may also do the same.

The completed STOp notice should be sent to the MCA once the samples have been taken.

Oil thickness can be quantified by using the guide shown in Table 8.

Table 8: Oil spill appearance and thickness

Appearance	Thickness
Silver Sheen	<0.0001 mm
Rainbow Sheen	0.0001mm - 0.003 mm
Light Brown/ Black slick	0.003mm - 0.1mm
Dark Brown/ Black slick	>0.1 mm

To determine an approximate quantity, the following formula should be used:

L (metres) x W (metres) x Maximum Thickness (mm) = Cubic Metres 1000

3.2 Contact Directory

Internal Contacts

Contact	Telephone	Email	Out of Hours
Harbour Master	01375 648385	andrew.woods@dpworld.com	07739 140753
Port Duty Shift Manager	01375 648376	LGOpsShiftManager@dpworld.com	07702 518217
Environment Manager	01375 648353	Rachael.Jones@dpworld.com	07770 692139 07921 921646
Snr Environmental Advisor	01375 648588	thomas.coulter@londongateway.com	07917 211698
Health and Safety Manager	01375 648348	natalie.aldridge@dpworld.com	07884233906
Port Operations Director	01375 648455	andrew.bowen@dpworld.com	07990 566254
Security Control	01375 648460	cctvcontrolroomteamleadersdpw@mitie.com	01375 648595
Facilities Management Emergency Contact	07860 704 024	LG.FMServiceDesk@dpworld.com	07860 704 024
Head of Technical Engineering	01375 648345	Ahsan.Agha@dpworld.com	07714 225714
London Gateway Insurance Manager	02380 706351	dclee@dpworldsouthampton.com	07392 318727
London Gateway	01375 648300		
Communications Manager	07584 330252	dan.bridgett@dpworld.com	07906 829703
New Century Media Alexander Walker	07850 646502		
New Century Media Tony Lodge	07951 818236		

External Contacts

Organisation	Telephone	Email	Out of Hours
HM Coastguard	020 8312 7380	zone12@hmcg.gov.uk	020 8312 7380
Port of London Authority – Port Control	01474 560311 Duty Port Controller (direct) 01474-562215		24/7
TOSCA **PLA Marine Services Mgr**	Via Port of London 01474 562402	 james.denby@pla.co.uk	
Life boat	Via HM Coast Guard		
SHELL Oil Central Control Room **Shell Security**	01375 644395 01375 644979		24/7
ITOPF	020 756 66999	central@itopf.org	07623984606 020 756 66998
UKPIA	020 7269 7600	info@:ukpia.com	0207 7269 7600
Oil Spill Response Ltd. (in the event of additional resources requested by SOSREP)	02380 331551	southampton@oilspillresponse.com	02380 331551

Primary Tier 2 Oil Response Contractor

Contact	Telephone	Email	Out of Hours
Adler & Allan Limited	0800 592827 (24 Hours)	client.services@adlerandallan.co.uk dutymanagers@adlerandallan.co.uk	0800 592827 (24 Hours)

Local Authorities

Organisation	Telephone	Email	Out of Hours
Essex Fire and Rescue **Station Manager Orsett & Corringham**	01376 576000 01376 575552		01376 576000 07785 722414
Essex Police	101 Ports Watch 07974788835		101
Thurrock Council Emergency Planning Team **Emergency Planning D/O**	01375 652528 01375 391605		 24/7
Essex County Council **Emergency Planning & Resilience Team**	07767298483	emplans@essex.gov.uk	24/7
Kent Resilience & Emergency Planning	030 0041 4999		24/7
Castle Point Council	01268 228800		
Border Force/Customs	01375 648580 01375 656071	LondonGatewayBorderForce@homeoffice.gsi.gov.uk	24/7
Southend on Sea RNLI	01702 467421		

Government Agencies/Environment Organisations

Organisation	Telephone	Emails	Out of Hours
Environment Agency **Incident Hotline Number**	0800 807060	-	0800 807060
Environment Agency **Steve Bewers – Project Manager**	0203 0255187	steve.bewers@environment-agency.gov.uk	0777 1553972
Thurrock Council Public Protection	01375 372 468	-	-
Essex Civil Protection & Emergency Management	01245 430378 Office hrs	-	07767 298483 24/7 ECPEM Duty Officer
Marine Management Organisation	0300 2002024	-	07770 977825
KEIFCA	01206 303261 01843 585310	info@kentandessex-ifca.gov.uk	07754564879
Natural England	Jonathan Bustard – Casework Manager 01206 382751 Aidan Longergan – Area Manager 0300 060 3798	-	07721 783366 07901 331606

Organisation	Telephone	Fax	Out of Hours
David Long, Farmer/Land Manager for Salt Fleet Flats (SFF) and owner of farmland to the east of SFF	01634 220197	marshgatefarm@gmail.com	07771 550609
RSPB (Site Managers for Stanford Wharf Nature Reserve)	Head Office 01767 693690 South Essex Office 01268 498617 Isobel Donovan (Senior Sites Manager) 07912783798 Steven Roach (Warden – South Essex Reserves) 07790 832879	 Isobel.Donovan@rspb.org.uk Steven.Roach@rspb.org.uk	Contact mobile
RSPCA	0300 1234999	-	-
Essex Wildlife Trust **Thurrock Thameside Nature Park (EWT)**	01621 862960 01375643342	 ttnp@essexwt.org.uk	-
Whale & Dolphin Conservation Society	01249 449500	info@whales.org	-

4 Training and Exercise

4.1 Training

London Gateway recognises the need for the simulation of realistic events and training for the use of Oil Spill Response equipment and procedures. London Gateway personnel who may be involved in Response Operations will be trained to the MCA requirements, by a provider accredited by the Nautical Institute and in accordance with the table below.

Table 9: Training Levels London Gateway Port Personnel

Level	Details	No of Staff Qualified at London Gateway Port
Level 2P	All staff who will operate oil spill response equipment and need to be aware of correct and safe deployment techniques (Tier 2 Response)	Target 40 persons
Level 4P	Level 4P All personnel who will have a management role or be in a position of responsibility for port operations	Target 12 persons

4.2 Exercises

London Gateway will continue to undertake annual exercises to familiarise personnel in the use and deployment of oil spill response equipment and incident management.

Table 10: Exercise types and frequency

Exercise Type	Frequency
Notification exercise	Twice per year
Table-top exercise (may incorporate mobilisation and **deployment of local response equipment)**	Once per -year
Tier 1 mobilisation exercise	Twice per year
Incident Management Exercise (will incorporate mobilisation and deployment of resources up to Tier 2 level)	Once every 3 years*
In an instance where a port, harbour or oil handling facility considers this requirement unduly onerous based on the risk assessment, they may submit an alternative exercise programme to the Regional MCA Counter Pollution and Salvage Officer (CPSO) for consideration and approval, on an individual basis. In some circumstances it may be permissible to undertake an Incident Management Exercise in the fourth year of the plan's five year life-cycle providing for the "lessons-learned" to be captured within the final review/ update year.	

4.3 Training and Exercise Records

The Harbour Master shall be responsible for the upkeep of training and exercise records, which shall be provided to the London Gateway training department for central storage of records.

A post exercise form should be completed and forwarded to the regional CPSO and all relevant plan holders each time an exercise is carried out.

FIGURES

APPENDICES

Appendix 1
Regulatory Context for Marine Oil Spill Contingency Planning

Appendix 2

Environmental Setting – Further Information, London Gateway Environmental Policy

Appendix 3

DP World London Gateway Port Bunkering Procedure

Appendix 4
CG77 POLREP Initial Pollution Report

Appendix 5
Reporting Information – Environment Agency

Appendix 6
Personnel Incident Response Action Cards

Appendix 7
Health & Safety Risk Assessment Checklist

Appendix 8

London Gateway Port Limited - Health and Safety Policy

Appendix 9
Stop3/16 – Waste Management

Note that all extant STOp notices are located at: https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes

Appendix 10
Tier 2 Contractor: Adler & Allan Activation/Reporting Information

Appendix 11
Incident Response Checklists/Logs

Appendix 12

MCA Scientific, Technical and Operational Advice Note - STOp 4/2001

Note that all extant STOp notices are located at:
https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes

Appendix 13
MCA Scientific, Technical and Operational Advice Note STOp 2/16 – Environment Group

Note that all extant STOp notices are located at:
https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes

Appendix 14

MCA Scientific, Technical and Operational Advice Note STOp 1/16 Shoreline Response

Note that all extant STOp notices are located at:
https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes

Appendix 15
DP World London Gateway Port Organisation Chart

Operational Organisation Chart