



OIL SPILL STUDIES

6th workshop

La Rochelle



Pollution Preparedness and Training

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Agenda

- Responsibilities
- Oil Contingency Plan
- Training
- EU projects
- Exercise MAIA

FHC Pollution Responsibilities

- *As a Harbour Authority, FHC have a legal **duty of care** for environmental protection and FHC need to show we take account of **nature conservation** as well as comply with Common Law obligations to **not cause environmental loss by negligence**..*
- FHC cooperate and work with agencies like the MCA and the Environment Agency other partners to make sure we comply with various legislation and are prepared to deal with a pollution incident:
 - *UN Law of the Sea (UNCLOS) – Protect & preserve the marine Environment*
 - *UN Convention on Oil Pollution Preparedness, Response and Co-operation Convention OPRC*
 - *Enshrined in UK by The MS Oil Pollution Preparedness, Response and Co-operation Convention regulations 1998 regulated by the Maritime Coastguard Agency (MCA) which requires the port to have*
 - shore reception and treatment facilities at oil terminals and ports.
 - OPRC plans in place to clear oil spills from the harbour (compatible with national contingency plan).

The Falmouth Bay and Estuary Oil spill contingency plan

- Plan complies with The MS Oil Pollution Preparedness, Response and Co-operation Convention regulations 1998
 - Contingency Planning Marine Pollution Preparation and Response. Guidelines for Ports.
 - Structure includes strategy, action and data sections
- The Falmouth Bay and Estuary Oil Spill Contingency Plan details how we would deal with different quantities of oil pollution:
 - Tier 1 Small operational spills (FHC can handle itself,)
 - Tier 2 Major operational spill – contractor A&A. (Club approach - may use docks/Truro equipment etc..)
 - Tier 3 Incident of national significance (Gvt will intervene as Major spills are managed in accordance with the National Contingency Plan)
- The OSC plan outlines the frequency FHC need to undertake training and exercises



WHY TRAIN

- Need to know
 - What to do
 - The plan
 - Where is it
 - What is it
 - How to do it
 - Quickly
 - SAFELY
 - Efficiently
 - How to use
 - Equipment
 - What NOT to do





TRAINING

- Competence
 - Combination of training, skills, experience and knowledge
- TRAINING
 - 1P, 2P, 3P 4P, 5P
 - In house
- Skills
- Experience
 - Unlikely (nor do we want) a lot of real life experience
 - Contractors Adler and Allan
 - Exercise
- Knowledge
 - EU projects



EU Projects

- 2011/2012, FHC became part of the SPRES & ISDAMP projects,
- SPRES ended Dec 2014 & ISDAMP ends March 2015
- Both look at ways to help improve a port's ability to respond to oil pollution
- Knowledge Sharing



What did we do

- Risk and vulnerability assessments
- Modelling
- Carried out an exercise deploying 17 lengths sea sentinel boom
 - Measurements – strain, loads, tide, weather
 - Boom left in situ for 9 days
- Exercise MAIA
 - Ambitious – training
- Reports and comparison of our exercise and that of other partners
- Training film on the exercise
- Training film Higher level

Exercise Maia (May 2014)

- Not a real time exercise – the various stages of the response were staggered over a period of a few days
- Moorings deployed the week before and up to Monday 12th May 2014 by FHC's '*Pendennis*'
- GPS positioning software on the boat ensures the moorings are deployed in the exact position intended (30cm accuracy)



FHC granite 3 tonne blocks, chain and pick up buoys formed the oil boom's moorings.



Moorings deployed via Pendennis and GPS software

17 lengths of (75cm inflated depth) by (20m length) PU alloy inflatable boom was deployed

