Maritime & Coastguard Agency

National Training Course on Oil Pollution Contingency Planning and Response

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https://www.gov.uk/assessing-risk-and-responding-to-uk-coastal-and-marine-pollution

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Ships and cargoes – guidance

Assessing risk and responding to UK coastal and marine pollution

From: Maritime and Coastguard Agency
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Response information and training on countering pollution or threats of pollution from shipping and offshore installations in UK waters.

https://www.gov.uk/government/publications/mca-beach-supervisor-training-course-materials

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Timetable, Packs and Reference materials

1130 - 1300	▪ Registration and Lunch	
1300 – 1340	▪ Course Introduction ▪ Introductions / Expectations ▪ Aims & Objectives	
1340 - 1400	▪ **Exercise** – Who's involved?	
1400 – 1440	▪ The role of the MCA & contingency planning in UK oil spill response	
1440 – 1500	▪ **Tea and Coffee**	
1500 – 1540	▪ Organisation of oil spill response in the UK	
1540 – 1625	▪ On-Shore Response	
1625 – 1645	▪ Discussion	

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Course Objectives

By Thursday lunchtime you should be able to:-

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- Take back to your organisation a comprehensive brief on how the UK organises planning and response to marine pollutio

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- Understand the basics of the fate and behaviour of oil (and HNS) when spilt in the marine environment.

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- Understand the organisation of Shoreline Response
  - What resources do you have in-house
  - Reliance on contractors

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- Recognise the difference between good and bad practice with respect to clean-up techniques on water / on shore and the importance of reasonableness.

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- Describe, to your colleagues back home, what procedures must be followed to maximise potential for your authorities cost recovery.

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- Find out exactly what planning exists at home for oily waste management; and who you need to speak to.

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- Develop a list of links to organisations, networks, processes – for a folder in your favourites.

Environmental - Counter Pollution & Response

The Maritime and Coastguard Agency (MCA) is the competent U.K. authority that responds to pollution from shipping and offshore installations. The MCA is regularly called upon to react to a wide range of maritime incidents and have developed a comprehensive response procedure to deal with any emergency at sea that causes pollution, or threatens to cause pollution. The "National Contingency Plan for Marine Pollution from Shipping and Offshore Installations" (NCP), which is currently under review was published in January 2000 and sets out revised command and control procedures for incident response following Lord Donaldson's Review of Salvage and Intervention and their Command and Control. These procedures have built-in thresholds to allow for flexibility of response to different degrees of incident.

In 2003 the MCA monitored or was involved in approximately 585 incidents in the UK Pollution Control Zone which involved some form of oil or chemical discharge. In order to assess the risks to the U.K. coastline from the transport of oil and hazardous chemicals by shipping, the MCA continuously monitors the movements of maritime traffic and potentially polluting substances within the UK's pollution control zone. This monitoring includes shipping movements through traffic separation schemes, port movements, transits of sensitive waters and the

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- Depending on who you work for, engage with Environment / Local Authority stakeholders locally with an understanding of respective roles and planning/response links; and how you will work together.

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- Identify whether you have capacity to have robust Health & Safety procedures in place.

INSTRUCTIONS	HAZARD SEVERITY			ACTION TAKEN
1. Complete columns 1 to 3 with all identified hazards. 2. Select the appropriate for Hazard Severity which best applies to the hazard. (1-4) 3. Select the appropriate for likelihood of occurrence which best applies to the hazard. (1-4) 4. Cross reference using the adjacent table to determine the level of risk (Risk Factor). (1-8) 5. Assess existing control measures (6-8). 6. Re-assess Risk Factor with control measures implemented to ensure requirements from ACTION TAKEN, if opposite (7-8). 7. Complete columns 9 to 11 as appropriate.	LIKELIHOOD	MINOR (1)	SERIOUS (2)	MAJOR (4)	TRIVIAL: No action is required and no documentary record need be kept. TOLERABLE: No additional controls are required. Consideration may be given to a more cost effective solution or improvement that imposes no additional cost burden. Monitoring is required to ensure the control measures are maintained.
	UNLIKELY (1)	Trivial Risk (1)	Tolerable Risk (2)	Moderate Risk (4)	MODERATE: Efforts should be made to reduce the risk. But the cost of prevention should be carefully measured and limited. Risk reduction measures should be implemented within a defined timeperiod. Where the moderate risk is associated with major consequences, further assessment may be necessary to establish more precisely the likelihood of harm as a basis for determining the need for improved control measures.
	LIKELY (2)	Tolerable Risk (2)	Moderate Risk (4)	Substantial Risk (8)	SUBSTANTIAL: Work should not be started until the risk has been reduced. Considerable resources may have to be allocated to reduce the risk. When the risk involves work in progress, urgent action should be taken.
	HIGHLY LIKELY (4)	Moderate Risk (4)	Substantial Risk (8)	Intolerable Risk (16)	INTOLERABLE: Work should not be started or continued until the risk has been reduced. If it is impossible to reduce the risk even with unlimited resources, work has to remain prohibited.

Hazard no. (1)	Description of identified hazards (2)	Hazard Severity (3)	Likelihood of occurrence (4)	Risk Factor (5)	Control measures (6)	Risk Factor (7)	Effectiveness of action taken (8)	Action Decision by (9)
1		0	0	0		0	0	0
2		0	0	0		0	0	0

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- Return to your organisation with a list of questions about who does what, how and why in planning;
- and who will be doing what, when, why and how when a response is initiated.