



**HUMBER
ESTUARY SERVICES**

ASSOCIATED BRITISH PORTS

**HUMBER ESTUARY
SERIOUS MARINE EMERGENCY PLAN**



**HESMEP
2024**

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1. Definition of Plan & Responsibilities

1.1 Introduction

The Port Marine Safety Code (**PMSC**) requires the Safety Management System (**SMS**) to manage the hazards and risks along with any preparations for emergencies. The Humber Estuary Serious Marine Emergency Plan (**HESMEP**) has been formulated after discussion with and in agreement by the appropriate authorities on the Humber; it sets out the action to be taken in the event of a Serious Marine Emergency occurring within the limits of the Humber Harbour Area as laid down in the Humber Navigation Byelaws 1990.

Responsibility to produce the plan and the co-ordination of interested organisations has been undertaken by Associated British Ports as the Harbour Authority.

The Plan focuses on various types of emergencies and the provision of an appropriate response. If the incident involves oil pollution, then **Humber Clean** will be invoked. It should be noted however, that one type of emergency may frequently escalate into another and therefore **HESMEP** is closely aligned to Humber Clean.

The purpose of this plan is to provide a means of raising the alarm and the communication and co-ordination between the various organisations and vessels involved, providing a framework for the management of the incident and cargoes involved.

Each organisation involved in a Humber Serious Marine Emergency, will be responsible for implementing their individual plans and procedures. Several organisations operate on or adjacent to the Humber Area and have their own individual emergency response plans which have been designed to interface with **HESMEP**. Details of these can be found in [section 7](#).

ABP are a Category 2 Cooperating Body under the Civil Contingencies Act 2004.

1.2 Definition

A **Serious Marine Emergency** is an accident affecting shipping in the Humber which creates, or is likely to create, a significant danger to navigation, life, property, or the environment. It may include, but not be limited to; **Fire, Explosion, Collision, Grounding, Sinking, Release of cargo and Toxic Vapours or Serious Oil Pollution** which requires for its proper control, resources not immediately available to the ships master or others at the scene.

1.3 Raising the Alarm

The Master of a vessel or others at the scene, involved in a serious incident (which falls within the definition of a “**Serious Marine Emergency**” as defined in [section 1.2](#),) should call VTS Humber or HMCG, endeavouring to pass all relevant information which may include: -

1. Type of emergency
2. Precise location
3. Name of vessel
4. Number of survivors
5. Number of casualties
6. Details of cargo (including the classification of any dangerous substances on board vessel)
7. Actual or risk of a release of flammable or toxic liquids or vapours
8. Risk of danger to other vessels or installations
9. Bunker quantities
10. Details required by the Incident Assessment form ([Appendix 2](#))

Having raised the alarm, the Master of the vessel should proceed as directed by the Harbour Master or a designated deputy; if the circumstances are such that the Master cannot comply with the direction, they shall take all necessary precautions to avoid creating a danger to other vessels or installations.

1.4 Implementation of the plan

Following a report of a Serious Marine Emergency, the decision to initiate the plan may be taken by: -

The Harbour Master Humber, a designated deputy or persons with delegated Powers of the Harbour Master.

The Harbour Master Humber may make the decision to initiate the plan after an escalation of a relatively minor incident at the request of the Master of the vessel and in consultation with other emergency services, including HM Coastguard.

1.5 Co-ordination

Overall co-ordination of the plan will be the responsibility of the Harbour Master Humber.

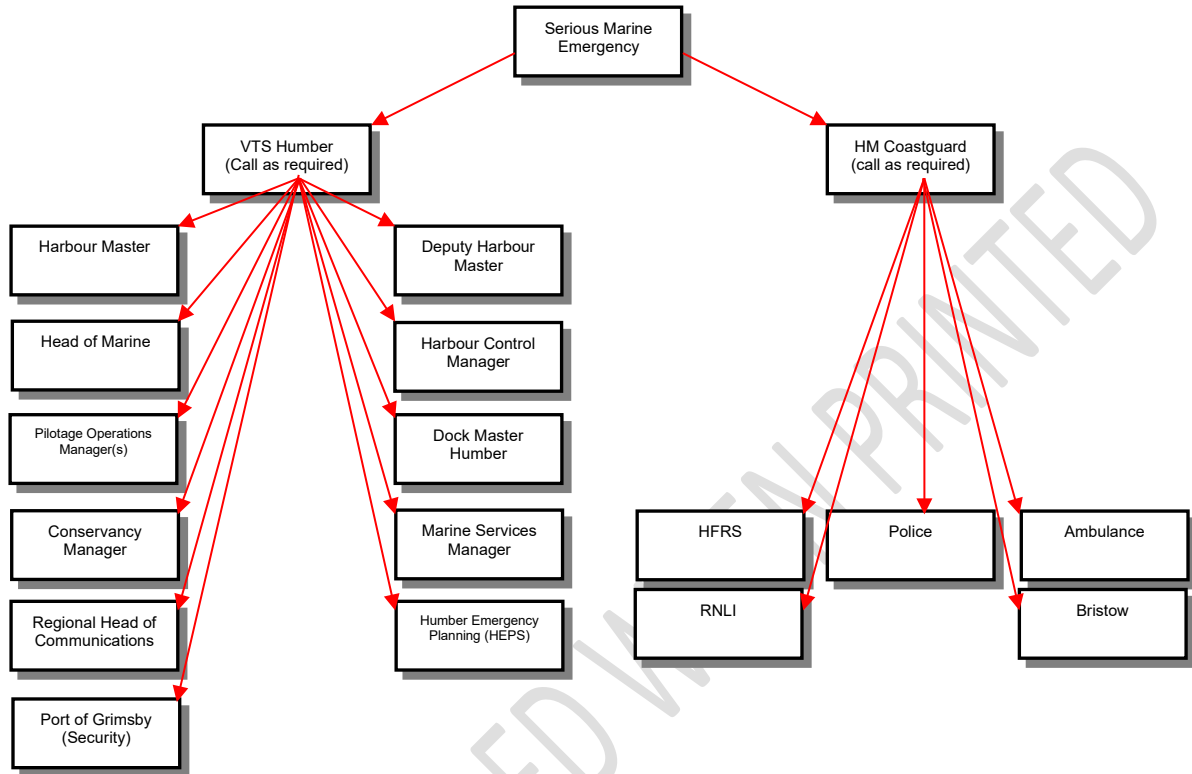
1.6 Action by VTS Humber

VTS, Humber (call sign Vee Tee Ess Humber) is located at the Humber Marine Control Centre in Grimsby and maintains a continuous 24-hour listening watch on international marine VHF Channels 16, 15, 14 and 12.

On receipt of a call relating to a Serious Marine Emergency, VTS Humber may, dependent on the nature and size of the incident, contact the following: -

- HM Coastguard
- Harbour Master, Humber
- Deputy Harbour Master, Humber
- Head of Marine, Humber
- Harbour Control Manager, Humber
- Pilotage Operations Manager(s)
- Dock Master, Humber
- Conservancy Manager, Humber
- Marine Services Manager
- Regional Head of Communications (Head Office Press Officer)
- Humber Emergency Planning
- Port of Grimsby security to activate Marine Response Centre (ABP MRC)

1.7 Activation Call-Out Matrix



1.8 Associated British Ports Marine Response Centre (ABP MRC)

The ABP Incident Management Team provides the personnel who operate the Associated British Ports Marine Response Centre (MRC). The MRC is located at the Grimsby Dock Office.

The Marine Response Centre will be the focal point for all HESMEP and Humber Clean Tier 2 and Tier 3 incidents as required. The MRC will be manned for all Tier 2 and Tier 3 incidents, with Tier 1 incidents at the discretion of the Incident Controller. The manning of the MRC can take place 24 hours a day, seven days a week and is activated by the VTS Assistant Harbour Master, Humber.

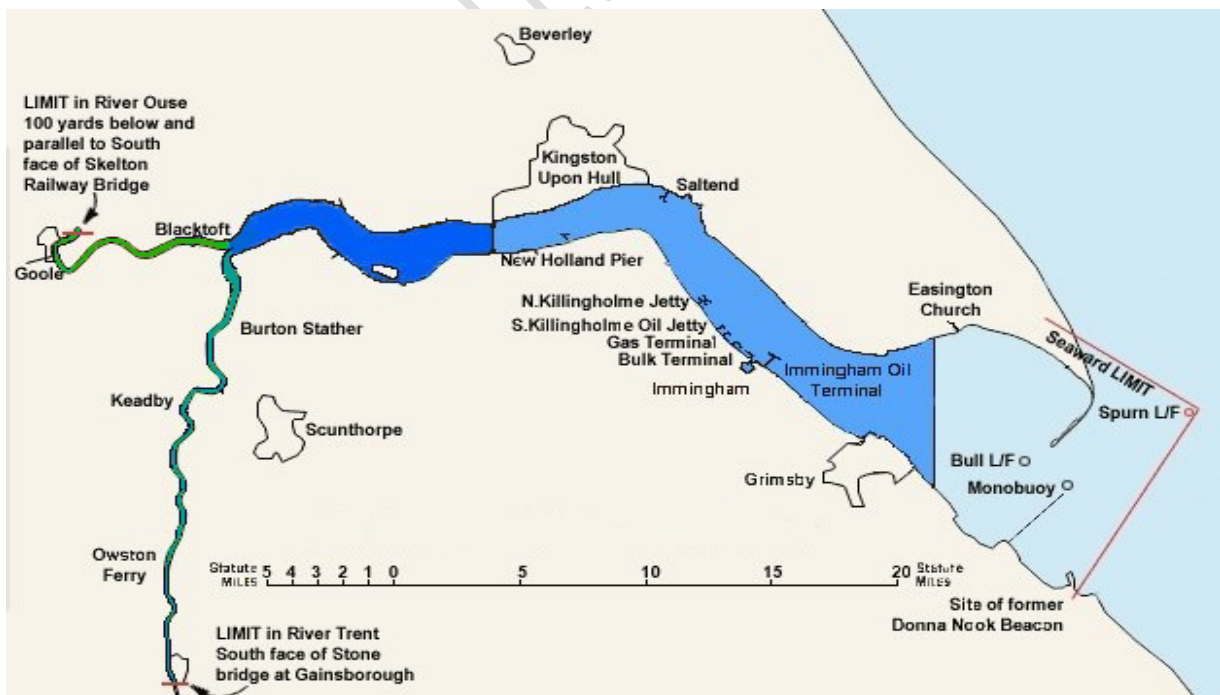
2. Emergency Assessment

Vessel types and cargoes are not exhaustive lists but are a comprehensive representation of predominant marine traffic upon the Humber Estuary.

Associated hazards are either cargo specific, or specific to the type, size or area of operation of vessels upon the Humber Estuary.

Formal operational risk assessments have been carried out for all areas of the river in the 'MARNIS' risk assessment program.

Assessment Areas	
LOWER HUMBER	Tetney Haven and River Humber approaches.
MIDDLE HUMBER	Ports of Grimsby, Immingham, Immingham Oil Terminal, Immingham Bulk Terminal, Humber International Terminal, North Killingholme Haven, C. Ro Port Killingholme, Salt End, Port of Hull, Old Harbour, New Holland, Hessle, Barton and Barrow Havens.
UPPER HUMBER	Above Humber Bridge.
RIVER OUSE	Blacktoft Jetty and the Port of Goole.
RIVER TRENT	Burton Stather, Flixborough, Neap House and Grove wharfs, Keadby and Gunness wharf and Kings Ferry wharf.



Vessel Type	Cargo	Traffic Area	Associated Hazards
Oil tanker & Bunker barges	<ul style="list-style-type: none"> • Crude oil • Fuel oil • Gas oil • Diesel oil • Marine gas oil • Medium fuel oil • Heavy fuel oil • Refined products • Lube oil • Vegetable oil 	All areas	<ul style="list-style-type: none"> • Pollution • Fire • Explosion • Grounding • Collision
<p>A high number of visits per year of vessels of all sizes, operating at times with minimal under keel clearance in confined waters. The possibility of instantaneous release of product in small amounts during discharge/loading operations, large amounts due to hose failure and high discharge rates or due to collision in congested areas. Bunkering operations also account for a considerable risk element to the above.</p> <p>Soft sediments mean that grounding is unlikely to result in pollution through loss of containment.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Gas tanker	<ul style="list-style-type: none"> • Liquid propane gas • Liquid butane 	Lower and Middle Humber	<ul style="list-style-type: none"> • Gas release • Explosion • Fire • Collision • Grounding
<p>Despite lower visit figures for this type of vessel the risk of a serious emergency developing is still substantial owing to the nature of the cargoes carried in high density traffic areas. Emergencies are more likely to occur because of collision with other vessels or structures due to the volatility of cargo. However, vessels are structurally well founded.</p> <p>Soft sediments and the structural design of vessels mean a lower risk due to grounding through loss of containment.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Chemical tanker	<ul style="list-style-type: none"> • Benzene • Methanol • Ethanol • Acetic acid • Ammonia • Acids & Alkalis • Petroleum • Butane • Feedstock chemicals 	Lower and Middle Humber	<ul style="list-style-type: none"> • Pollution • Release • Fire • Explosion • Contamination • Collision • Grounding
<p>The nature of cargoes carried and their volatility produces higher risks. The effects of release and subsequent vapour clouds can be hazardous to large areas. Vessels somewhat vulnerable to collision with structures and other vessels, however structural integrity is of a high degree.</p> <p>Vessels transit through high density traffic areas. Due to soft sediments and vessel design, grounding would be an unlikely cause of release.</p> <p>Even small vessels can pose a threat to large areas of the estuary and adjacent shorelines, the weather playing a critical role in the event of a release situation.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
General cargo vessel	<ul style="list-style-type: none"> • Steel coils • Break bulk / Paper • Timber • Wind turbines • Heavy lifts • Edible oils • Radioactives • Products • Foodstuffs 	All areas	<ul style="list-style-type: none"> • Cargo shift • Pollution • Loss of cargo • Fire • Collision • Grounding • Contamination
<p>Present in all areas in higher numbers than many types of ship, vessels transiting through the harbour do so in sheltered waters with little hazard posed from excessive cargo shift or loss. Mostly inert cargoes except for specific specialised transports, little risk exists for pollution from such cargo.</p> <p>Vessel strength is good but stability issues can be significantly enhanced if a vessel is damaged structurally due to collision, perhaps allowing the ingress of water.</p> <p>Grounding poses little risk of damage or pollution due to the nature of the soft river bed.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Bulk carrier	<ul style="list-style-type: none"> • Coal • Ores and Minerals • Scrap metal • Grain • Fertilisers • Aggregates • Agri bulks • Animal feed • Biomass • Road salt • Cement • Cocoa/Sugar 	All areas	<ul style="list-style-type: none"> • Cargo shift • Pollution • Fire • Explosion • Break up • Capsize • Grounding • Collision
<p>Vessels present in all areas of the estuary in various sizes.</p> <p>Vessel design may present stability issues when faced with collision or grounding from water ingress. Vessels have the potential to break up due to structural failure, enhanced by dense heavy cargoes and the extreme stresses that they can exert upon a vessel's framing system.</p> <p>In the event of a vessel sinking, beaching areas should be used, where possible, to aid future salvage operations.</p> <p>Shifting cargo is a present danger for these vessels in rough seas, the Humber providing a higher degree of protection leads to lower risk levels.</p> <p>Deep seated fires can develop in self-heating cargoes which are difficult to extinguish. Some may react with water.</p>			

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Vessel Type	Cargo	Traffic Area	Associated Hazards
Container vessel (LO/LO)	<ul style="list-style-type: none"> • 20/40/45ft TEU's • Reefer units Solids bulks / liquids and gases Products, foodstuffs and consumables <i>(Various dangerous good Classes 1-9 under IMDG code).</i>	Lower, Middle, Upper Humber and Ouse.	<ul style="list-style-type: none"> • Fire • Explosion • Grounding • Collision • Loss of Cargo
<p>The diverse nature of cargoes carried by such vessels even when segregated and isolated from each other will always present certain risks.</p> <p>Fires are not uncommon and can be difficult to deal with, especially when involving the many classes of dangerous goods that such vessels carry.</p> <p>Damage due to collision and grounding present minimal risks of serious events, although the risk of pollution occurring is always a possibility.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Passenger vessel	<ul style="list-style-type: none"> • Passengers • Some general cargo • Dangerous goods <i>(Various dangerous goods Classes 1-9 under IMDG code).</i>	Lower and Middle Humber	<ul style="list-style-type: none"> • Fire • Pollution • Collision • Grounding • Capsize
<p>Very few visits to the Humber and tend to be summer seasonal which means a low-risk element occurs for passenger vessels. Ships of this type in the Humber are relatively small hence carrying less passengers, and minimal levels of cargo.</p> <p>The risk of grounding/capsize and subsequent problems developing are low in most areas. Soft sediments prevail and ship construction leads to a high degree of structural integrity in most situations.</p> <p>Fire / Collision and the need to evacuate passengers is the predominant issue.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Ferry (RO/PAX)	<ul style="list-style-type: none"> • Passengers/Drivers • Lorries and trailers • Reefer units <p>Solids bulks, liquids, and gases. Products, foodstuffs and consumables.</p> <p><i>(Various dangerous goods Classes 1-9 under IMDG code).</i></p>	Lower and Middle Humber	<ul style="list-style-type: none"> • Fire • Explosion • Collision • Capsize • Pollution • Release
<p>High number of vessels carrying diverse and isolated cargoes in many forms which include all types of dangerous cargo.</p> <p>Fire, collision and water ingress can cause significant problems for this type of vessel regarding stability.</p> <p>Higher windage, possible cargo shift, and susceptibility to bad weather conditions present a risk, but waters in Middle Humber area are mostly sheltered.</p> <p>In the Middle Humber area, soft sediments prevail and minimise the risk of loss of containment due to grounding.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Car carrier	<ul style="list-style-type: none"> Vehicles 	Lower and Middle Humber	<ul style="list-style-type: none"> Fire Collision Pollution Cargo shift Capsize
<p>A regular but smaller number of vessels transiting through high traffic areas carrying specific and relatively inert cargo.</p> <p>Higher windage, possible cargo shift, and susceptibility to bad weather conditions present a potential risk, but waters in Middle Humber area are mostly sheltered.</p> <p>Larger vessels experience enhanced safety routing through VTS and employ multiple tugs during berthing and sailing operations reducing the risk of collision. Collision with structures whilst manoeuvring is the major issue with these vessels. Even small amounts of water ingress can seriously affect the stability of the vessel through free surface effect acting on large open decks.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Tugs and tows	<ul style="list-style-type: none"> Work Barges Heavy lifts Specialist cargo Lash Barges 	All areas	<ul style="list-style-type: none"> Collision Pollution Capsize Loss of tow
<p>No specific risks can be attached to cargoes; however, tows can be difficult to manoeuvre in a tidal river through dense traffic areas. Passages are well planned, monitored, protected and enhanced by other harbour tugs if necessary.</p> <p>Collision with other vessels, structures or navigation marks remain as present dangers for these transports but being few and well organised still results in a lower element of risk.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Timber ship	<ul style="list-style-type: none"> • Bulk timber cargo • Timber deck cargo 	All areas	<ul style="list-style-type: none"> • Cargo shift • Loss of cargo • Pollution • Collision
<p>Within sheltered waters, inert and buoyant timber makes for a low-risk cargo. Timber deck cargoes can be subject to shift or loss but unlikely within the estuary. Structurally sound vessels, soft sediments and type of cargo warrant low risks.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Jack up platform	<ul style="list-style-type: none"> • Drill rigs • Offshore platforms 	Lower and Middle Humber	<ul style="list-style-type: none"> • Capsize/Sinking • Collision
<p>Very few, enhanced protection for passages, well planned, almost completely stable when sat in position, these platforms offer little in the way of risk except when in the process of lowering down legs. Owner commissions a pre-arrival survey of the riverbed to confirm suitability of the bottom. Weather is a big factor, but passages do not take place in unfavourable conditions. No specific cargo risks. See Tugs and tows above.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Fishing vessel	<ul style="list-style-type: none"> • Frozen cargoes • Wet Fish 	Lower and Middle Humber	<ul style="list-style-type: none"> • Fire • Collision • Capsize
<p>High in number and transiting/crossing busy channels, but no specific risks can be associated with cargo or vessels. Smaller craft may be susceptible to poor weather conditions.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Crew transfer vessel	<ul style="list-style-type: none"> Personnel 	Lower Humber	<ul style="list-style-type: none"> Collision Capsize Fire
<p>High in number and transiting/crossing busy channels, but no specific risks can be associated with vessel. Smaller craft may be susceptible to poor weather conditions. Recommended route for windfarm transfer vessels outside the main channel.</p>			

Vessel Type	Cargo	Traffic Area	Associated Hazards
Pleasure craft	<ul style="list-style-type: none"> Nil 	All areas	<ul style="list-style-type: none"> Grounding Collision Capsize Sinking
<p>High in number, particularly over summer months with generally more risks associated to vessels in the Upper Humber area. Poor planning and navigation within shoaling areas can contribute towards groundings. Smaller craft may be susceptible to poor weather conditions.</p>			

3. HESMEP Response Strategy

Once the type of Serious Marine Emergency has been confirmed, ensure that the type of response that is initiated is suitable to the incident type.

The following possible Serious Marine Emergency types have been identified:

3.1 Oil Pollution

Refer to the current version of the Oil Spill Response Plan '**Humber Clean.**'

3.2 Fire

- Obtain as much information as possible
- Dispatch Fire Tug
- Alert other vessels in the area
- Alert nearest port facility in vicinity
- Alert Coastguard who will call Emergency Services
- Obtain crew / passenger / casualty numbers
- Inform Harbour Master / on call Duty Manager
- Obtain more details from vessel
- Re-assess Incident and action taken
- Alert other port facilities
- Obtain Hazardous cargo list from Data Centre / PAVIS
- Promulgate hazard sheet as required
- Update interested parties

3.3 Sinkings

- Obtain as much information as possible
- Dispatch nearest suitable vessels to standby to take on casualties
- (Fire tug, pilot launch, work boats or any low freeboard vessels)
- Alert Coastguard
- Obtain crew / passenger / casualty numbers.
- Inform Harbour Master / on call Duty Manager
- Re-assess incident and action taken
- Update interested parties

3.4 Chemical / Gas Release from Ship or Shore

- Obtain as much information as possible
- Ascertain extent of affected area
- Warn other vessels taking wind strength and direction into account
- Ascertain quantity and type of substance released
- Obtain crew / passenger / casualty numbers
- Alert Coastguard who will advise Fire Brigade
- If applicable, instruct vessel to proceed to a position to minimise danger to other vessels or populated areas
- In consultation with coastguard, set up a sea and/or air exclusion zone around vessel
- Direct traffic away from the affected area.
- If a vessel, obtain crew / passenger / casualty numbers
- Inform Harbour Master / on call Duty Manager
- Re-assess Incident and action taken
- Update interested parties

3.5 Serious Grounding

- Obtain as much information as possible
- Obtain accurate position of the vessel and its status
- Dispatch available tugs
- Obtain crew / passenger / casualty numbers
- Ascertain if there is any pollution
- Alert Coastguard
- Inform Harbour Master / on call Duty Manager
- Re-assess Incident and action taken
- Update interested parties

3.6 Collisions between Vessels and Structures

- Obtain as much information as possible
- Are vessels in danger of sinking, on fire or does risks of explosion exist?
- Dispatch nearest vessels (e.g. FIRE TUG)
- Alert Coastguard
- Obtain crew / passenger / casualty numbers
- Inform Harbour Master / on call Duty Manager
- Keep involved vessels informed
- Re-assess incident and action taken
- Update interested parties

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4. HESMEP Response Organisation

Matrix of Roles for HESMEP Incident Command System

Team Role	Incident Command				
Initial Team Leader	VTS Humber Assistant Harbour Master				
Team Role	Incident Command	Marine Operations	Logistics	Planning	Admin / Finance
Team Leader	Harbour Master (MRC)	Duty Manager (MRC)	Procurement Manager (Remote)	Designated Pilot Operations Manager (MRC)	Harbour Control Manager (MRC)
Deputy Team Leader	Deputy Harbour Master (As Required)	Assistant Harbour Master (VTS) (As Required)	Marine Services Manager (MRC)	Hydrographer (Humber) (As Required)	Conservancy Manager (As Required)
On Scene Commander		Pilot (Remote)			
Team Member	Legal Advisors (Remote)	Launch Coxswains and Deckhands (Remote)	Local Engineering Manager (Remote)	Hydrographic Surveyor (Remote)	Port Accountant (Remote)
Team Member	ABP Head Office Communications (Remote)	Tug Company Representative (Remote)	ABP Dock Master (Remote)	ABP OPRC Tier 2 Contractor (Remote)	Marine Information Officer (Remote)
Team Member	VTS Operator (Remote)	Phillips 66 Tetney Harbour Master (Remote)	Phillips 66 (MRC)	Head of Compliance Humber (Remote)	Marine Support Team Member (Remote)
Team Member	Clerical Personnel (Remote)	ABP OPRC Tier 2 Contractor (Remote)	Clerical Personnel (Remote)	VTS Operator (Remote)	HR Personnel (Remote)
Team Member		APT Immingham (Remote)	Svitzer (Remote)		
Additional (As Required)	ABP Deputy Dock Master (Remote)	Assistant Dock Master (Remote)	ABP OPRC Tier 2 Contractor (Remote)		

5. Action Checklists

5.1 Use of Section

This section outlines the actions that may be undertaken by the HESMEP management team in the response to a serious marine emergency. It must be borne in mind, however, that co-ordinators and response teams must be prepared to adapt their actions as the incident develops and conditions change. The table below provides the teams for which the checklists are drawn up.

Action Plan Layout

Response Initiation	Actions to be undertaken during the alert phase of the incident and actions to be performed in the initial stages of incident response
Actions	Key actions to be performed during the incident response and as and when required
Final Actions	Actions required at the close of the incident response and on stand-down

Personnel Action Plans

5.2	VTS Assistant Harbour Master – Initial Incident Controller
5.3	Initial On-Scene Commander: Incident Assessment and Response
5.4	Incident Controller
5.5	Marine Operations Team
5.6	Planning Team
5.7	Logistics Team
5.8	Administration and Finance Team
5.9	Public Relations and Media Unit

5.2 VTS Assistant Harbour Master – Initial Incident Controller

Following the implementation of HESMEP, the VTS Assistant Harbour Master will coordinate the mobilisation and allocation of pilot launches for use as rescue craft and arrange for the boarding of pilots to assist in the removal of vessels from the incident area if required and may also detail a Pilot to act as “**On-Scene Commander**”.

Responsibilities		
Overall initial responsibility for, and control of, all aspects of the response to the incident.		
Stage	Actions	Additional Advice
Response Initiation	<ul style="list-style-type: none"> <input type="checkbox"/> Confirm activation of MRC with Harbour Master. Ensure that Grimsby Port security is instructed to open the ABP Humber MRC (Grimsby Port Office and out of hours) with Data Centre support. <input type="checkbox"/> If incident is associated with potentially toxic vapours and/or requirement for a search and rescue function MRCC Humber (HM Coastguard) will call-out emergency services. 	<p>Ensure that you maintain an incident log.</p> <p>Blank logs are available in computerised format at VTS Humber. Records of telecoms, emails etc should be maintained.</p> <p>Confirm if this has taken place.</p>
Actions	<ul style="list-style-type: none"> <input type="checkbox"/> Establish communication with vessel(s) / facility involved in incident and request their status and intended actions. <input type="checkbox"/> Ensure a VHF Channel has been designated for the Incident (Ch. 10 preferred if available). <input type="checkbox"/> Request details of the incident from the Pilot who is acting as Duty On-Scene Commander. <input type="checkbox"/> Determine the weather and marine conditions (template page over). 	<p>Ensure communications systems are operational.</p> <p>For the stricken vessel and the ABP response vessels it is ESSENTIAL to feedback information to the ABP MRC; ensure the On-Scene Commander does this.</p>
Final Action / Stand Down	<ul style="list-style-type: none"> <input type="checkbox"/> On arrival of Harbour Master, Humber or Deputy at ABP MRC, carry out formal handover of incident response command. <input type="checkbox"/> Ensure that handover is recorded in an Incident Log. 	<p>Be prepared to continue to assist in incident response if requested to do so by Harbour Master, Humber.</p>

STATUS OF WEATHER AND MARINE CONDITIONS

Parameter	Actual	Predicted		
		6 hrs	12 hrs	24 hrs
Wind speed				
Wind direction from				
Sea State				
Present State of Tide				
Tide Speed				
Tide Direction (to)				

5.3 Initial On-Scene Commander – Incident Assessment & Response

Responsibilities Surveillance; assisting in intervention response and deployment of tugs etc.		
Stage	Actions	Additional Advice
Response Initiation	<ul style="list-style-type: none"> <input type="checkbox"/> Proceed to incident site and check communications systems with VTS Humber, ABP MRC and other vessels. This is ESSENTIAL to ensure passing of information to response teams onshore. If communications are proving difficult, seek immediate help from VTS Humber. <input type="checkbox"/> Ensure that incident area is safe. There may be a vapour cloud. If so, on no account enter area as there will be a danger of asphyxiation. 	For the stricken vessel and the ABP response vessels it is ESSENTIAL to feedback information to the ABP MRC.
Initial Actions	<ul style="list-style-type: none"> <input type="checkbox"/> Confirm incident type and immediately notify Duty Incident Controller. Assess situation at site and confirm any further assistance required if possible. 	
Ongoing Activities	<ul style="list-style-type: none"> <input type="checkbox"/> Monitor effectiveness of response and continue to feedback information to the ABP MRC. 	
Final Action / Stand Down	<ul style="list-style-type: none"> <input type="checkbox"/> Provide report to Harbour Master at Grimsby Port Office 	

5.4 Incident Controller

Responsibilities		
Overall responsibility for, and control of, all aspects of the response to the incident.		
Stage	Actions	Additional Advice
Response Initiation	<ul style="list-style-type: none"> <input type="checkbox"/> On arrival at own office / ABP MRC establish status of incident. Accept situation report & handover of incident response operations from Duty Incident Controller. <input type="checkbox"/> Ensure coverage of response team functions. <input type="checkbox"/> Appoint a log keeper to assist Planning Team. Request team to assemble, distribute and maintain Status and Situation Reports. <input type="checkbox"/> Appoint a deputy to delegate responsibility if required to attend press briefings. 	<p>Ensure handover is recorded in Incident Log and that log is maintained throughout incident.</p> <p>Pre-planned allocation of functions is given in Matrix of Roles, Section 3.1. These are intended as guide only. Use the matrix to ensure all aspects of the response are covered.</p>
Initial Actions	<ul style="list-style-type: none"> <input type="checkbox"/> Obtain results of incident and establish response priorities. <input type="checkbox"/> Chair planning meeting with Incident Management teams as soon as possible. 	<p>Inform HO Chief Executive; maintain liaison during incident.</p> <p>Consider incident email.</p> <p>Guidance for media relations and prepare holding statements.</p>
Ongoing Activities	<ul style="list-style-type: none"> <input type="checkbox"/> Organise and lead regular team briefings; these are essential to ensure that all team members are aware of objectives and response options, incident status, any problems that have arisen; exchange of information for updating Situation Map and boards. <input type="checkbox"/> Determine requirements for relief arrangements for team members. Ensure that all handovers are recorded on incident logs. <input type="checkbox"/> If salvage is involved in the response, liaise with Salvage Unit in MRC. Close co-operation between the salvage operations and incident response operations will be essential for minimising the environmental impact of a marine casualty. <input type="checkbox"/> Ensure information is supplied to Communications for preparation of regular, updated media releases; authorise release of press statements and attend press briefings & conferences. 	<p>Consider aerial surveillance and reports via the MCA who will provide data for this assessment.</p> <p>It is important that any questions asked of the Communications team by the media are fed back to the Incident Controller at the ABP MRC to ensure accurate and appropriate answers are given.</p>
Final Action / Stand Down	<ul style="list-style-type: none"> <input type="checkbox"/> Consider incident stand down after confirming there is no potential for further incidents. <input type="checkbox"/> Complete incident log. <input type="checkbox"/> Call a debrief meeting for Incident Management teams. <input type="checkbox"/> Request Logistics to consolidate costs. 	

5.5 Marine Operations Team

Responsibilities Responsible for all field operations and decision making in the incident response.		
Stage	Actions	Additional Advice
Response Initiation	<ul style="list-style-type: none"> <input type="checkbox"/> Start Marine Operations Incident Log. <input type="checkbox"/> Assess status of incident. Confirm incident classification. 	Refer Appendix 2 for Incident Log proforma. It is most important that LOGS ARE MAINTAINED.
Initial Actions	<ul style="list-style-type: none"> <input type="checkbox"/> Nominate a team member to establish and maintain communications link with site. <input type="checkbox"/> Conduct meeting with On-Scene Commander (if available) and Incident Controller. Formulate and agree response strategy. <input type="checkbox"/> Determine immediate and future equipment and manpower requirements. <input type="checkbox"/> Provide details to Logistics team for sourcing. <input type="checkbox"/> Refer to Section 7 for details of equipment and mobilisation procedures. 	It is crucial that good communications links are maintained with incident site.
Ongoing Activities	<ul style="list-style-type: none"> <input type="checkbox"/> Attend regular planning meeting. <input type="checkbox"/> Mobilise back-up equipment resources as required. <input type="checkbox"/> Monitor effectiveness of response strategy. <input type="checkbox"/> Monitor levels of equipment & manpower; maintain regular liaison with Logistics re support required. <input type="checkbox"/> Provide information to Media Advisor as required. 	Note that there is an agreement in place between MCA and UK Petroleum Industry Association to supply specialist advice and manpower for major incidents.
Final Action / Stand Down	<ul style="list-style-type: none"> <input type="checkbox"/> Stand down equipment and manpower. <input type="checkbox"/> Provide Administration Unit with incident log. 	

5.6 Planning Team

<p>Responsibilities Planning and preparation of medium-long term planning objectives. Collection and evaluation of information on all aspects of the incident. Advising the Incident Controller on liaison with various organisations and agencies involved in incident.</p>		
Stage	Actions	Additional Advice
Response Initiation	<ul style="list-style-type: none"> <input type="checkbox"/> Start Team Incident Log. <input type="checkbox"/> A Log Keeper from the team may be appointed to support this team function. <input type="checkbox"/> Log keeper should be directed to carry out following activities: <input type="checkbox"/> Maintain operation of white boards, and dissemination of all incoming information. 	In addition, produce coherent log of events, which cross references all relevant media releases, meeting notes, assessment reports, briefing notes. Refer Appendix 2 for Incident Log.
Initial Actions	<ul style="list-style-type: none"> <input type="checkbox"/> Assess current situation from Incident Controller/Marine Operations Team and develop situation map and resource status boards. <input type="checkbox"/> Obtain initial weather report. 	
Ongoing Activities	<ul style="list-style-type: none"> <input type="checkbox"/> Arrange ongoing planning meetings, prepare brief agenda. Organise attendees. Provide ongoing feedback from statutory authorities, especially any directions or recommendations for ongoing actions and notifications. <input type="checkbox"/> At meetings obtain information on proposed response option to inform statutory bodies. <input type="checkbox"/> Develop medium term plan with possible alternative strategies based on outline response strategy (Marine Operations). <input type="checkbox"/> Obtain regular weather forecasts. Update situation map & resource status boards. <input type="checkbox"/> Present data for the next operational period at planning meetings. 	Ensure incident boards, resource boards and Situation Map are being kept up to date with essential information
Final Action / Stand Down	<ul style="list-style-type: none"> <input type="checkbox"/> Confirm status of incident and confirm stand down with Incident Controller. <input type="checkbox"/> Close out resource status boards. <input type="checkbox"/> Provide Administration Unit with incident log. <input type="checkbox"/> Attend Incident Management Team debrief. 	

5.7 Logistics Team

Responsibilities Responsible for addressing the needs of the incident site and arranging provision of facilities, services and materials and manpower in support of the incident. Responsible for arranging provision of additional communications.		
Stage	Actions	Additional Advice
Response Initiation	<ul style="list-style-type: none"> <input type="checkbox"/> Start Team Incident Log <input type="checkbox"/> Contact Incident Controller and ascertain the extent of initial anticipated requirements for: <input type="checkbox"/> Catering and accommodation. <input type="checkbox"/> Communications; and Aerial surveillance. <input type="checkbox"/> Marine response transportation. 	Incident Log provided in Appendix 2 . Ensure that all documentation is filed and retained for logging.
Initial Actions	<ul style="list-style-type: none"> <input type="checkbox"/> Attend planning meeting and determine immediate future requirements. <input type="checkbox"/> Address the immediate needs at site. <input type="checkbox"/> Liaise with Finance Unit re Purchase Order and Applications for Expenditure (AFE) system that they are intending to run during the incident. <input type="checkbox"/> Ensure that an effective communication network is operative in MRC. <input type="checkbox"/> Appoint and supervise personnel to serve as telephone operators. 	Ensure Equipment and Manpower Unit and Support Services & Transportation Unit are aware of the systems to be used.
Ongoing Activities	<ul style="list-style-type: none"> <input type="checkbox"/> Attend planning meeting. <input type="checkbox"/> Address needs of field. <input type="checkbox"/> Arrange provision of facilities, services and materials in support of the incident response. <input type="checkbox"/> Determine ETAs on equipment and personnel to be obtained. 	
Final Action / Stand Down	<ul style="list-style-type: none"> <input type="checkbox"/> Ensure return of all equipment; determine need for any remedial action (re-equip). <input type="checkbox"/> Provide Administration Unit with incident log. <input type="checkbox"/> Attend incident debrief. <input type="checkbox"/> Prepare incident report. 	Stand down personnel, transport and equipment and organise return as needed. Log any damaged equipment. Collate transport, equipment and personnel costs incurred during the response.

5.8 Administration and Finance Response Team

<p>Responsibilities Keeping accurate financial records for subsequent preparation and support of claims for the recovery of money spent. Financially securing the requirements of Logistics team. Establishing appropriate filing systems to ensure that accurate records of what was done and why are available in support of financial claims for recovery of money spent. Provision of secretarial services. Implementing Security arrangements as required.</p>		
Stage	Actions	Additional Advice
Response Initiation	<ul style="list-style-type: none"> <input type="checkbox"/> Start Team Incident Log. <input type="checkbox"/> Set up Administration, Finance and Legal Units. 	
Initial Actions	<ul style="list-style-type: none"> <input type="checkbox"/> Attend planning meeting and inform other teams of financial and administration systems in place and legal advice available. <input type="checkbox"/> Determine requirement for additional communications systems, e.g. more lines, more phones, etc. 	
Ongoing Activities	<ul style="list-style-type: none"> <input type="checkbox"/> Hold team meeting prior to planning meeting. <input type="checkbox"/> Attend planning meeting and notify teams of any necessary changes to operating systems. <input type="checkbox"/> Financially secure the requirements of Logistics Team. <input type="checkbox"/> Keep accurate financial records for subsequent preparation and support of claims for the recovery of money spent. 	Determine any systems failures and methods of resolving the failures.
Final Action / Stand Down	<ul style="list-style-type: none"> <input type="checkbox"/> Provide Administration Unit with incident log. 	

5.9 Public Relations and Media Unit

<p>Responsibilities Provision of prompt accurate information to the news media at the incident site. Liaison and co-operation with MCA Media Team if involved.</p>		
Stage	Actions	Additional Advice
Response Initiation	<ul style="list-style-type: none"> <input type="checkbox"/> Proceed to ABP MRC. <input type="checkbox"/> Start Public Relations/Media Unit Log. 	ABP Crisis Communications team to proceed to Grimsby soonest.
Initial Actions	<ul style="list-style-type: none"> <input type="checkbox"/> If Holding Statement has been issued, obtain copy. <input type="checkbox"/> Prepare to draft initial press statement having first established incident facts including: <ul style="list-style-type: none"> <input type="checkbox"/> Nature of incident. <input type="checkbox"/> Location and time occurred or began. <input type="checkbox"/> Facilities, vessels involved. <input type="checkbox"/> Casualties suffered. <input type="checkbox"/> Cause of incident if known. <input type="checkbox"/> Actions being taken in response. <input type="checkbox"/> Issue draft statement to the other involved parties for comment and co-ordination. <input type="checkbox"/> Issue initial press release. <input type="checkbox"/> Provide clear, concise information. <input type="checkbox"/> Provide information ONLY known to be fact at the time; do not speculate or attempt to answer for others. <input type="checkbox"/> Do not be hostile with the media. 	<p>The objective of any external statements is to provide the corporate response where appropriate to do so. It is likely that emergency services will be leading the communications process. Early contact should be made and any activity should defer to their approach.</p> <p>Under no circumstances should any personnel data be released before notification of next of kin. (Caution required because full incident investigation may be on-going) Determine likely media reaction: Local / National / International.</p> <p>The Incident Controller is unlikely to be available to attend interviews and press conferences.</p>
Ongoing Activities	<ul style="list-style-type: none"> <input type="checkbox"/> Attend planning meeting; provide data to Incident Controller & team leaders on media issues associated with incident. Brief those to be present on agenda for press briefings. <input type="checkbox"/> Arrange news conferences and/or interviews. Ensure senior authorised persons within ABP (other than Incident Controller) are nominated to conduct media interviews and are properly briefed beforehand. <input type="checkbox"/> Prepare ongoing press releases. 	<p>Constantly monitor news/press coverage. In particular look for gross inaccuracies that should be corrected in the next press release/conference.</p> <p>Ensure that an agenda is prepared for all press briefings and be prepared to terminate briefings as required.</p> <p>For major incidents, the MCA press officer may also be present. Ensure close co-operation between involved parties. Ensure Incident Controller is briefed prior to press conferences.</p>
Final Action / Stand Down	<ul style="list-style-type: none"> <input type="checkbox"/> Provide final press release and organise final press conference, etc. <input type="checkbox"/> Provide Admin. Unit with incident log. 	Include copies of all press statements, photographic documentation, etc.

6. Crisis Communications

6.1 Crisis Communications Plan

The ABP Crisis Communications Plan is designed to protect ABP's corporate reputation in the event of a Major Incident which is directly or indirectly associated with ABP's business and statutory functions.

For the purposes of the Crisis Communications Plan, the definition of a Major Incident (or "crisis") is an incident which:

1. Results in any or all of the following:

- extensive loss of life;
- a large number of serious injuries to members of ABP staff and/or the public;
- significant damage to port assets;
- serious disruption to port and/or customer operations;
- serious disruption to the local community;
- significant harm to marine or landside environment; and

2. Is likely to be of national significance and/or receive national media coverage

The Crisis Communications Plans will come into effect if any Major Incident occurs within:

- the boundary of a port estate or the immediate vicinity; and/or
- an area covered by ABP's jurisdiction as Statutory Harbour Authority

In the event of a major incident that results in media attention, the ABP Crisis Communications Team will handle all media inquiries, statements and briefings, as well as liaison with media requirements of an affected party.

6.2 Media Liaison

The Media's Aims

- The following encompass the media interests in the event of an incident and their related needs:
- First with news and meet deadlines.
- Publish details of casualties.
- Present facts including statistics.
- Bring stories to life with interviews, quotes and provide human interest stories.
- Show dramatic pictures.
- Describe events as they develop.
- Establish cause.
- Find new angles different from other coverage.

Objectives in Dealing with the Media

The following should be borne in mind:

- Consider granting controlled access to the media to enable filming if safe to do so (If not they will try and gain unauthorised access ashore or afloat).
- To communicate quickly and honestly with all those affected by the emergency to:
 - Give safety information.
 - Explain how your organisation is responding.
 - Limit adverse comments and damage to reputation.
 - Correct errors in reporting.
 - Promote the positive aspects of your organisation.

However, note the following:

- The objective is to ensure all involved parties give a coordinated media response (**no contradiction**).
- Unless you are designated as your organisation's spokesperson **you are NOT authorised to offer a comment** on behalf of the organisation, therefore media requests should be declined.
- Careful consideration would be given if and when an ABP Spokesperson may be appropriate. This may be considered in the following circumstances:
 - Where ABP employees have been directly impacted by the incident.
 - Where the incident falls clearly in the jurisdiction of ABP i.e. there is no clear Customer lead.
 - Where ABP is being widely referred to the media and a response would provide clarification, that can't be managed through other channels.

6.3 Sample Press Statements

Reactive holding statement

*“We are aware of [specify incident; CONFIRMED FACTS ONLY].
We will provide more information as soon as it becomes available.”*

*“We can confirm that today, [insert date], there was [specify incident; CONFIRMED FACTS ONLY] at [specify location].
We have implemented our Major Incident Response Plan and are liaising with [insert relevant authorities]. We will provide more information as soon as it becomes available.”*

Note: No further information above and beyond the holding statement should be given without Group approval.

Drafting external statements

*“We can confirm that today, [insert date], there was [specify incident in more detail if further information available; FACTS ONLY] at [specify location].
[Insert further information on the response to the incident by ABP and other public authorities; FACTS ONLY]*

“We have launched an investigation into the causes of the [insert incident details] at [insert location] on [insert date].”

“We are working with the relevant public authorities to quickly understand how [insert FACTS ONLY here]. It is not possible for us to speculate on the details until we can examine these findings.”

*“We are in close contact with the families of the [insert number] of our staff who have been [insert impact].
Our thoughts are with them at this time.”*

Note: these are intended as guidance only and all statements would need the approval of Group before issuing.

7. Resources

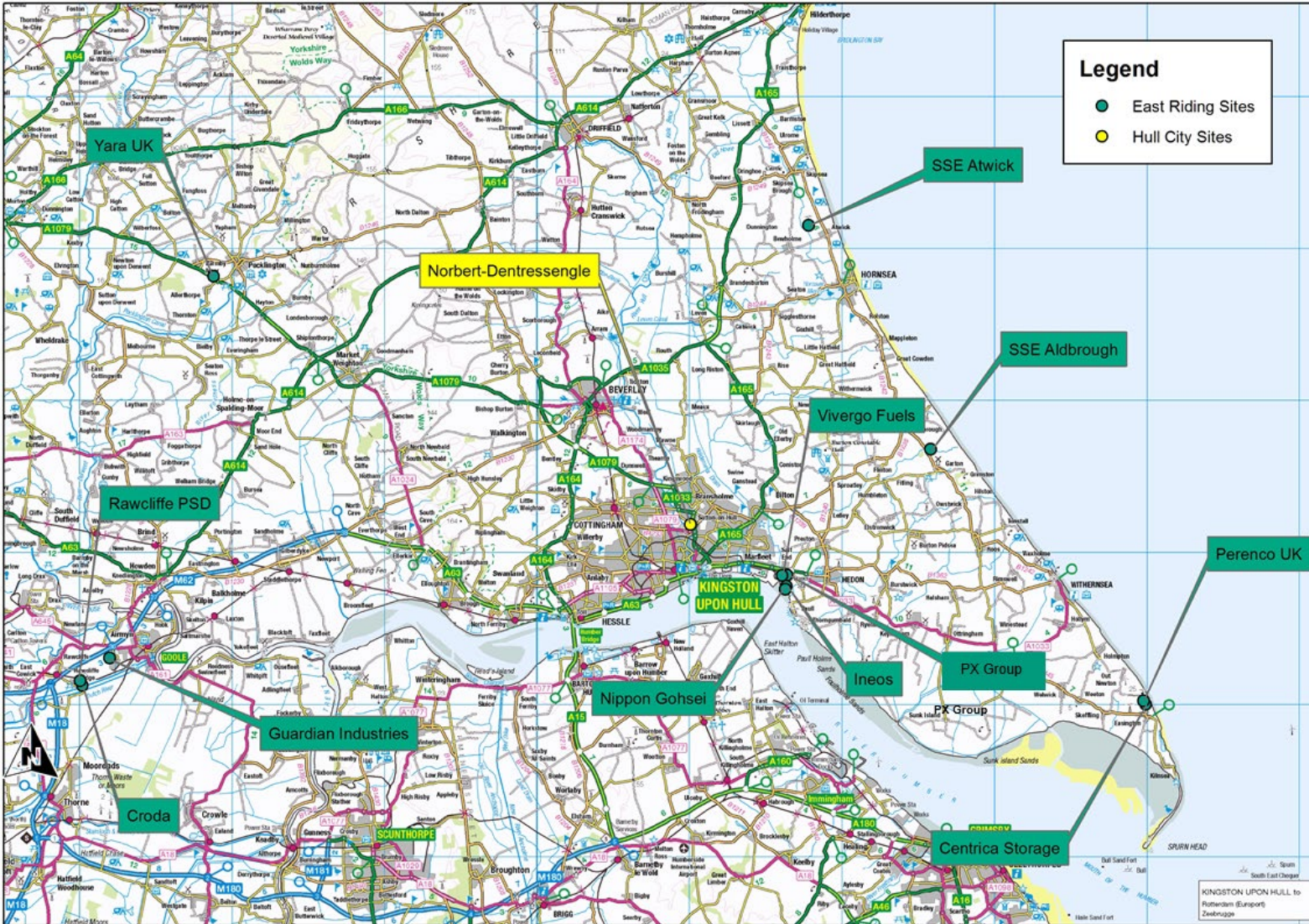
Each organisation involved in a Humber Serious Marine Emergency, will be responsible for implementing their individual plans and procedures. Several organisations operate on or adjacent to the Humber Area and have their own individual emergency response plans which have been designed to interface with HESMEP.

Top Tier Control of Major Accident and Hazards (COMAH) sites adjacent to the Humber Area:

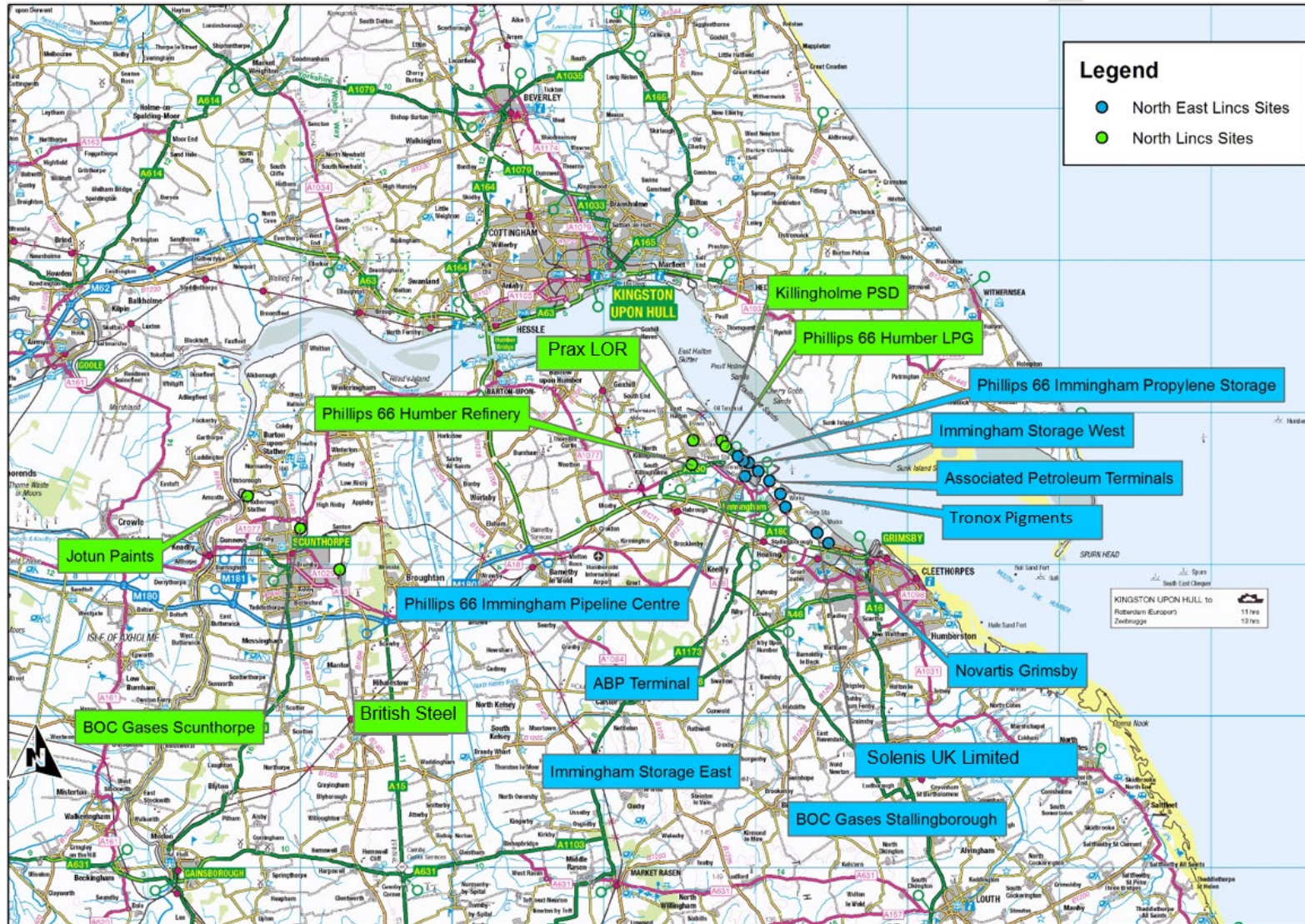
Local Authority	Site Name
East Riding	PX Group, Saltend Chemicals Park
	Centrica Storage Limited
	Croda Europe Ltd
	Guardian Industries Ltd
	INEOS UK
	Nippon Gohsei UK Ltd
	PERENCO
	Rawcliffe PSD
	SSE Aldbrough Gas Storage Facility
	SSE Atwick Gas Storage Facility
	Vivergo
	Yara Phosyn Limited
Hull	XPO (formerly Norbert Dentressangle)
North East Lincolnshire	ABP Fertiliser Terminal
	APT Limited
	Solenis UK Limited
	BOC Gases, Stallingborough
	Tronox Pigment
	Immingham Storage East
	Immingham Storage West
	Novartis Grimsby Limited
North Lincolnshire	Phillips 66 Immingham Pipeline Centre & Immingham Propylene Storage
	BOC Gases, Scunthorpe
	British Steel
	Jotun Paints
	Killingholme PSD
	Phillips 66 Humber LPG Terminal Limited
	Phillips 66 Humber Refinery
	Prax Lindsey Oil Refinery

These highlighted sites are located near the coastline

HESMEP



HESMEP



Other Emergency Response Plans: -

North Bank:

- Port of Hull Emergency Plan
- Port of Goole Emergency Plan
- Humber Ports Oil Spill Contingency Plan

South Bank:

- Port of Immingham Emergency Plan
- Port of Grimsby Emergency plan
- Humber Sea Terminal
- Humber Ports Oil Spill Contingency Plan

Humber:

- Tetney Mono Buoy
- Humber Emergency Planning
- Humber Clean

8. Personnel Landing Points / Berth Support Facilities / Beaching Areas

8.1 Casualties and Survivors

The following terminology is to be used when referring to persons surviving the incident: -

“**SURVIVORS**” all surviving personnel whether casualties or not.

“**CASUALTIES**” those surviving who are injured.

8.2 Casualty and Survivor landing points

The following will be used as casualty and survivor landing points. The National Grid References are as given by the Ordnance Survey standard system of 6 figure references and give a positional accuracy of 100 metres. The references used in this plan can be found on Ordnance Sheets 107 and 113 (1-50,000, Second Series).

e.g. Spurn Pilot Jetty N.G.R. TA 398110
100 km square reference TA
Eastings within square 39.8 km
Northings within square 11.0 km

(a) IMMINGHAM N.G.R. TA 199164

Landing steps situated on the western side of the lock entrance.
Road access to the landing steps is via the roadway on the western side of Immingham Dock.
Depth of water 7.6 metres at Chart Datum.

(b) GRIMSBY N.G.R. TA 278114

Landing steps situated at the western side of Royal Dock Basin.
Road access to the landing steps is via the roadway on the western side of Grimsby Royal Dock.
Depth of water one metre at Chart Datum.

(c) KING GEORGE DOCK, HULL N.G.R. TA 140284

Landing steps situated on the eastern bull nose approach to the lock.
Depth of water 5.5 metres at Chart Datum.

(d) VICTORIA PIER, HULL

N.G.R. TA 100281

Landing steps (known as Admiral's Steps) at dolphin on front of Pier.
Road access via Queen Street and Nelson Street.
Depth of water 1 to 2 metres at Chart Datum.

(e) MINERVA PIER, HULL

N.G.R. TA 099281

Landing steps at rear of pier in Hull Marina Basin.
Road access via Queen Street and Nelson Street.
On occasions may dry out across low water.

(f) BLACKTOFT JETTY, RIVER OUSE

N.G.R. SE 841242

Vertical ladder to the front of the jetty.
Road access via Blacktoft Lane.
Depth of water 5.5 metres at Chart Datum.

8.3 Berth Support Facilities

If it is possible to direct the vessel concerned to an in-dock berth, refer to the relevant port emergency plan for permitted lengths and available facilities.

If it is possible to direct the vessel concerned to a river berth, subject to the berth being clear, the following may be considered: -

- Immingham - East and West Jetties
- Immingham Bulk Terminal
- Humber International Terminal 1 and 2
- Immingham Outer Harbour
- Humber Sea Terminal
- King George Dock, Hull - Approach Jetty
- Riverside Quay, Hull
- New Holland Pier
- Blacktoft
- Trent Wharves

8.4 Beaching Areas

To preserve safe port operations in the event of an incident, every effort should be made to clear navigational channels and reach a suitable beaching area.

This will improve any subsequent salvage operations and help preserve the watertight integrity of the vessel due to the sandy/muddy nature of the bottom in these areas.

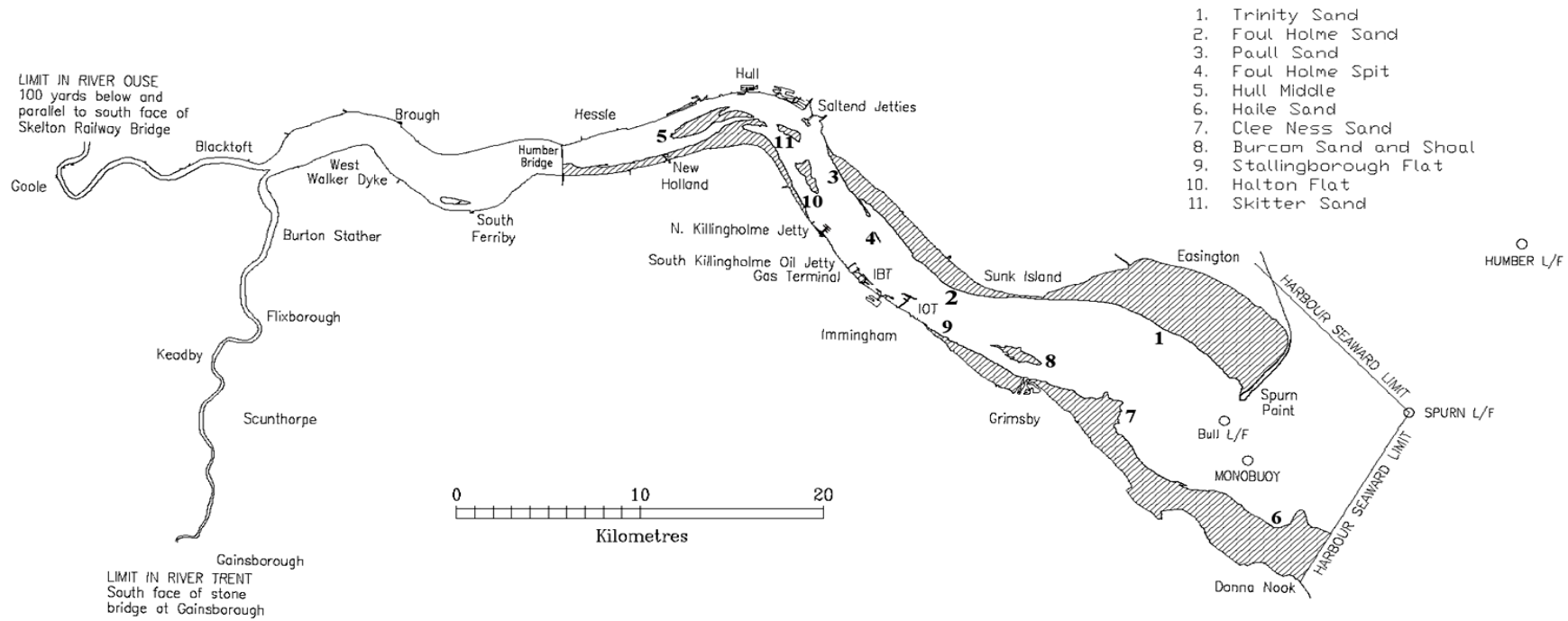
The following beaching areas have been identified:

NORTH BANK	
(1)	Trinity Sand
(2)	Foul Holme Sand
(3)	Paull Sand
(4)	Foul Holme Spit
(5)	Hull Middle

SOUTH BANK	
(6)	Haile Sand
(7)	Clee Ness Sand
(8)	Burcom Sand
(9)	Stallingborough Flat
(10)	Halton Flat
(11)	Skitter Sand

8.5 Chart

Recommended Beaching Areas (Shaded)
within the limits of "The Harbour of The Humber" as defined in Byelaw 4(i)
of the Humber Navigation Byelaws 1990



9. Contacts

Associated British Ports (ABP)

ABP Humber

ABP VTS Humber Wharnccliffe Road Grimsby NE Lincolnshire DN31 3QJ	Assistant Harbour Master Emergency Direct Line Harbour Master Marine Response Centre (manned during incident)	Tel: 01482 212 191 (24 hours) Tel: 01482 212 191 (24 hours) Tel: 01482 327 171 (Office hours) Tel: From: 01472 263 501 To: 01472 263 510 01482 212191 (via VTS) Internal ext. No's: 6331 - 6340
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ABP Holdings PLC, Head Office, London

ABPH plc 2nd Floor 25 Bedford Street London WC2E 9ES	Corporate Communications Manager	Tel: 020 7406 7825 Fax: 020 7430 7896 Email: info@abports.co.uk
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Maritime & Coastguard Agency (MCA)

Humber Coastguard Operations Centre (CGOC)

HM Coastguard Limekiln Lane Bridlington East Riding of Yorkshire YO15 2LX	Duty Officer	Tel: 01262 672317 or 01262 606910 (24 hours) Email: Zone8@hmcg.gov.uk
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Tug Operators

Svitzer UK

Svitzer UK Triton House Immingham Dock Grimsby DN40 2LZ		Tel: 01469 571115 (24 hours) Fax: 01469 571616 operationssvitzerimmingham@svitzer.com
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SMS Towage Limited

SMS Towage Limited Ocean House Waterside Park Livingstone Road Hessle HU13 0EG		Tel: 01482 350999 Fax: 01482 648284 info@smstowage.com
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Power Stations and Industrials

South Humber Power Ltd

South Humber Power Ltd South Humber Bank Power Station South Marsh Road Stallingborough DN41 8BZ	Main Switchboard	Tel: 01469 577236 (24 hours) Fax: 01469 576466
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Uniper Killingholme Power Station

Uniper Killingholme Power Station Chase Hill Road North Killingholme Immingham DN40 3EH	(Formally National Power, EON and Centrica) Control Room	Tel: 01469 541348 (24hours) Fax: 01469 504077
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Keadby Power Station

Keadby Power Station Trentside, Keadby Scunthorpe North Lincolnshire DN17 3EF	General inquiries. Control room	Tel: 01724 788200 Fax: 01724 788217 Tel: 01724 788220 (24 hours) Fax: 01724 784809
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Tronox Pigment UK Limited

Millennium Inorganic Chemicals Laporte Road Stallingborough P.O. Box 26 Grimsby N.E. Lincolnshire	General enquiries	Tel: 01469 571000 Fax: 01469 571234
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Novartis Grimsby Limited

Novartis Grimsby Limited Moody Lane Pyewipe Grimsby, N.E. Lincolnshire DN31 2SR	General inquiries Security	Tel: 01472 355221 Tel: 01472 253242 or 01472 255439
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Synthomer Limited

Synthomer Limited South Marsh Road, Stallingborough, Grimsby, N.E. Lincolnshire DN41 8DA	General enquiries	Tel: 01469 573 361 Fax: 01469 571 346
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Humber Oil Pollution Prevention, Preparedness and Response Committee (HOPPRC)

ABP Grimsby & Immingham

ABP Grimsby & Immingham Dock Office Immingham NE Lincolnshire DN40 2LZ	Dock Master	Tel: 01469 571555 (24 hours) Fax: 01469 571559
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Associated Petroleum Terminals (Immingham) Ltd

Associated Petroleum Terminals (Immingham) Ltd Queens Road Immingham South Humberside DN40 2PN	Terminal Manager or Jetty Manager	Tel: 01469 570300 Fax: 01469 571321 Tel 01469 570305 (supervisor) Tel 01469 570314 (berthing master) aptemergencycontrol@aptoil.co.uk berthing.masters@aptoil.co.uk
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Phillips 66 Ltd

Phillips 66 Ltd Tetney Oil Terminal Tetney Lock Road Tetney Nr. Grimsby South Humberside DN36 5NX	Manager or Harbour Master	Tel: 01469 571571 Fax: 01469 556246 Tel 01469 556230 (control room)
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Inter Terminals Ltd (East & West Jetty)

Inter Terminals Ltd Immingham West Terminal West Riverside Immingham Dock Immingham North East Lincolnshire DN40 2QU	West Terminal Terminal Manager or Deputy Terminal Manager	Tel: 01469 572615 (24 hours) Fax: 01469 577019
	East Terminal Terminal Manager or Deputy Terminal Manager	Tel: 01469 563900 (24 hours) Fax: 01469 563901

Humber Sea Terminal (North Killingholme)

C. Ro Ports Killingholme Ltd Haven House Cargo Terminal Clough Lane North Killingholme South Humberside DN40 3JP	Commercial Manager Or Operations Manager	Tel: 01469 540890 / 540381 Fax: 01469 541121 / 541970 (24 hours)
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BP Chemicals Limited, Saltend

PX Group Saltend Chemicals Park Saltend Lane Hull HU12 8DS	Pier Master	Tel: 01482 896251 Fax: 01482 892280
		Tel: 01482 892278 (Logistics) Fax: 01482 894960
		Tel: 01482 890877

ABP, Port of Hull & Goole

ABP Hull PO Box 1 Port House Northern Gateway Hull HU9 5PQ	Dock Master	Tel: 01482 617290
	Assistant Dock Master Hull	Tel 01482 617291
	Assistant Dock Master Goole	Tel 01405 721128

Environment Agency

Environment Agency	National Customer Contact	Tel: 03708 506506 (Office Hours)
	Emergency Hotline	Tel: 0800 80 70 60 (24 hours)
		Email: ics@environment-agency.gov.uk

Humber Emergency Planning Service

Humber Emergency Planning Service County Hall Beverley Hull HU17 9BA	In the event of an emergency oil pollution incident HEPS is the direct contact. The Duty Officer will contact the appropriate council and team member	Emergency Contact Tel: 0300 330 2080 Email: duty.officer@eastriding.gov.uk
		Routine Contact Tel: 01482 393050 Email: heps@eastriding.gov.uk

Marine Management Organisation (MMO)

Emergency Contacts

Office Hours (from 0900 to 1700):

Please telephone our dedicated Spill Response number:

0300 200 2024

A member of MMO's Marine Pollution Response Team will give immediate priority to any calls made to this dedicated number.

Outside Office Hours (from 1700 to 0900):

Outside office hours callers should call an MMO Duty Officer on:

Mobile Phone: 07770 977825

If there is no reply on either of the above numbers call the 24-hour Defra Duty Room on:

0845 051 8486

The Defra Duty Room should be able to contact an officer in the Marine Management Organisation by home or mobile telephone or pager and will ask them to return your call.

Fax Numbers

Defra Duty Room (provides 24-hour cover for MMO) 0845 051 8487

Marine Management Organisation (not 24-hour) 0191 376 2682

If action is required by MMO a telephone call must be made in addition to any message sent by fax as the fax machines are not monitored continuously.

(Non-emergency contact address: dispersants@marinemanagement.org.uk, Marine Management Organisation,

PO Box 1275, Newcastle Upon Tyne, NE99 5BN)

* The Marine and Fisheries Agency (MFA) became part of the Marine Management Organisation (MMO) on 1 April 2010 when the MMO was created because of the Marine and Coastal Access Act 2009.

MMO District Inspector of Fisheries, Humberside

MMO Room 13, Ground Floor Crosskill House Mill Lane Beverley HU17 9JB	District / Senior Marine Officer	Tel: 0208 026 0519 beverley@marinemanagement.org.uk
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Natural England

Natural England – National Office

Natural England	Marine Pollution Officer	Tel: 0300 060 1200 (24 hours) Marine.Incident@naturalengland.org.uk In the event of emergency oil pollution incident contact should be made with the National Office.
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Natural England –Yorkshire and Humber Region: York Office

Natural England Foss House, Kings Pool, 1-2 Peasholme Green, York YO1 7PX	Conservation Officer	Tel: 0300 060 3900 (24 hours) In the event of emergency oil pollution incident contact should be made with the National Office.
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Natural England – Yorkshire and Humber Region: Leeds Office

Natural England 25 Queen Street, Leeds, LS1 2UN	Conservation Officer	Tel: 0300 060 3900 (24 hours) In the event of emergency oil pollution incident contact should be made with the National Office.
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Natural England – East Midlands Region

Natural England Second Floor Ceres House, 2 Searby Road, Lincoln, LN2 4DT, Lincoln.	Conservation Officer	Tel: 0300 060 3900 (24 hours) In the event of emergency oil pollution incident contact should be made with the National Office.
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Royal Society for the Protection of Birds (RSPB)

RSPB North of England Regional Office

RSPB 1, Sirius House, Newcastle Business Park, Amethyst Rd, Newcastle upon Tyne NE4 7YL	Senior Conservation Officer Regional Officer Public Affairs Officer	Tel: 0300 7772 676
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RSPB Local Warden

Blacktoft Sands	Humber Area Manager	Tel: 01405 704665 (Office hours) Mobile: 07900 907778 Email: blacktoft.sands@rspb.org.uk
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Yorkshire Wildlife Trust

Yorkshire Wildlife Trust 1 St George's Place York, YO24 1GN		Tel: 01904 659570 (Office hours) Answer Phone (Out of hours) Fax: 01904 613467 (Out of hours)
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Lincolnshire Wildlife Trust

Lincolnshire Wildlife Trust Banovallum House Manor House Street Horncastle Lincolnshire LN9 5HF	Director	Tel: 01507 526667 (Office hours) Fax: 01507 525732 (Out of hours)
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RSPCA

RSPCA	National Call Centre	Tel: 0300 1234 999 (24 hours) Fax: 0113 236 3173
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Police Service

Humberside Police Police Headquarters Queens Gardens Hull HU1 3DJ	Police Service	Tel: 101 (24 hours) www.humberside.police.uk
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Fire Service

Humberside Fire Brigade Brigade Headquarters Summergroves Way Hessle High Road Hull HU4 7BB	Control	Tel: 01482 565333 Tel: 01482 610999 (Emergency) Fax: 01482 567447
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International Tanker Owners Pollution Federation Ltd (ITOPF)

ITOPF Ltd 1 Oliver's Yard 55 City Road London EC1Y 1HQ	Enquiries Emergency	Tel: 020 7566 6999 (Office hours) Fax: 020 7566 6950 Email: central@itopf.com Emergency Tel: 07623 984 606 (24hrs) Alt Emergency Tel: 020 7566 6998
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Marine Accident Investigation Branch (MAIB)

Marine Accident Investigation Branch 1st Floor Carlton House Carlton Place Southampton Hampshire SO15 2AN	Duty Officer	Tel: 023 8023 2527 (24 hours) Fax: 023 8023 2459
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H M Revenue & Customs

H M Revenue & Customs 36 Ferensway Hull HU2 8LP		Tel: 0845 300 0627
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10. Appendices

Appendix 1. Memorandum of Understanding with HM Coastguard

**MEMORANDUM OF UNDERSTANDING
BETWEEN
HM COASTGUARD HUMBER MRCC AND
ASSOCIATED BRITISH PORTS, HUMBER ESTUARY SERVICES ON
THE ARRANGEMENTS FOR THE COORDINATION OF MARITIME
INCIDENTS**

INTRODUCTION

1. **The purpose of this Memorandum of Understanding between HM Coastguard (HMCG) and Associated British Ports Humber Estuary Services (ABP, HES) is to confirm agreements reached on their respective roles and responsibilities, and to define, for the avoidance of doubt, the actions that each organisation has agreed to take, in any given scenario within the area of overlapping responsibilities.**

ASSOCIATED BRITISH PORTS, HUMBER ESTUARY SERVICES

2. The Statutory Jurisdiction of Associated British Ports, Humber Estuary services is defined in The Humber Navigation Byelaws 1990, Byelaw 4., which states:-

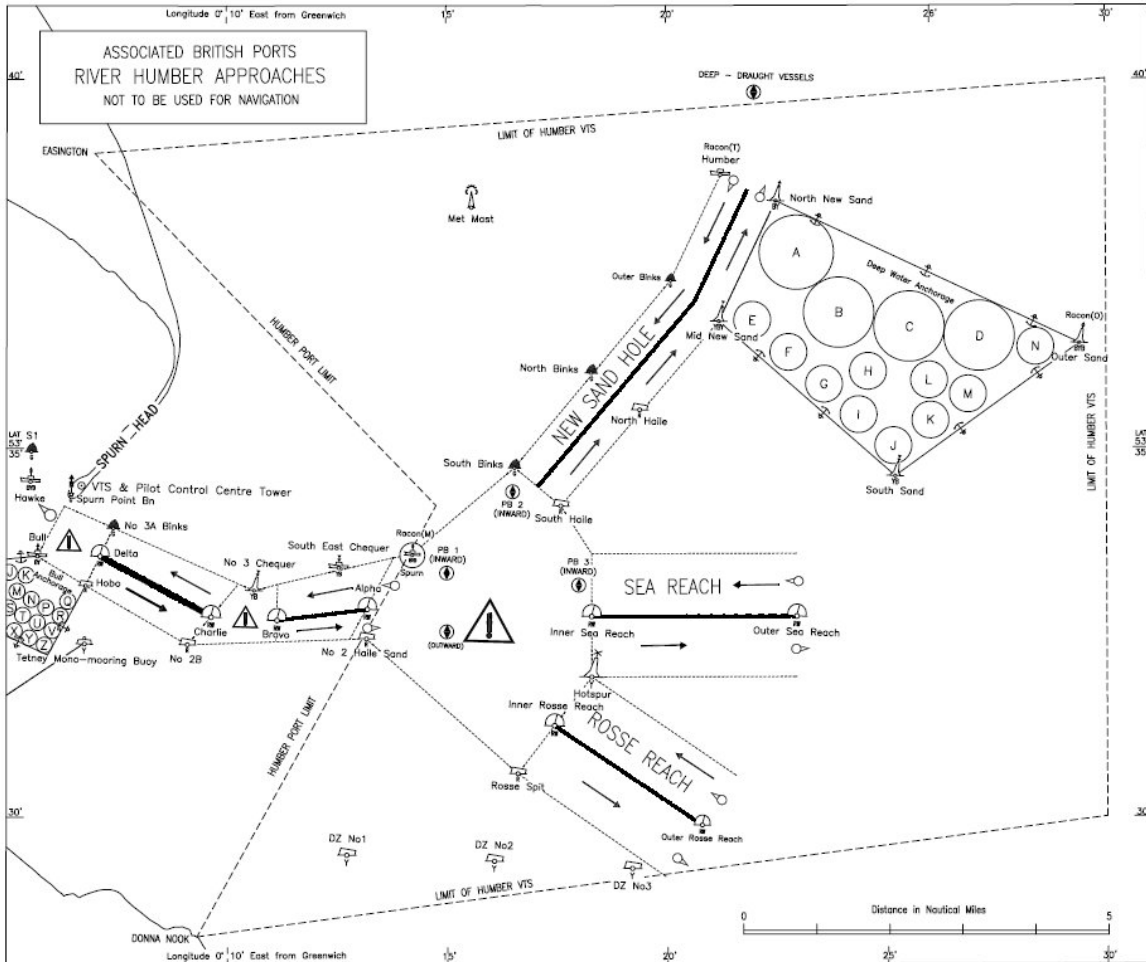
"The Humber" means:-

- (i) *so much of the River Ouse as is within the limits of improvements as defined by Section 3 of the Ouse (Lower) Improvement Act 1884;*
- (ii) *the River Trent below the South side of the Stone Bridge at Gainsborough;*
- (iii) *the River Humber and estuary thereof from the confluence of the Rivers Ouse and Trent to the seaward limits bounded by:-*
 - (a) *a straight line drawn from Easington Church (Latitude 53°39'N, Longitude 00°07'E) in a direction 136° true until it intersects the line mentioned below; and*
 - (b) *a straight line drawn from the site of the former Donna Nook beacon (Latitude 53°28¹,38N, Longitude 00°09'.33E) in a direction 029° true;*

- (iv) *all navigable havens and creeks of the River Trent below the south side of the said Stone Bridge and of the River Humber or the estuary thereof wherein the tide flows and reflows, including, where the context so admits, any land adjoining the Humber but not including any part of the old harbour or haven at Hull (being part of the River Hull and within the jurisdiction of the Kingston Upon Hull City Council as navigation authority), the marina as defined in Section 4 (Interpolation of Part 11) of the Kingston Upon Hull Act 1984 or any enclosed dock, ·*

Within its area of jurisdiction, ABP, HES is charged with certain responsibilities, principal among which is a statutory responsibility for the maintenance of the safety of navigation and the conservancy of this defined area.

3. Additionally, ABP, HES provide a Vessel Traffic Service (VTS) within prescribed limits of coverage defined as follows:-
- (i) *So much of the River Ouse as is within the limits of improvement as defined by Section 3 of the Ouse (Lower) Improvement Act 1884;*
- (ii) *The River Trent below the south side of the stone bridge at Gainsborough, ·*
- (iii) *The River Humber and the estuary thereof from the confluence of the Rivers Ouse and Trent to the seaward limits; (using geographical references based on WGS 84 datum): -*
- a) *A straight line drawn from Easington Church in the County of East Riding of Yorkshire (Latitude 53° 39' . 02 North, Longitude 0° 06' . 90 East) in a direction 086° (T) to a position 53° 40' . 00 North, 0° 30' . 00 East.*
- b) *Then a straight line in a direction 180° (T), to a position 53° 30' . 00 North, Longitude 0° 30' . 00 East*
- c) *Then a straight line in a direction 262° (T), to the site of the former Donna Nook Beacon in the County of North Lincolnshire (Latitude 53° 28' . 40 North: Longitude 0° 09' . 23 East).*



Visit the ABP Humber Estuary Services website at: www.humber.com

4. To enable ABP, HES to meet these responsibilities they have powers to enforce Byelaws, issue General and Special Directions; are a Competent Harbour Authority and therefore ensure the provision of a pilotage service; and to direct navigation within the Area of Jurisdiction. Additionally, the Dangerous Substances in Harbour Areas Regulations 1987 require the authority to develop and maintain comprehensive emergency plans. ABP, HES has a statutory responsibility to prepare Oil Contingency Plans, report oil spills and respond to oil pollution in terms of the Merchant Shipping (Oil Pollution, Preparedness and Response Convention), Regulations 1998.

MARITIME & COASTGUARD AGENCY - HM COASTGUARD

5. The Maritime and Coastguard Agency (MCA) - HM Coastguard is responsible for delivering upon six internationally recognised Coastguard functions - Search and Rescue, Maritime Safety, Maritime Security, Pollution Response, Vessel Traffic Management and Accident and Disaster Response. The delivery of these functions supports the developing, promoting and enforcing of standards of marine safety; minimising loss of life amongst seafarers and coastal users; responding to maritime emergencies; minimising the risk of pollution of the marine environment from ships; and where pollution occurs, minimising the impact on UK interests.
6. The modern role of HM Coastguard was clearly defined by the Secretary of State for Transport in the House of Commons in March 1992 when he announced that under the authority given to him by the Coastguard Act 1925 it had been agreed that Her Majesty's Coastguard is responsible for the initiation and co-ordination of civil maritime search and rescue within the United Kingdom Search and Rescue Region which includes the mobilisation, organisation and tasking of adequate resources to respond to persons either in distress at sea, or to persons at risk of injury or death on the cliffs or shoreline of the UK.

RESOURCES

ABP, Humber Estuary Services

7. ABP, HES operates a Vessel Traffic Service on a 24-hour basis from the Humber Marine Control Centre situated at Grimsby. VHF radio coverage exists throughout the area of jurisdiction of the Harbour. Radar coverage is also available through its radars sited at Spurn Point, Grimsby, Stone Creek, Hull and the Humber Gateway giving coverage of the Humber Approaches through to the Humber Bridge. AIS coverage is provided through stations at Grimsby, Hull, Spurn Point and Blacktoft.
8. Any ABP, HES emergency response would be co-ordinated initially through VTS Humber, then, subject to the severity of the emergency, transferred to the Marine Response Centre (MRC) at the Grimsby Port Office. Direct telephone links exist between VTS Humber and the Maritime Rescue Coordination Centre (MRCC) at Bridlington, and emergency links can be established quickly between the MRC and the MRCC.

9. Oil Pollution Response in a Tier 2 and Tier 3 will be through the Marine Response Centre at Grimsby. ABP, HES is equipped to deal with a Tier 1 and Tier 2 oil spill. The shoreline clean-up response being provided by the Unitary Authorities who will activate their Shoreline Response Centre (SRC) as required. ABP Tier 2 response is delivered with assistance from external contractors.
10. ABP, HES has pilot launches based at Grimsby, which are manned 24 hours per day. Hydrographic survey vessels are usually available during working hours during a normal working week. In an emergency craft can be made available.
11. ABP, HES has no salvage resources.
12. A large proportion of the commercial vessels moving through the Harbour have ABP authorised pilots embarked.

Other Harbour Facilities

13. Several companies based in the Humber region have tugs, work boats and other small craft that could be made available. Some of these craft have the facility to employ oil dispersant.

HM Coastguard

14. HMCG utilises facilities made available by other parts of the UK Maritime SAR organisation but will also seek assistance from any source likely to be able to make an effective contribution to a SAR operation. In general, facilities which HM Coastguard can call upon are of two kinds, Declared and Additional.
15. Declared Facilities that could be called upon locally include:
 - (i) Civil helicopters and fixed wing aircraft under contract to HM Coastguard.
 - (ii) RNLI all weather and inshore lifeboats. Locally based at Spurn (Humber), Bridlington, Skegness, Cleethorpes and Withernsea.
 - (iii) Coastguard Rescue Teams (Hull, Cleethorpes, and Withemsea.)
 - (iv) Volunteer Inshore Rescue Services (Humber Rescue).

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16. Additional Facilities include:
- (i) Vessels in the vicinity of the casualty.
 - (ii) Non-declared aircraft and ships made available by the MOD.
 - (iii) Marine craft under the control of various authorities, including lighthouse and pilotage authorities.
 - (iv) Border Force vessels.
 - (v) Civilian helicopters made available by offshore gas operators.
 - (vi) Such facilities as local authorities are able to make available.
 - (vii) Police (road, marine and air assets).
 - (viii) Humberside Fire & Rescue Service (HFRS) provides a capability to respond to firefighting, chemical incidents and the rescue of trapped persons on board vessels within the Harbour limits.
 - (ix) Trained drone operators available with ABP and HFRS

INCIDENT CLASSIFICATION

ABP, HES.

17. Any incident occurring within the area of jurisdiction of ABP, HES will be classed as a "serious marine emergency" if it is an accident involving shipping in the Humber which creates, or is likely to create, a significant danger to navigation, life, property or the environment and which requires, for its proper control, resources not immediately available to the ship's Master or others at the scene of the incident
18. In the event of an "oil pollution incident" ABP, HES will respond to a Tier 1, Tier 2 and Tier 3 incident (these Tiers are defined in "Humber Clean"). ABP Tier 2 response is delivered with assistance from external contractors.
19. Separate incident plans exist for each local port, haven and jetty. The plans relevant to the area and of common interest are:

- (i) **HUMBER ESTUARY SERIOUS MARINE EMERGENCY PLAN (HESMEP).** This emergency plan, which has been formulated after discussion with an agreement by the appropriate authorities on the Humber, sets out the action to be taken in the event of a serious marine emergency occurring within the limits of ABPs area of jurisdiction.
- (ii) **HUMBER CLEAN.** This plan is written in accordance with the requirements of the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998. The purpose of the plan is to provide guidance to ABP, HES with respect to the steps to be taken when water borne oil pollution incident has occurred in the area of ABP, HES jurisdiction.

HM Coastguard

- 20. The MCA has conducted risk assessments identifying possible major incident types. These incident types may be summarised as follows:
 - (i) Rescue of large numbers of people from, for example, a passenger ship, an offshore installation, an isolated area, or many small craft in distress simultaneously;
 - (ii) Release or potential release of hazardous, noxious or polluting materials at sea or along the coast;
 - (iii) The effects of these or other emergencies on MCA and/or its partner organisations' own staff, facilities or infrastructure, potentially limiting ability to respond.
- 21. Whilst the circumstances surrounding an incident may vary and will reflect the specific nature of that incident, HMCG responsibility for SAR is broadly unchanged, albeit the level of response will reflect the scale of the incident and consequential demand for resources.

AGREED GUIDELINES ON MAJOR INCIDENT COMMAND AND CONTROL

- 22. ABP, HES will take responsibility for the control of a major emergency within the area defined under section 2 of this MOU,

namely the Humber Port Limits as identified on the chart. Seaward of this area will be the responsibility of HMCG, though assistance will be given by ABP, HES, and if agreed by both parties will continue to organise shipping movements within the defined area of its VTS area.

GENERAL PRINCIPLES-TASK ORIENTATED

23. Whenever ABP, HES or HMCG becomes aware of a potential or actual major incident, they will immediately inform the other at the earliest possible opportunity. Details of any initial action taken will also be relayed. As the emergency develops, they will communicate and liaise on a frequent basis and keep each other informed of their intentions and action.
24. HMCG will always retain general responsibility for Search and Rescue within any incident and will always task and subsequently co-ordinate and direct nationally designated (declared) SAR resources, or other craft which subsequently become directly involved in the Search and Rescue operation.
25. ABP, HES will always retain overall responsibility for the safe movement of shipping and for the provision of navigation information and direction within its area of jurisdiction. Within this area ABP, HES will always retain responsibility for the general safety of port traffic; the protection of navigational fairways; the stabilisation and marking of wrecks; the co-ordination of salvage activities; and control of oil pollution protection and clean-up measures under its statutory duty prior to any (subsequent) involvement of the MCA.
26. For salvage incidents, particularly those that originate to seaward of the Humber, SOSREP (The Secretary of States Representative) may assume an overall control of the operation and issue directions.
27. The immediate safety of all marine craft and their on-board passengers and crews remains the responsibility of their respective Masters, irrespective of direction by ABP, HES or tasking by HMCG in any emergency incident.

GENERAL PRINCIPLES - AREA BASED

28. HM Coastguard has statutory jurisdiction for the co-ordination of civil maritime search and rescue throughout the coastal and offshore waters of the UK, including the ABP, HES area of jurisdiction. It has direct call on the all-weather marine and aviation resources necessary to co-ordinate and control a major shipping incident in the North Sea or the sector just outside the jurisdiction of ABP, HES.
29. ABP, HES has jurisdiction for safety of shipping within its area of jurisdiction. It also has a 24-hour capability to co-ordinate a full marine emergency through the resources of ABP, with an extensive communications and radar network, and a fleet of pilot, survey and work boats.

EXCLUSION ZONES

30. In the event of a Major Incident, (involving a vessel or vessels underway, a vessel aground, or a major chemical pollution incident), occurring within the ABP, HES area of jurisdiction, as defined in section 2, then ABP, HES may decide to establish an Incident Exclusion Zone. ABP, HES will liaise with HMCG before establishing any such zone.
31. For a major incident seaward of the Humber Port limits HMCG will liaise with ABP, HES to consider the need to establish a Temporary Exclusion Zone (TEZ).
32. In the event of the risk of fire, explosion or gas release, ABP, HES may elect to establish an Incident Exclusion Zone around the offshore perimeter of any vessel alongside a shore installation involved in a Major Incident. ABP, HES will liaise with the HFRS as to the need for such an Exclusion Zone, particularly where risk of explosion or spread of flammable or toxic fumes exist.
33. HMCG will arrange for the establishment of Air Exclusion Zones, as appropriate. To aid any SAR operation HM Coastguard may request the establishment of a Temporary Danger Area (TDA) and if necessary, Emergency Restriction of Flying Regulations (ERFR) over the scene of an incident.

COMMUNICATIONS

34. Close liaison between the MRCC and ABP, HES will be maintained from the commencement of an incident until its conclusion. This will in the main be through VHF radio and telephone links.
35. Within the ABP, HES area of jurisdiction, all VHF communications with the casualty vessels and rescue craft will be in accordance with the communications plan laid down in "Humber Serious Marine Emergency Plan" and/or "Humber Clean". The Harbour operations VHF Channels - VHF Ch. 12, 14 and 15 - will continue to be used for harbour control purposes, and to pass any necessary alerting instructions to vessels underway.
36. HMCG will co-ordinate the Search and Rescue operation using internationally declared channels. For large scale incidents involving numerous assets a Communications Plan may be established to enhance SAR operations. Normal VHF Channels used will be 16, 67 and 0.

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37. ABP, HES will report to HMCG all incidences of oil pollution or incidents involving chemical spillage.

For Her Majesty's Coastguard

Signed

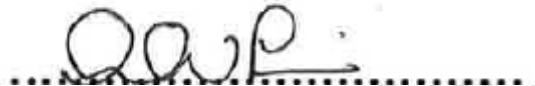


Date 18th May 2022

**B. ALLEN
MARITIME OPERATIONS COMMANDER
HM COASTGUARD**

For Associated British Ports, Humber Estuary Services

Signed



Date 18th May 2022

**CAPT A. FIRMAN
HARBOUR MASTER - HUMBER**

UNCONTROLLED WHEN PRINTED

Appendix 2. Proforma for Incident Assessment

The Checklist below lists the information that should be obtained from personnel making the On-Scene Incident Assessment.

NOTE THAT INITIAL CATEGORISATION OF THE INCIDENT MAY NEED TO BE REVISED DEPENDING ON THE INFORMATION OBTAINED FROM INCIDENT ASSESSMENT.

A. LOCATION AND TIME OF INCIDENT			
Time:	Date:		
Type of Incident:	Fire/Explosion	Collision	
	Sinking/Grounding	Other	
	Confirmed / Probable/ Doubtful		
Source of spill	Tanker/Vessel	Jetty	Other
Identity of Observer / Reporter			
Number of Deaths / Number of Casualties			

B. SPILLAGE DETAILS	
Approximate Spill Size:	
Type of Oil e.g. heavy/medium/light/gasoline	Characteristics e.g. liquid/solid/tarry lumps Associated Gas?
Safety Risk	To personnel on vessel At jetty Response Personnel General Public
Who is responsible for the spill?	
Is assistance to be offered by responsible party	YES / NO
If yes, what type of assistance?	
Are other organisations involved?	YES / NO State who
Actions taken so far to contain incident	
Weather forecast updates	Wind direction Wind strength Visibility
What level of Humber Clean Response is required?	TIER 1 TIER 2 TIER 3