Incident Management Exercise Report

Exercise "Victor"

16th March 2022

Compiled by

Adler & Allan
ENVIRONMENTAL RISK REDUCTION

Adler and Allan
Marine Response Service

For

Brightlingsea Harbour Commissioners

Brightlingsea Harbour Commissioners

Ports & Harbours Annual Return Form

Newport Harbour; EXERCISE "Victor"
Annual return for period 2022
EXERCISE HELD ON 16th March 2022

Exercise Objectives:

- To validate the Oil Spill Contingency Plan for the Brightlingsea Harbour and record discrepancies or potential problems for future action.
- To exercise and develop the necessary skills required of key individuals in dealing with a Tier 2 oil spill.
- To set up the joint Oil Spill Management Team in the Incident Command Centre.
- To test the operational interface between BHC, A&A and Category One Responders.
- To test the capabilities, response times, and deployment of physical resources and personnel.
- To use the most appropriate available resources to make the response effective.
- To exercise and refresh the deployment skills of the Harbour's Tier 1 responders.
- To consider arrangements for disposal of recovered oil and oily waste.
- To confirm the Harbour's Oil Spill Contingency Plan fully considers the environment and habitat regulations in controlling and cleaning up pollution in the Brightlingsea Harbour area.
- To log documents, information and actions to assist/prevent claims/ costs.
- To test the operation of the Incident Command Centre.

Attendance of the Exercise consisted of:

Jill Herman – BHC
Owen Evan – BHC
Andrew Healey – MCA
Glenn Bacon – BHC
Sam Dorking - BHC
Joe Admas – BHC
Alex Southgate – Essex Police
John Perry – Essex Police
James Thomas – BHC
Liam Aldridge – BHC
Orlando Clarke – BHC
Joshua Godfrey – BHC
Pamela Hatswell – BHC
Fiona Brown – BHC
Victoria Dittmann – BHC
Sam Bichard – Essex Cement
Beth Esau – A&A
Garry Cormack – A&A
Stephen Cooper A&A

Scenario

Location: **Brightlingsea Harbour**
Time: **0900**
Date: **16th March 2022**
Weather: **Real weather, Real Tides**

A road fuel tanker has driven over the edge of the dock at the fuelling berth and has ended up in the sea in the fuel berth itself. The driver was reported to have had chest pains on pulling up resulting in him pushing the accelerator and not the brake, sending the tanker over the edge. Early reports indicate the tanker was holding 15,000ltrs of red diesel, and has ruptured one of its tanks during the fall, containing 10,000ltrs.

Reports on VHF 68 are coming in, that there is at least one person in the water (PIW), and one person stuck inside the cab of a damaged crane on the dock, which was struck by the tanker as it drove over the edge.

There were two BHC staff members on the fuel pontoon that are also unaccounted for.

Incident Location

Exercise Observations, Outcomes and Suggestions:
Feedback in in green / Actions in red. NB Actions have arisen from Feedback

Notification

- 0902 – Introductions, briefing and Exercise start
- 0912 – Emergency services called to inform of casualties and general situation.
- 0915 – Ambulance enroute, marine police requested
- 0915 – Initial Polrep Sent
- 0916 - BHC Chairman Notified
- 0918 - Initial call to A&A T2 responder
- 0919 – All notifications according to plan being conducted by Loggist and HM
- OSC deployed to scene to investigate the reports of the incident.
- POLREP was compiled and sent, the sending of the POLREP is essential and ensures all concerned stakeholders are notified. The POLREP should be updated as the incident progresses and terminated at the end of the incident.
- A&A were called and notified of the incident as BHC T2 contractor.
- 0925 – Ambulance arrived on site.
- 0929 – A&A advised, RRV would be onsite between 1100 and 1130.
- 0930 – All casualties were identified as walking wounded. Tanker driver was complaining of chest pains.
- 0944 Public would be informed through the following outlets
    - Harbour Website
    - Facebook
    - Twitter
    - Local Radio Station
    - Local Newspaper
    - Media Statement
- Updated numbers were discovered during the notification process, this proves that conducting notifications regularly is vital to ensure no delay in accessing required assistance.
- IC was involved in preparing the POLREP which meant he was unavailable for other activities / decision making. The POLREP should be delegated to others.

Response

Mobilisation

- On confirmation of the incident the IC mobilised the T1 team and vessel to site to implement containment.
- Harbour staff had full involvement of practical element of the exercise.
- All T1 objectives were achieved, this would minimise potential risk of spill spreading.
- Saturated sorbent booms would have needed to be replaced.
- Full brief given to all teams on site to ensure that safety is the primary concern of all responders.
- Safety Data Sheets were requested very early, essential for responder safety.
- It is important to remember that actions need to be considered reasonable to ensure to get financial compensation from the insurers.
- T1 team provided great assistance
- Slight gap in the boom would have meant product would have escaped
- Great teamwork from all of those involved

Spill Response and Strategy

- Tier 1 team focused on trying to contain the spill once safe to do so.
- There was knowledge of the product and its behaviour, Safety Data Sheets provided additional information.
- Response team members were clear in their aims, understood the end goal and responded in a concise manner.
- Product would have likely spread across other areas of the Harbour, evaporation would occur albeit it was a still, cool day.
- A Tier 1 action would have been to set up decontamination zones before arrival of the Tier 2 contractor
- Local knowledge also proved useful to identify collection points.
- The Tier 2 strategy was to install additional containment booms, then recover the corralled product via vac tanker and skimmer system.
- Tactics and booming options were discussed for the turn of the tide and other sensitivities
- To make the exercise a little more challenging several 'injects' were put in to report of varying nature which the IC and his team dealt with in a professional manner.
- Harbour staff had full involvement of practical element of the exercise
- The different scenarios helped to focus the participants and observers on the different ways they may be able to help each other should an oil spill situation arise.
- The IMT was structured, with each person knowing their role and acted accordingly. IME's give opportunity to exercise the roles people will fill in a real event. It prepares everybody for the challenges that inevitably arise.
- More work could go into planning a larger exercise, but staff would possibly not get the benefit from the deployment as in this case. They could focus on close quarters interaction.

Logistics

- Booms were deployed according to the strategy. The response was effective.
- There was a rapid response of onsite resources for early deployment of equipment prior to the arrival of the contractor.
- A shift rotation would have been implemented for responders. If additional personnel were required these could have been sourced via A&A.
- Plans were discussed to recover the road tanker to ensure no further release or environmental risk. If viable the remaining fuel would be pumped from the road tanker prior to recovery.
- Local Crane company and pontoon company were sourced and contacted to assist with the recovery.
- Essential to always have kit prepared and ready in case of incident.
- Store response equipment on a dedicated trolley for quicker loading onto a specific vessel.
- Left ferry in contaminated area inside boom making it difficult to take out from the contained area. Was corrected once noticed.

Communication

- Keeping the public and reporters up to date is vital to stop speculation. It is of importance that a common message is delivered from press releases of all stakeholders.
- Communications were generally concise and thorough, in an emergency event it is easy for miscommunications to occur.
- Wide range of participants, including neighbouring Authorities
- Keeping the scenario realistic to the Harbour, which prevents participants being overwhelmed and exercising something that will never happen
- There was good communication between the incident team and the on-scene commander who provided regular updates from the Harbour, successfully coordinating employees and outside contractors.
- This was a very well thought out exercise, staff on the ground initiated a response very quickly and worked in a timely manner, giving necessary instructions for the deployment of Tier 1 and 2 booming equipment.
- Press should not be given access to open plan offices as can discover information not meant for them
- Communications were generally excellent and vastly improved over previous exercises.
- Comms were excellent even for those remote from the IMT
- Not always easy to contact the IC as was busy, messages were being delayed as were being relayed.
- Great Comms, Clear role and objectives.
- Use a non-port channel for radio comms to prevent unnecessary radio traffic
- Effective leadership which encouraged the teams to work as effectively as possible.

Environment

- It is possible in such a scenario that wildlife becomes oiled. The RSPB and RSPCA would take control over this issue when contacted. Contact numbers of these and local wildlife rescue organisations are to be verified in the OSCP.
- Prop washing should not be used as a response activity with concentrated oil as this will force oil into the water column and potentially emulsify the oil. It can however be used towards the end of the clean up on minor sheen areas. The decision to utilise this tactic should be approved initially by the Environmental Group.
- Good opportunity to reinforce the role of the Environment Group
- Notional EG was stood up to assess sensitivities and impact from the incident.

Safety / Security

- It was noticeably clear that once the safety aspects had been addressed; preventing the spread of the pollution was a priority.
- The welfare of the responders was addressed.
- Social Media would be used to advise the public to stay away.
- Spill location was such that it was not anticipated much public interference. Access could be closed to prevent unnecessary visitors.
- It was assumed that the tanker only had diesel onboard. No clarification on other products being potentially carried in other tanks. Could have been carrying a low flash product.

Business Continuity

- The need for meticulous financial record keeping is vital in such an incident and logs must display all significant actions and decisions taken. It is just as important to record why certain actions were not taken to justify reasonableness.
- Obtaining samples from a spill is extremely important, even when it appears obvious where it has or hasn't come from.
- Discussions (time vs cost) were to clean the spillage as soon as possible to resume business.

Waste Management

- Temporary storage was available, however it was acknowledged how soon this would be full and that vacuum tankers/ lined skips/ IBCs should be used as soon as possible to minimise 'double handling' waste. These can be provided through existing contracts and A&A.
- BHC investigated the availability of vac tankers and other waste resources from their designated waste contractor.
- Appreciation of waste amounts were discussed and understood.
- Consideration was given to managing waste to its final destination and appropriate steps followed.
- Waste management is an essential consideration of any spill, it is often underestimated just how much waste will be generated in comparison to the size of the spill. Early consideration for the handling / storage of waste will prevent serious backlog issues.
- Solid waste would be recovered into fastanks and lined sealed and covered skips.
- Waste area was marked out in preparation for the arrival of skips.

De-mobilisation

- All equipment was recovered quickly and rehabbed appropriately.
- No equipment was damaged during the exercise.
- Hot, warm and cold zones would have been set up.
- The decision for 'how clean is clean' would be agreed with stakeholders, in particular the Environment Group.

Conclusion

This exercise displayed a positive ability to respond to a pollution incident and raised awareness of some of the wider issues surrounding a spill. The scenario had attendance from stakeholders and proved a successful way for the response and management teams to learn more about each other's roles, responsibilities, and probable course of action under such circumstances.

Feedback was generally very positive with comms being highlighted as a very positive area. Also the Tier 1 teams interaction and involvement was excellent.

Overall the exercise fulfilled it's aims and those involved got much benefit from it.

Press Statement – Issued by BHC

Initial Statement - 1010

Draft Press Statement

EXERCISE ONLY!

PRESS RELEASE – EXERCISE ONLY

16 MARCH 2022 – 10.10AM

BRIGHTLINGSEA HARBOUR RESPONDING TO MAJOR INCIDENT

At 09.15 on Wednesday 16 March 2022 Brightlingsea Harbour Commission was made aware of a Tier 2 Major Incident in the Harbour involving a fuel tanker in the vicinity of the Harbour Fuel Berth.

The emergency services have been called and are responding. Members of the public are asked to stay away from the area. There are currently access restrictions in place in the Harbour and harbour users are also asked to avoid the area.

A further update will be issued on the Harbour Website shortly.

Members of the media should contact the BHC Press Office on 07971 675120

Secondary Statement - 1100

EXERCISE ONLY!

PRESS RELEASE – EXERCISE ONLY

16 MARCH 2022 – 11.00AM

BRIGHTLINGSEA HARBOUR RESPONDING TO MAJOR INCIDENT

UPDATE 1

Following a fuel spill incident involving a fuel tanker in the vicinity of the Brightlingsea Harbour Fuel Pontoon at 09.15 on Wednesday 16 March, the Brightlingsea Harbour Commission (BHC) team implemented initial Tier 1 measurers to contain the spread of fuel. These oil spill containment measures were deployed around the initial site and the harbour team began monitoring the situation and samples of the spill have been taken for analysis.

Three persons entered the water during the incident but were rapidly recovered without major injuries and have been transported to hospital by the Ambulance Service for further checks.

BHC's Major Incident Tier 2 Response partners Adler & Allen arrived on site at 10.25 and began deploying further containment equipment around the fuel dock. High tide is at 11.07 so the priority is to prevent the spilled fuel from being taken seawards on the ebbing tide. In addition, work has commenced to extract and secure the fuel currently contained within the hazard area.

Initial analysis confirms that of the potential 10,000 ltr oil spill, approximately 5,000 ltrs remain and have been secured within the tanker, 4,000 ltrs have been contained by the equipment so far deployed and approximately 1,000 ltrs is estimated to have escaped into the wider harbour. The potential impact of the currently uncontained fuel is being evaluated.

If members of the public observe spilt fuel in vicinity of the harbour they are asked to report this to the Harbour Office on 01206 302200 or mail@brightlingseaharbour.org.

Boat movements have been frozen within the harbour and there are access restrictions shoreside in the vicinity of the incident, and the public and harbour users are asked to stay away from the area.

A further update will be issued on the Harbour Website shortly.

Members of the media should contact the BHC Press Office on 07971 675120

Initial POLREP

CG77 - EXERCISE ONLY

A (iii)

B 16th March 2022 0915hrs ID Garry Taylor

C. Position fuel berth Lat: 51◦ 48' 17" 1◦ 01' 51"
15000lites max of red diesel Size 250m2 sited from actual site

D. wind speed 4.3knots south easterly
Tide status observerd 10.52 before HW

E – smooth zero m

F – Diesel

G – Fuel Tanker – falling on the fuel barge

H – Spill secure

I – Yes
I – Yes

J. Tier one response

K . gathering on Cindery Island – on mud

L. TBC

M. TBC

Updated POLREP

A (iii)

B 16th March 2022 0915hrs ID Garry Taylor

C. Position fuel berth Lat: 51◦ 48' 17" 1◦ 01' 51"
~~15000lites~~ max of red diesel Size 250m2 sited from actual site
10,000 5000 STILL ON BOARD 1000L ESCAPED 4000L WITHIN BERTH AREA

D. wind speed 4.3knots south easterly
Tide status observerd 10.52 before HW

E – smooth zero m

F – Diesel

G – Fuel Tanker – falling on the fuel barge

H – Spill secure

I – Yes
I – Yes

J. Tier one response

TIER 2 ARRIVED 10.15
20M BOON OUT AND BEING DEPLOYED

K . gathering on Cindery Island – on mud

L. TBC

M. TBC

Appendix 1 – Photographs

Image 1

Incident Commander briefing team.

Image 2

Support roles discussing decisions and advising the IC

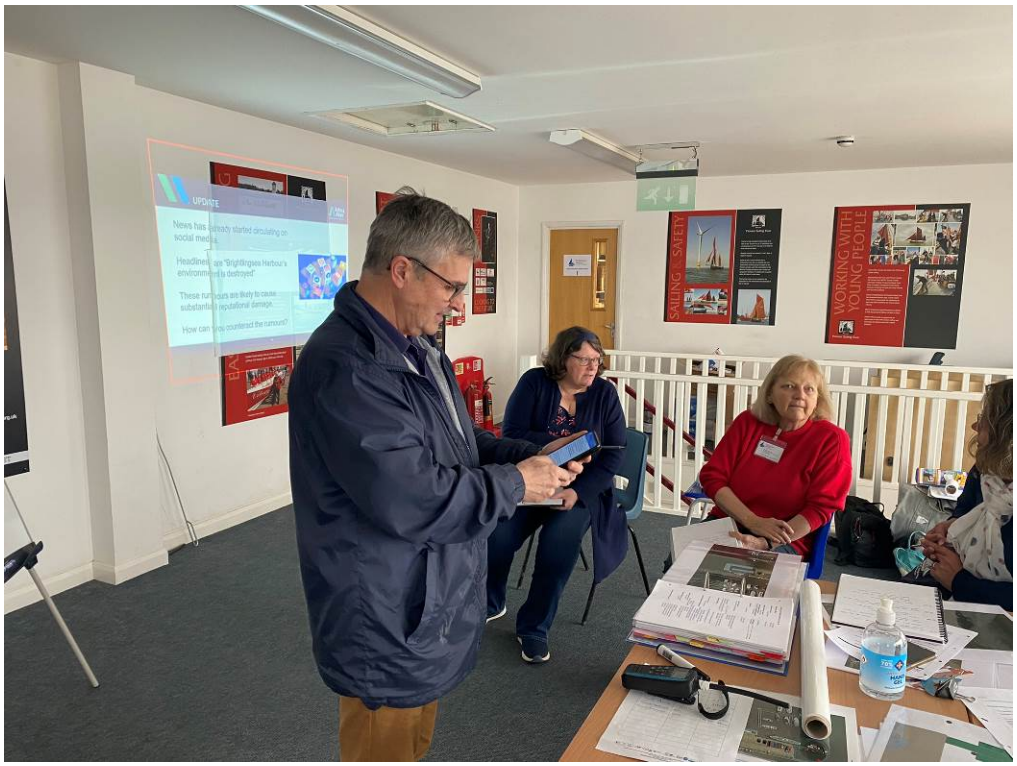

Image 3

Tier 1 equipment enroute to incident location

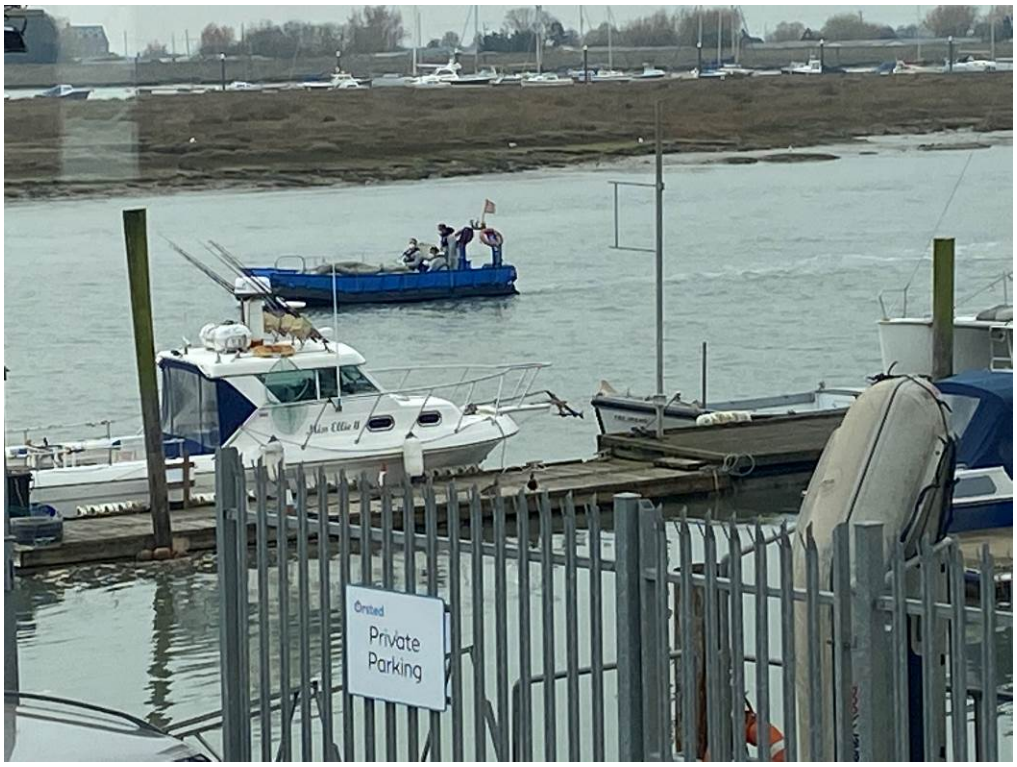

Image 4

Tier 1 equipment enroute to incident location

Image 5

T1 and T2 boom in situ

Image 6

Police launch keeping traffic away from incident

Image 8

Temporary storage setup

Prepared by Adler & Allan.