

# Incident Management Exercise Report

## Exercise 'Dumped'

16<sup>th</sup> January 2025

Compiled by



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Marine Response Service

For

Brightlingsea Harbour Commissioners



Brightlingsea  
Harbour  
Commissioners

**Exercise Objectives:**

- To validate the Oil Spill Contingency Plan for BHC 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 BHC area.
- To log all documents, information and actions to assist/prevent claims and costs.
- To test the operation of the Incident Command Centre.

**Representatives of the following organisations were present:**

- Brightlingsea Harbour Commissioners
- Natural England
- Environment agency
- IFCA
- Marine Police Unit
- Tendring District Council
- MCA CPSO
- Adler & Allan

## Scenario

Location – Brightlingsea

Time - 1130

Date – 16<sup>th</sup> January 2025

Weather – Real weather, Real Tides

A member of the public has called in to the Harbour office after noticing a large area of apparent oil contamination which is growing near to the sailing club.

The caller is not aware of the source but advises the oil is near to the drain outlet.

## Incident Location



## Exercise Observations, outcomes and suggestions:

Feedback in green

### *Initial Actions, including notifications.*

- 1100 – Introductions and exercise briefings.
- 1120 – Initial call received advising of the incident. Details recorded and OSC despatched to the reported incident location to confirm and assess the incident.
- 1127 – Initial POLREP called through to the coastguard, all available details are passed on, further updates will be passed on when confirmed.
- 1131 Adler & Allan notified of the incident and advise their eta will be between 2 – 3 hours.
- DHM notifies local security and requests the restriction of all access to the harbour.
- Tier 1 vessels and response team are now on site making a full assessment of the incident and potential response actions
- 1137 – Tier 1 team is mobilised to the site to begin deploying a containment boom to minimise the spread of the spill.
- 1139 – Ambulance called owing to reports someone has trapped their leg in the drain.
- 1142 – Tier 1 team begin to dam the drain outlet to prevent further ingress and egress of contaminants.
- 1143 – Casualty recovered.
- 1143 Working zones are set up to prevent secondary contamination to people and resources.
- 1157 – POLREP emailed the POLREP through to the Coast guard.
- 1224 – Adler & Allan arrive on scene, an initial meeting with the DHM to discuss the scenario and strategies.

## Response Phase

### *Mobilisation*

- T1 team and OSC were despatched to assess the incident quickly after the first reports arriving. Early intervention and containment are vital in ensuring the spread of the spill is minimised where possible. Public right of way through the harbour was closed by security to prevent disruption to the operational teams, prevent press access and to prevent secondary contamination.
- T2 were to have taken 2 - 3 hours to arrive on scene, however, to ensure exercise flow, the time was compressed, they were brought into the exercise at an appropriate time. Once onsite the T2 team leader liaised with the DHM / OSC to establish the source and extent of the incident and any safety concerns and mitigations in place. The Tier 2 team in conjunction with BHC staff Tier 1 team worked well together in establishing full containment of the site.

### *Spill Response and Strategy*

- Initial indicative response strategy is to deploy locally available containment booms. As a secondary measure the drain outlet was dammed to prevent ingress and egress of contaminants. On arrival A&A used larger more robust booms to contain the spill, Once contained there should be no further risk of spreading and more sensitive

areas being affected, reduces clean up time and makes the recovery phase easier due to the higher concentrations of oil.

- Tier 2 tactic was to enhance the containment already implemented by the BHC team. The team would also conduct surveys and carry out monitoring of the wider harbour to make assessments of the migration of the spill.
- Once installed, skimmers and pumps would be used for recovery.
- Rapid deployment of T1 resources is essential and can minimise clean up time costs and resources. The team demonstrated their ability to quickly react to the incident and install containment to contain the worst of the pollution.
- The working area was divided up into zones to prevent secondary contamination to clean areas of the harbour. Hot zone – Contaminated working area. Warm zone - for decontamination of personnel and equipment. Cold Zone – Non contaminated area where staff can rest, First Aid point, toilets and other welfare facilities. This site setup was discussed with the spill management team.
- The CPSO observed Effective leadership of the IMT was evident, and i/c responders appeared to be given good direction.
- Speed of the deployment was impressive and demonstrated that everyone was aware of their respective roles.
- An additional section of boom was required to fully close the gap, this would have been rectified in a real incident.
- Excellent teamwork demonstrated and observed.
- The exercise went well and verified the essence of speed but accurate reactions whilst remaining calm during the assessment and deployment phase.
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## Logistics

- ICC was as an exceptional facility. All essential resources were available. The sailing club would be an excellent secondary ICC in the event BHC's main facility was unavailable due to an incident.
- The tier 1 team were onsite and making assessments both by land and vessel very quickly.
- The Tier 1 resources were made available rapidly and the team were very conversant in their use.
- The sailing club location for the IMT worked well, with good participation from external partners. The EA led as the responsible agency for a shore-based pollution source. - CPSO

## Communications

- Good communications between ICC and OSC and the OSC and A&A team leader.
- Excellent log keeping was observed in the ICC, both on a flipchart and in a general log. The notes and observations recorded were concise informative and accurate.
- The flipchart displayed allowed for casual observers to quickly get an understanding of the situation without having to disturb the operational decisions being made.
- CPSO observed that the notifications to MRCC Dover were timely.
- Good strategy and tactics discussions, which led to timely and pragmatic Tier 1 and Tier 2 actions. These were well captured on the incident recording state-board. - CPSO
- A suggestion was made to use signage to notify the public of an exercise.

- The log keeper observed that the communications between groups was clear and at no time was unaware of the current situation.
- Some issues accessing passwords for the website and social media accounts as out-of-date passwords were saved on the laptop.

## Environment

- Very good involvement from external stakeholders who were on hand to offer advice and information on the surrounding sensitivities and general environment.
- The MCA CPSO set up a notional Environment Group who would discuss and advise decisions made such as protection priorities and assist with strategic decisions.

## Safety / Security

- Full safety briefs were conducted. Safety of responders, the public, and harbour users, including residents, was prioritised in all decisions.
- There were no reports of injury or equipment damage during the incident.
- Security was requested to close the harbours access roads and paths to allow for unobstructed access for response personnel and vehicles.

## Business Continuity

- Time, cost, and clean-up strategies were discussed to resume normal business quickly.
- This incident would probably have resulted in minimal disruption to the overall operations of the harbour.

## Waste Management

- A&A would try and ensure that all waste, both solid and liquid would be removed from site daily.
- Discussions around obtaining skips / bins from BHC's waste contractor were had. All skips should be fully lined, covered and lockable preventing cross contamination.
- All waste would be segregated at source, the philosophy of Reduce, Reuse, Recycle would be utilised whilst dealing with the waste.

## Conclusion

The exercise successfully achieved its objectives.

Having more stakeholders present provided different perspectives and additional resources.

The onsite teams effectively managed the practical deployment, containing the spill quickly.

All participants showed great enthusiasm. A very positive exercise with great attendance teamwork and enthusiasm.

**Annex – POLREP**

POLREP/ 001424/ BRIGHTLINGSEA HARBOUR// POLREP 1

A CONFIRMED

B 161119UTC JAN/ REPORTED BY JAMES THOMAS BRIGHTLINGSEA HARBOUR

C 51 48.23N, 001 01.16E/ BRIGHTLINGSEA SAILING CLUB BEACH CORNER

MEETING WITH RIEDGARDOCK/ 600L TO 2000L MOTOR OIL

D 0.8KN 358°

E FAIR SMOOTH

F MOTOR OIL SOAKED INTO DRY SAND

G OIL POURED DOWN A DRAIN AND MADE ITS WAY THROUGH THE OUTPIPE  
ONTO THE BEACH AND INTO THE SAND

H POLICE LAUNCH

J N/A

K- TEAM SENT TO AREA

L N/A

M TIER 2 RESPONSE CALLED

N N/A



## Exercise Photos

















