

# TH ANGLo FRENCH ACCIDENT TECHNICAL GROUP

Tuesday 6 December 2016 at 1000

## Venue

Maritime Coastguard Agency HQ  
Meeting Room R3  
Spring Place, 105 Commercial Road, Southampton  
SO15 1EG

## Timetable and Agenda

0930 - 1000

### 1. Meet and Greet

- Tea and Coffee will be available.

1000 - 1500

### 2. Meeting Minutes and Matters Arising

- Welcome and Introduction Chair
- Agreement of minutes from last meeting All
- Actions from previous meeting All

### 3. Agenda Items:

#### 3.1 Plans

- ~~Place of Refuge Decision Matrix – Powers of Intervention – IRCCG~~

#### 3.2 ~~Maritime Safety~~

- ~~CNIS Statistics update – CGOC DOVER~~
- ~~Bi-monthly multi-agency conference calls (local aviation – Jersey matters – H&SS Med Transfers, Off Airfield landing sites, Fire Service Marine Response transfers, SAR etc.)~~

#### 3.3 ~~Structures and Organisations~~

- ~~MCA Aviation Update – MCA Aviation~~
- ~~CAPINAV – PREMAR Atlant~~
- ~~Joint Operating Manual for VTS FR-UK – CROSS Gris-Nez~~
- ~~Arrival of a multipurpose vessel in July 2017 – PREMAR Manche~~
- ~~New tender for ETVs – PREMAR Manche~~
- ~~RNLI – introduction of Community Lifesaving Plans – Jersey~~

### 3.4 Environment & Counter Pollution

- WAASMUNSTER 15 July 2016  
Near misses in the Straits of Dover
  - MV SAGA SKY  
Risk associated with Hinder 1 area "Piccadilly Circus"
  - RMS VERITAS (9/11/2016)  
Port of Jersey – Port Plan Annual Review
- PREMAR Manche  
CROSS Gris-Nez &  
MCA  
MCA & Griz Nez  
CROSS Gris-Nez &  
MCA  
IRCG  
Jersey

### 3.5 Training & Exercises

- ARMOR 2016
  - Ex Grey Seal (UK National Shipping Exercise)
  - Ex Jaguar
- PREMAR Manche  
MCA  
Jersey

### 4 AOB

### 5 DoNM

#### Notes:

1. A light buffet lunch will be available from approx. 1230 – 1330, time dependant on the discussions underway at the time.

**Minutes of the 79<sup>th</sup> Anglo-French Accident Technical Group (AFATG) Meeting,**

**MCA HQ Spring Place**

**6 December 2016**

Attendees:

**MCA:**

**Name** (SW) - Head of Branch Counter Pollution - Chair  
**Name** (RMc) - Deputy Head of Marine Operations  
**Name** (DM) - Head of Aviation Operations  
**Name** (RC) – Resource Support

**Prefet Maritime:**

Vice Admiral **Name** Préfet maritime de la Manche et de la mer du Nord  
Captain **Name** Deputy for OPS  
Commander **Name** Division « action de l'État en mer » PREMAR MMDN  
Lt Commande **Name** Division « action de l'État en mer » PREMAR MMDN  
Lieutenant **Name** CROSS Gris-Nez

**Channel Islands:**

**Name** Chief Operating Officer - Port of Jersey)  
**Name** (Harbour Master Guernsey)

**Ireland:**

**Name** – Irish Coastguard

**Apologies:**

Captain **Name** Chief of State Action at Sea in Brest  
Lieutenant **Name** Planification and Response in Brest,  
**Name** (State of Jersey),  
**Name**  
**Name**  
**Name** Guernsey).

Introduction

1. The Chair (SW) welcomed the delegates and passed on apologies from both Sir **Name** and **Name**
2. SW spoke briefly about the Transocean Winner incident and the incident with the MUROS grounded off the East Anglian coast and the V DUE in Liverpool Bay.

## Minutes and Actions from the Last Meeting

3. VAdm [Name] noted that the maritime security situation remains one that needs to be closely monitored and that other marine incidents and problems within the Channel continue and require constant attention. The incident with the SAGA SKY was a case in point and, whilst co-ordination procedures were for the most part sound, there were areas that needed attention. Thankfully there have been no big issues and the utility of the AFATG forum provided the focus for a clear operational dialogue in which to discuss co-operation and co-ordination procedures.
4. VAdm [Name] asked how counter terrorism and pollution could be planned and executed side by side.
5. (RMc) In the UK these are more compartmentalised, with SAR, Counter Pollution and Counter Terrorism being undertaken almost separately, though inter-activity co-ordination does exist. It was noted that in France it is less so. The VAdm asked if it was possible to add SAR to Counter terrorist situations in training, and whether this could be included in policy/doctrinal documentation.
6. France has been asking UK for the process for requesting British Military assistance if France has a disaster situation and requires help from other nations.
7. RMc had explained that the request would need to be government to government. UK SAR helicopter assistance could be requested at an operational level (CROSS to NMOC) but military aid was a different matter.
8. V Adm [Name] noted that during their exercises they struggled to coordinate the French aviation due to them coming from various places. He asked how the UK managed this. SW noted that this was done by the ASRCC for SAR, and by a nominated Air Co-ordination Authority for CP air activity, which worked similarly to a Forced Marshal agency using procedural clearances..
9. Adm. [Name] indicated that he wants to work closely with the UK to share best practices and information and, where possible, provide cross boundary assistance e.g. with resources and assets. See later comments below.
10. V Adm [Name] wishes to have a CT Annex to the MANCHEPLAN which outlines agreed procedures for maritime CT SAR response.

**ACTION 1: UK to work with France to develop text for maritime CT SAR response and for inclusion in MANCHEPLAN. Lead: Paul Campbell**

11. France are creating a document called CAPINAV. This document will explain the capabilities and limitations of all resources and assets that are available for use in maritime CT, SAR and Counter Pollution response. This will include medical intervention teams, CT and EOD response units, hazardous materials teams and offshore firefighting capabilities. The CAPINAV information will be available to the UK.

12. France consider that an agreed procedure for Air Coordinator (ACO) role should be included as text within the MANCHEPLAN. RMc commented that the latest IAMSAR manual has extensive guidance on developing ACO procedures and that this should form the basis of any MANCHEPLAN material. DM said that he would share UK Emergency Air Ops procedures with France, for information.

**ACTION 2:** [Name] to share UK Emergency Air Response guidance (designed for coordination of land-based emergency services aircraft working together at the scene of an emergency) with France.

**ACTION 3:** UK to work with France on developing ACO text for the MANCHEPLAN. Lead: [Name] and [Name] (as AFATG and MANCHEPLAN liaison)?

13. France is interested in how to respond to a CT incident on board a non-French flagged vessel, that is in French waters or in the French SRR (both scenarios have different legal frameworks). France also want to work with the UK to develop procedures and processes for a response to this.

#### New Agenda Items

14. Ireland briefed on their recently developed Port Of Refuge checklist for use by duty officers to aid decision making when faced with this situation. UK may wish to see a copy of this.

**ACTION 4: UK request copy of Ireland's POR checklist.**

15. UK gave a briefing on UK CNIS statistics for 2016. RMc observed that the UK statistics did not include comparisons with previous years, which France said would be helpful to notice any developing trends.

16. France wishes to do detailed work on analysing CNIS traffic data to determine if there are any trends which may indicate increases or decreases in risky happenings e.g. DEFREPs, HAZREPs, breaches of collision regulations, etc.

17. Adm [Name] said that France are concerned about the risks of serious maritime accident in the Dover Strait and are trying to influence their political levels to ensure appropriate resources and assets are kept available e.g. ETVs, surveillance, aircraft. They are interested in ways in which risk analysis can be done to expose the risk and to determine suitable capabilities for prevention and response.

18. France indicated that Dover CNIS statistics are very important to them so they would appreciate regular and accurate information to be shared.

**ACTION 5: CGOC Dover Controller and VTM Commander Phil Bostock**

19. France wish to undertake a project to do more intelligent analysis of traffic data for the Channel area. They are looking for a HMCG/MCA contact to work with them

on this issue. They intend to have some early results in the Spring of 2017. RMc observed that the French appear to undertake a more detailed analysis of the CNIS activity and causes and potential causes of incidents, than does MCA.

**ACTION 6: VTM Commander Phil Bostock**

20. France said that they are considering the damage done to an economy if a port, or its approaches, are affected by a maritime accident e.g. a vessel sinks in a narrow passage to a port. Jersey are also considering this risk and Ireland reported that 80% of all cargo to Ireland comes and goes from Dublin and they have also assessed the impacts of loss of or reduction in access.
21.  gave a short presentation on the MCAs new counter pollution Spraying Aircraft contract and our current concept of operations for Spraying of pollutants. MCA B737 aircraft are not yet EASA certified to operate in this role. When they are, they will probably operate from Liege in Belgium and be deployed to suitable UK airports to operate over the incident area.
22. France indicated that it would like to know the normal response times for our SAR helicopters to arrive around the mid Channel area. RMc said that we were at 15 minutes readiness in daytime and 45 minutes at night. If an incident occurred and France requested assistance, the response time may depend on the type of incident e.g. extra fuel required to be loaded on to the aircraft, extra equipment, etc. We could not respond to CT incidents where the risk of attack was still present.
23. France also said that if they have a large incident they may request UK SAR helicopters to assist. There may also be a call if France suffered a disaster on land – a request for mutual assistance from European neighbours (through the EU ERCC).
24. France also requested that UK consider sending a SAR helicopter to France for a planned exercise in the near future. The exercise would be to test use of all resources from different organisations in France e.g. Securite Civile and neighbours e.g. UK, Belgium. They would need about 3 to 4 hours of the helicopters time.

**ACTION 7: UK consider allocation of a SAR helicopter to future French exercise. Lead - John Foster, / Doug MacDonald.**

25. France raised the matter of the CALDOVREP Joint Operating Manual  is working on this with Gris Nez. France also wanted to know who will sign the manual for the UK. MCA surmised that it will have to be the Director of Maritime Operations. Adm. Ausseur said that he would like to sign off the final version sometime next Spring and would be coming to the UK for some meetings in London

so he could arrange to meet or come to Spring Place for a signing (phot opportunity).

**ACTION 8: VTM Commander [Name]**  
**Copy: Head of Maritime Operations, Director of Maritime Operations.**

26. A new French multipurpose vessel is to come into service for the Channel area in 2017 ( this arrival is now delayed). This vessel will have a towing capability of around 100 Tonnes BP and be capable of deploying oil recovery systems.
27. Admira [Name] commented that France seems to procure vessel capabilities and the UK air (in regards to oil spill response).
28. The ETV Abeille Languedoc will be replaced from around 2021.
29. Jersey Ports said that the RNLI were setting up the Channel Islands as a separate RNLI area and will have an Area Lifesaving Manager appointed. They will also develop community safety plans.
30. Jersey and Guernsey have asked HMCG to provide peer review of their Coast Guard service. This is in the planning stage.

**ACTION 9: HMCG Ops to work with the Channel Islands to organise a peer review.**

*NOTE: Ireland did a value for money assessment of their Coastguard service in 2012. The report is available if required.*

31. France presented on the WAASMUNSTER and FV collision. Vessel collided with a FV and was holed. Double skin prevented water ingress to the ship and no pollution.
32. France presented their views and current activity for reporting of near misses between ships in the Channel. They are monitoring near misses and making formal reports to the ship owners. They also intervene if they see an emerging safety situation but are looking at using careful language when they do call a ship. The information they send to the ship owners is factual so that they can make their own assessment of what went wrong. Out of 10 formal letters they have had 5 responses and these have mainly been positive with companies taking direct action to resolve e.g. training of crew, ship management practices, etc. France also intend to make a submission to IMO on near miss reporting procedures and processes with a view to encouraging IMO to make a recommendation to flag and coast states.
33. IMO have defined near miss reporting procedures under section 9 of the ISM code requirements.
34. SAGA SKY incident: France said that they were eventually involved in this incident because the ship was finally sent to Dunkerque, for repair, by the owners. France

indicated that they did not receive enough update on the situation and would have liked more SITREPs from Dover (verbal and/or written) or the CPSO handling the incident.

35. France briefed on their recent **Sensitive &** and SAR exercise ARMOR 16. The aim of the exercise was to exercise their **S&I** response to a roving **S&I**. Objectives were to stop **S&I** immediate casualty response followed by further medical assistance, recover the ship, and bring it to port and deal with the shore side legal and investigation issues.

36. The initial **S&I** was **Sensitive & Irrelevant** followed by an additional **S&I** and medical personnel. Serious casualties were evacuated and less serious kept on board for later removal either at sea or in port.

37. Immediate findings:

- Concept of operations was proved to be well founded.
- Rapid response was necessary to neutralise the **S&I**.
- There was no pre-warning of the teams involved in the exercise. They knew the exercise would take place within a time period of a number of days but not when. The CT response to the ship was delivered within 1h 30 mins of calling out.
- Treatment of casualties aboard the ship required medical personnel to be delivered on board.
- The ship should have been brought closer to shore so that casualties could be more rapidly removed to shore.
- Handover between the **S&I** and SAR and then judicial investigation.

38. France raised the matter of the Hinder 1 buoy (Dover Strait) crossing situations problem to IMO. The area is busy with traffic and there are a number of COLREG near misses there. France intend to propose a change to the Hinder 1 TSS area and will need to discuss with the MCA. The area is outside of UK and French territorial waters so is High Seas.

39. France also suggested the same crossing situation risk is extant at the F3 buoy (UK area).

40. Ireland raised the RMS VERITAS incident where a ship, that had suffered damage, left a UK port and proceeded to Ireland. The Irish rejected the ships entry to port and requested to know why the UK had released the ship. At the time of the incident Holyhead CGOC had suffered a power outage and could not update the EU-SITREP and CERS so that Ireland could not be notified of the vessels passage and details of the damage incident. NMOC took over but this event may have been accidently bypassed in the confusion.

41. Jersey Exercise JAGUAR is being held to test the land emergency services response to a major incident on the island. The next such exercise will involve Jersey Coastguard and a maritime focussed incident.

42. Next AFATG 30 May 2017 in Cherbourg.

### Meeting Report Summary

<b>Meeting / Event</b>	79 <sup>th</sup> Anglo French Accident Technical Group (AFATG) Meeting, Spring Place
<b>Date(s):</b>	6 <sup>th</sup> December 2016
<b>MCA Staff</b>	<b>Name</b> (SW), <b>Name</b> (RMc), <b>Name</b> , <b>Name</b> (DM)
<b>Distribution</b>	Julie-Anne Wood, <b>Name</b> Paul Campbell, <b>Name</b> , <b>Nam</b> <b>Name</b>
<b>External Attendees</b>	Admiral <b>Name</b> Prefet Maritime. And his staff.
<b>Purpose</b>	The meeting is held every six months, alternating between a UK and French location. The meeting is the main liaison and planning activity for the Anglo-French MANCHEPLAN <sup>1</sup> .

#### Narrative Report and Actions

1. France has been asking UK for the process for requesting British Military assistance if France has a disaster situation and requires help from other nations. RMc had explained that the request would need to be government to government. UK SAR helicopter assistance could be requested at an operational level (CROSS to NMOC) but military aid was a different matter.

**ACTION:** MCA to ask OGDs for advice on this process and to write, formally, to France, explaining the process and how the UK would operate in this situation. Lead: **Name** / Paul Campbell?

2. Adm **Name** indicated that he wants to work closely with the UK to share best practices and information and, where possible, provide cross boundary assistance e.g. with resources and assets. See later comments below.

3. France continues to ask the UK for views and capabilities for **Sensitive & Irrelevant** response. France wishes to have an Annex to the MANCHEPLAN which outlines agreed procedures for **Sensitive & Irrelevant**

**ACTION:** UK to work with France to develop text for **Sensitive & Irrelevant** and for inclusion in MANCHEPLAN. Lead: Paul Campbell

4. France are creating a document called CAPINAV. This document will explain the capabilities and limitations of all resources and assets that are available for use in **S&I** SAR and Counter Pollution response. This will include medical intervention teams, **S&I** and EOD response

<sup>1</sup> MANCHEPLAN is a joint UK-France Plan for response to emergencies in the Channel (nominally between Lands End and North Foreland-Dunkerque area.) The plan has been in place since the early 1970s.

units, hazardous materials teams and offshore firefighting capabilities. The CAPINAV information will be available to the UK.

5. France consider that an agreed procedure for Air Coordinator (ACO) role should be included as text within the MANCHEPLAN. RMc commented that the latest IAMSAR manual has extensive guidance on developing ACO procedures and that this should form the basis of any MANCHEPLAN material. DM said that he would share **Sensitive & Irrelevant** with France, for information.

**ACTION:** UK to work with France on developing ACO text for the MANCHEPLAN. Lead: **Name** and **Name** (as AFATG and MANCHEPLAN liaison)?

6. France is interested in how to respond to a **S&I** on board a non-French flagged vessel, that is in French waters or in the French SRR (both scenarios have different legal frameworks). France also want to work with the UK to develop procedures and processes for a response to this.

7. Ireland briefed on their recently developed Port Of Refuge checklist for use by duty officers to aid decision making when faced with this situation. UK may wish to see a copy of this.

**ACTION:** UK request copy of Ireland's POR checklist.  
Lead **Name**

8. UK gave a briefing on UK CNIS statistics for 2016. RMc observed that the UK statistics did not include comparisons with previous years, which France said would be helpful to notice any developing trends.

9. France wishes to do detailed work on analysing CNIS traffic data to determine if there are any trends which may indicate increases or decreases in risky happenings e.g. DEFREPs, HAZREPs, breaches of colregs, etc.

10. Adm **Name** said that France are concerned about the risks of serious maritime accident in the Dover Strait and are trying to influence their political levels to ensure appropriate resources and assets are kept available e.g. ETVs, surveillance, aircraft. They are interested in ways in which risk analysis can be done to expose the risk and to determine suitable capabilities for prevention and response.

11. France indicated that Dover CNIS statistics are very important to them so they would appreciate regular and accurate information to be shared.

**ACTION:** Dover Controller and **Name**

12. France wish to undertake a project to do more intelligent analysis of traffic data for the Channel area. They are looking for a HMCG/MCA contact to work with them on this issue. They intend to have some early results in the Spring of 2017. RMc observed that the French appear to undertake a more detailed analysis of the CNIS activity and causes and potential causes of incidents, than does MCA.

**ACTION:** **Name**

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14. [Name] gave a short presentation on the MCAs new Spray Aircraft contract and our current concept of operations for Spraying of pollutants. MCA B737 aircraft are not yet EASA certified to operate in this role. When they do, they will probably operate from Liege in Belgium and be deployed to suitable UK airports to operate over the incident area.

15. France indicated that it would like to know the normal response times for our SAR helicopters to arrive around the mid Channel area. RMc said that we were at RS15 in daytime and RS45 at night. If an incident occurred and France requested assistance, the response time may depend on the type of incident e.g. extra fuel required to be loaded on to the aircraft, extra equipment, etc. We could not respond to CT incidents where the risk of attack was still present.

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17. France also requested that UK consider sending a SAR helicopter to France for a planned exercise in the near future. The exercise would be to test use of all resources from different organisations in France e.g. Securite Civile and neighbours e.g. UK, Belgium. They would need about 3 to 4 hours of the helicopters time..

**ACTION:** UK consider allocation of a SAR helicopter to future French exercise.

[Name] r [Name]

18. France raised the matter of the CALDOVREP Joint Operating Manual. Phil Bostock is working on this with Gris Nez. France also wanted to know who will sign the manual for the UK. MCA surmised that it will have to be the Director of Maritime Operations. Adm. [Name] said that he would like to sign off the final version sometime next Spring and would be coming to the UK for some meetings in London so he could arrange to meet or come to Spring Place for a signing (phot opportunity).

**ACTION:** [Name] Head of Maritime Operations, Director of Maritime Operations.

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20. Admira [Name] commented that France seems to procure vessel capabilities and the UK air (in regards to oil spill response).

21. The ETV Abeille Languedoc will be replaced from around 2021.

22. Jersey Ports said that the RNLI were setting up the Channel Islands as a separate RNLI area and will have an Area Lifesaving Manager appointed. They will also develop community safety plans.

23. Jersey and Guernsey have asked HMCG to provide peer review of their Coast Guard service. This is in the planning stage.

**ACTION:** HMCG Ops to work with the Channel Islands to organise a peer review.

24. NOTE: Ireland did a value for money assessment of their Coastguard service in 2012. The report is available if required.

25. France presented on the WAASMUNSTER and FV collision. Vessel collided with a FV and was holed. Double skin prevented water ingress to the ship and no pollution.

26. France presented their views and current activity for reporting of near misses between ships in the Channel. They are monitoring near misses and making formal reports to the ship owners. They also intervene if they see an emerging safety situation but are looking at using careful language when they do call a ship. The information they send to the ship owners is factual so that they can make their own assessment of what went wrong. Out of 10 formal letters they have had 5 responses and these have mainly been positive with companies taking direct action to resolve e.g. training of crew, ship management practices, etc. France also intend to make a submission to IMO on near miss reporting procedures and processes with a view to encouraging IMO to make a recommendation to flag and coast states.

IMO have defined near miss reporting procedures under section 9 of the ISM code requirements.

RMc observation: this is something that HMCG could adopt and work with the French to develop further?

27. SAGA SKY incident: France said that they were eventually involved in this incident because the ship was eventually sent to Dunkerque for repair, by the owners. France indicated that they did not receive enough update on the situation and would have liked more SITREPs from Dover (verbal and/or written) or the CPSO handling the incident.

**ACTION:** HMCG to consider the effectiveness of its situation reporting regime and instructions on OmS for such incidents.

28. France briefed on their recent **S&I** and SAR exercise ARMOR 16. The aim of the exercise was to exercise their **S&I** to a **Sensitive & Irrelevant** on a ferry. Objectives were to stop **S&I** immediate casualty response followed by further medical assistance, recover the ship, and bring it to port and deal with the shore side legal and investigation issues.

29. **Sensitive & Irrelevant**  
**Sensitive & Irrelevant** Serious casualties were evacuated and less serious kept on board for later removal either at sea or in port.

30. Immediate findings:

- i) Concept of operations was proved to be well founded
- ii) **Sensitive & Irrelevant**
- iii) There was no pre-warning of the teams involved in the exercise. They knew the exercise would take place within a time period of a number of days but not when. The **Sensitive & Irrelevant** to the ship was delivered within 1h 30 mins of calling out.
- iv) Treatment of casualties aboard the ship required medical personnel to be delivered on board.
- v) The ship should have been brought closer to shore so that casualties could be more rapidly removed to shore
- vi) Handover between the **Sensitive & Irrelevant** and SAR and then judicial investigation.

31. France raised the matter of the Hinder 1 buoy (Dover Strait) crossing situations problem. The area is busy with traffic and there are a number of COLREG near misses there. France intend to propose a change to the Hinder 1 TSS area and will need to discuss with the MCA. The area is outside of UK and French territorial waters so is High Seas.

32. France also suggested the same crossing situation risk is extant at the F3 buoy (UK area).

33. Ireland raised the RMS VERITAS incident where a ship, that had suffered damage, left a UK port and proceeded to Ireland. The Irish rejected the ships entry to port and requested to know why the UK had released the ship. At the time of the incident Holyhead CGOC had suffered a power outage and could not update the EUSITREP and CERS so that Ireland could not be notified of the vessels passage and details of the damage incident. NMOC took over but this event may have been accidentally bypassed.

**ACTION:** What process should HMCG publicise to relevant overseas authorities for contact with the UK for such incidents and events?

34. Jersey Exercise JAGUAR is being held to test the land emergency services response to a major incident on the island. The next such exercise will involve Jersey Coastguard and a maritime focussed incident.

<b>Recommendations</b>	See actions list.
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<b>Name</b>
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**Deputy Head of Maritime Operations (International Policy and strategy)  
HM Coastguard**

## ANNEX A – Meeting Agenda

The meeting agenda was:

### 3.1 Plans

- Place of Refuge Decision Matrix - Powers of Intervention - Irish CG

### 3.2 Maritime Safety

- CNIS Statistics update  
CGOC DOVER
- Bi-monthly multi agency conference calls (local aviation Jersey matters - H&SS Med Transfers, Off Airfield landing sites, Fire Service Marine Response transfers, SAR etc.)

### 3.3 Structures and Organisations

- MCA Aviation Update  
MCA Aviation
- CAPINAV  
PREMAR Atlant
- Joint Operating Manual for VTS FR-UK CROSS Gris-Nez
- Arrival of a multipurpose vessel in July 2017 PREMAR Manche
- New tender for ETVs  
PREMAR Manche
- RNLI - introduction of Community Lifesaving Plans Jersey

### 3.4 Environment & Counter Pollution

- WAASMUNSTER 15 July 2016  
Manche PREMAR
- Near misses in the Straits of Dover  
Gris-Nez & CROSS
- MV SAGA SKY  
MCA & Griz Nez MCA
- Risk associated with Hinder 1 area "Piccadilly Circus" CROSS Gris-Nez &  
MCA
- RMS VERITAS (9/11/2016)  
IRCG
- Port of Jersey – Port Plan Annual Review Jersey

### 3.5 Training & Exercises

- ARMOR 2016  
PREMAR Manche
- Ex Grey Seal (UK National Shipping Exercise) MCA
- Ex Jaguar Jersey



Maritime &  
Coastguard  
Agency



# HM Coastguard

## **CNIS Statistics 2016**

*January to November*

Safer Lives, Safer Ships, Cleaner Seas



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# Vessel Activities Summary

01/01/2016 – 23/11/2016

- Ship Reports Received – 51531
- Rogues – 45 (1 of which was Unidentified)
- Non Reporters – 9 (Zombies)
- HAZREPS - 6



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Agency

# Vessel Activities Summary

01/01/2016 – 23/11/2016

- Hazardous Cargo– 21414
- Non-Hazardous Cargo– 19621
- Hampered by Draft– 383
- Tug and Tow– 289
- Survey Movements– 148
- Unorthodox Transits– 305
- Navy Transits– 357
- Defect on Vessel- 44



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Maritime &

## Vessel Numbers with their associated GRTs

Vessel Type	vessel GRT	vessel numbers
Bulk Carrier	140,439,034	3,541
Chemical Tanker	52,350,048	4,277
Container Ship	692,349,703	11,033
Crude Oil	105,408,709	1,362
General Cargo	70,266,917	12,191
LPG/LNG Tanker	35,319,840	2,014
Oil/Chemical Tanker	117,019,731	6,326
Passenger/Cruise Ship	44,554,193	700
Ro-Ro Cargo Ship	32,608,192	1,134
Vehicle Carrier	93,164,931	2,026
Other	321,089,401	6,980



HM Coastguard

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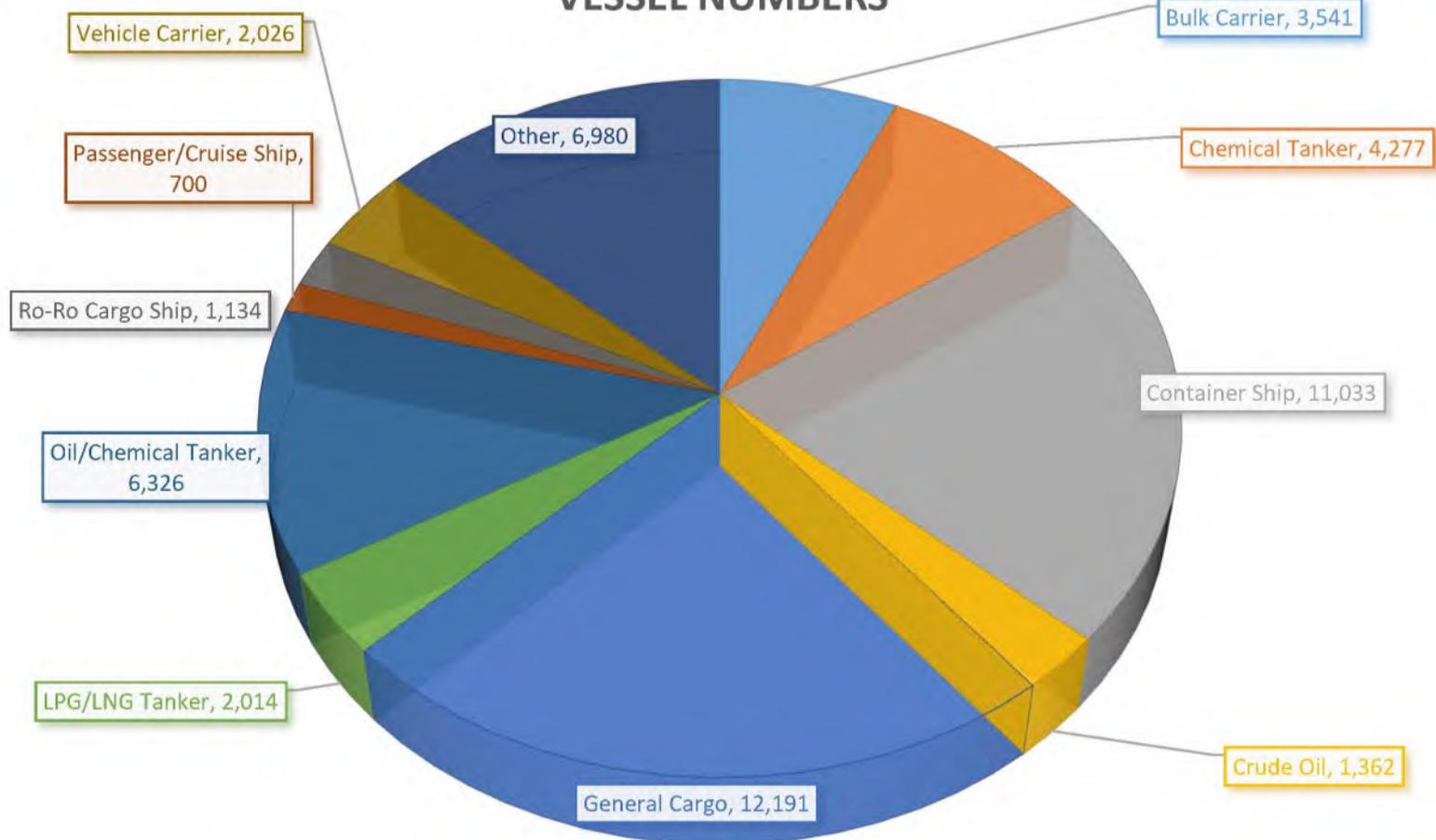


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Agency

# Vessel Numbers Summary

01/01/2016 – 23/11/2016

## VESSEL NUMBERS



HM Coastguard

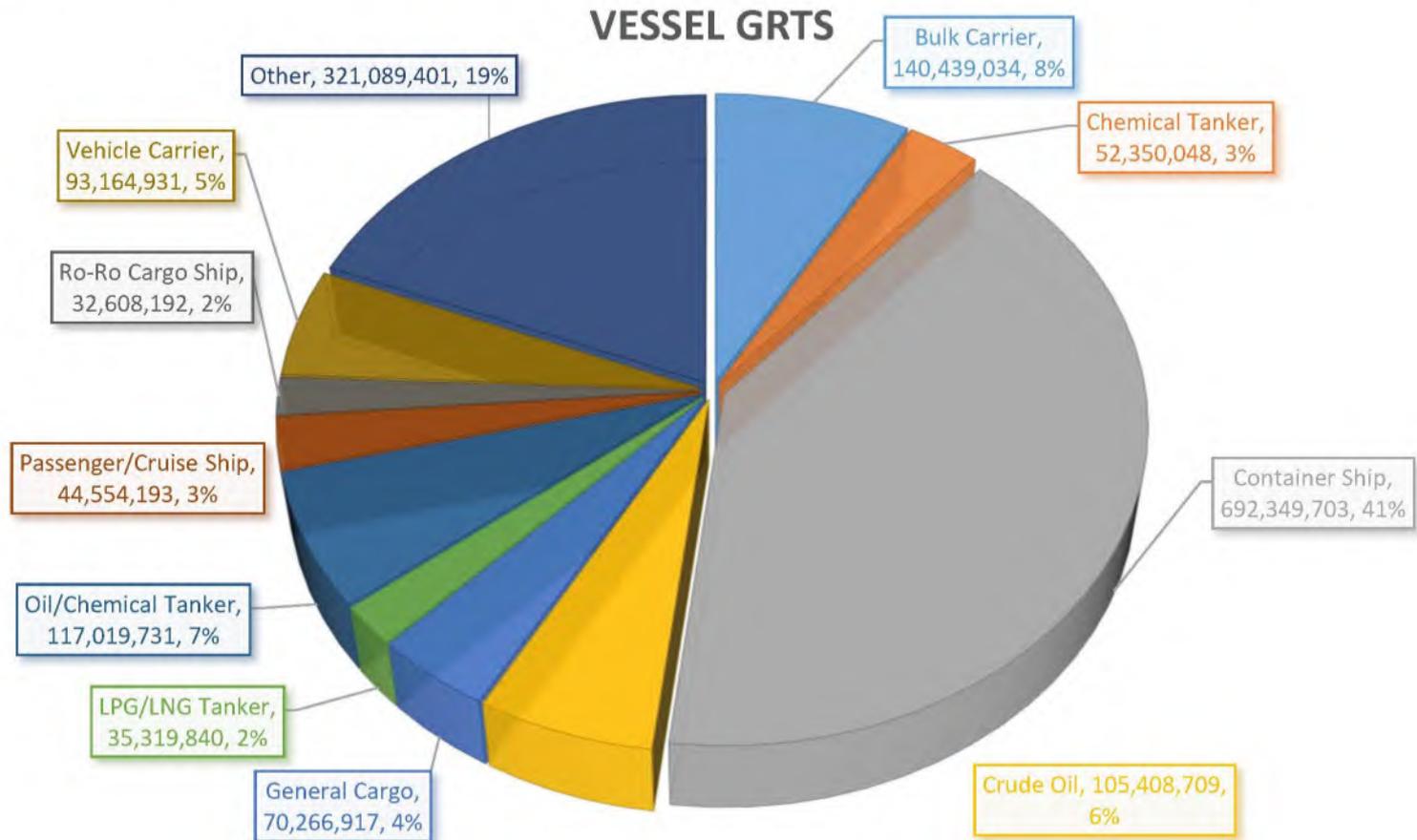
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Agency

# Vessel Tonnages Summary

01/01/2016 – 23/11/2016



HM Coastguard

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# Contraventions

01 January 2016 to 24 October 2016

## Rogues

Month	10C				EITZ	F3	10 B i	10 B ii	10 C	10 d I	10 I	5	I
	Cross N	Cross E	Cross S	Cross W									
Jan		2			1	1							
Feb		1				1	2					1	
Mar		1				1	4						
April		1											
May		1		1			1		1			1	
June		1				2	1		2				
July		3					2	1	3	2			1
Aug		2				1				1			
Sept							2						1
Oct						1	1		1				



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1. Attached is **Sensitive & Irrelevant** and general update – HMCG will always lead on the SAR activity however we will hand the migrant rescued over to the Police and Border Force. **Sensitive & Irrelevant**  
**Sensitive & Irrelevant**  
**Sensitive & Irrelevant** This happens through CG staff based in the NMIC.
2. HMCG are members of the cross Whitehall MTF working group and have already delivered at a recent tabletop exercises
3. This working group has met a couple of times and a significant action plan has been created to identify strengths, weaknesses, opportunities and threats.  
**Sensitive & Irrelevant**
4. **Sensitive & Irrelevant**
5. **Sensitive & Irrelevant**
6. The current French police activity on their vessels is passed to our NMOC Controllers as part of a restricted circulation for these operations. Benefits are that it allows us to consider immediate risks if a request for SAR support is received.
7. HMCG staff are attended a workshop in Lille on 5<sup>th</sup> Dec with DfT partners which is being organised by the Préfet de la région Hauts-de-France (North of France) on maritime security and safety.
8. All political work is centred through the DfT Maritime Security and Resilience team in terms of dialogue with French counterparts. We are then advised of discussions. We are aware that a number of meetings have taken place. This includes work with the Channel Islands to which French colleagues were also in attendance
9. HMCG are exposed to all maritime security issues – we are Members of the National Maritime Security Committee (Officials), National Maritime security Committee (Industry), **Sensitive & Irrelevant**  
**Sensitive & Irrelevant** regional police maritime security meetings.
10. HMCG responsible for SSAS though the NMOC and Falmouth ( will move from Falmouth in full June 17)
11. HMCG staff sit within the cross agency NMIC – Special Branch, RN, MMO, BF, NCA so have access to current intelligence.

Basically, we are involved in a fair bit and have a good understanding of maritime threat and risk.



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20<sup>th</sup> November 2016  
Major Incident Declared  
when the Saga Sky collided with the Barge Charlie Rock in severe weather  
and  
Coastal Water was dragging anchor NUC with a defective main engine



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# Storm Angus

At 191045UTC Nov an amber warning for severe gales in the area of South East England between the Isle of Wight and Kent

Deep area of low pressure tracked North Easterly between Southwest and Southeast England

Wind gusts between 60 and 70 Knots affecting coastal areas within Amber warning area.

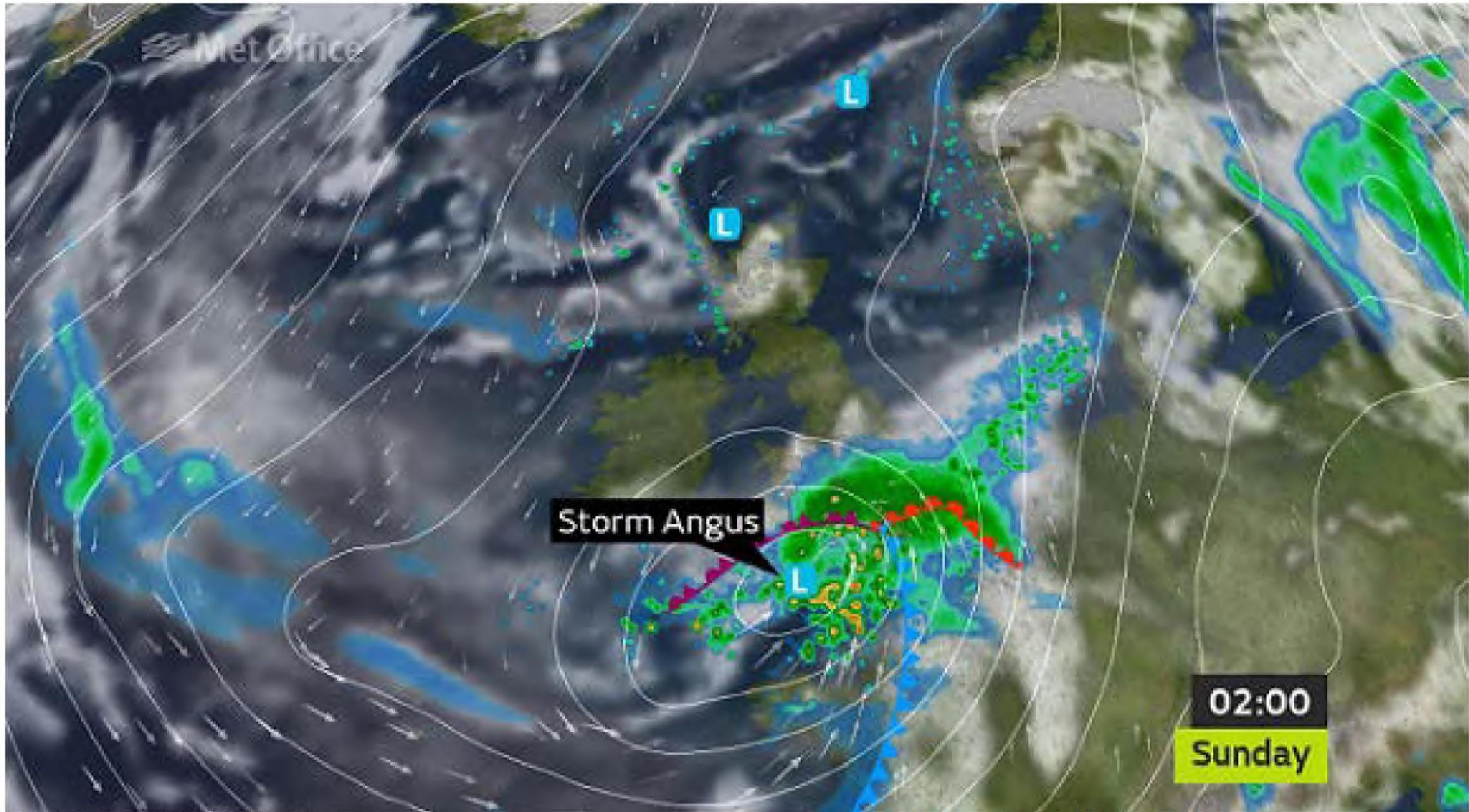
Storm Angus developed rapidly and moved Northeast across Southern and Southeast England during Sunday morning 20<sup>th</sup> November.

Southerly then South Westerly gales with storm force winds gusting 60 – 65 knots over the English Channel with very squally heavy rain showers



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Storm Angus

02:00  
Sunday

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# HM Coastguard

## COASTAL WATER

### Combined Chemical and Oil Tanker

- **IMO** 9205158
- **BUILT** 2000
- **FLAG** NETHERLANDS
- **CALL SIGN** PEDM
- **MMSI** 244530000
- **GRT** 2140 MT
- **DWT** 3500 MT
- **L.O.A** 91 METRES



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## COASTAL WATER

### SITUATION

Coastal Water departed Dover in the early hours of Sunday morning the 20<sup>th</sup> November to ride out the prevailing storm.

At 200845UTC the vessel reported NUC with no engine power.  
Conditions on scene reported as South Westerly force 9-10 with 6-7 metre swell.

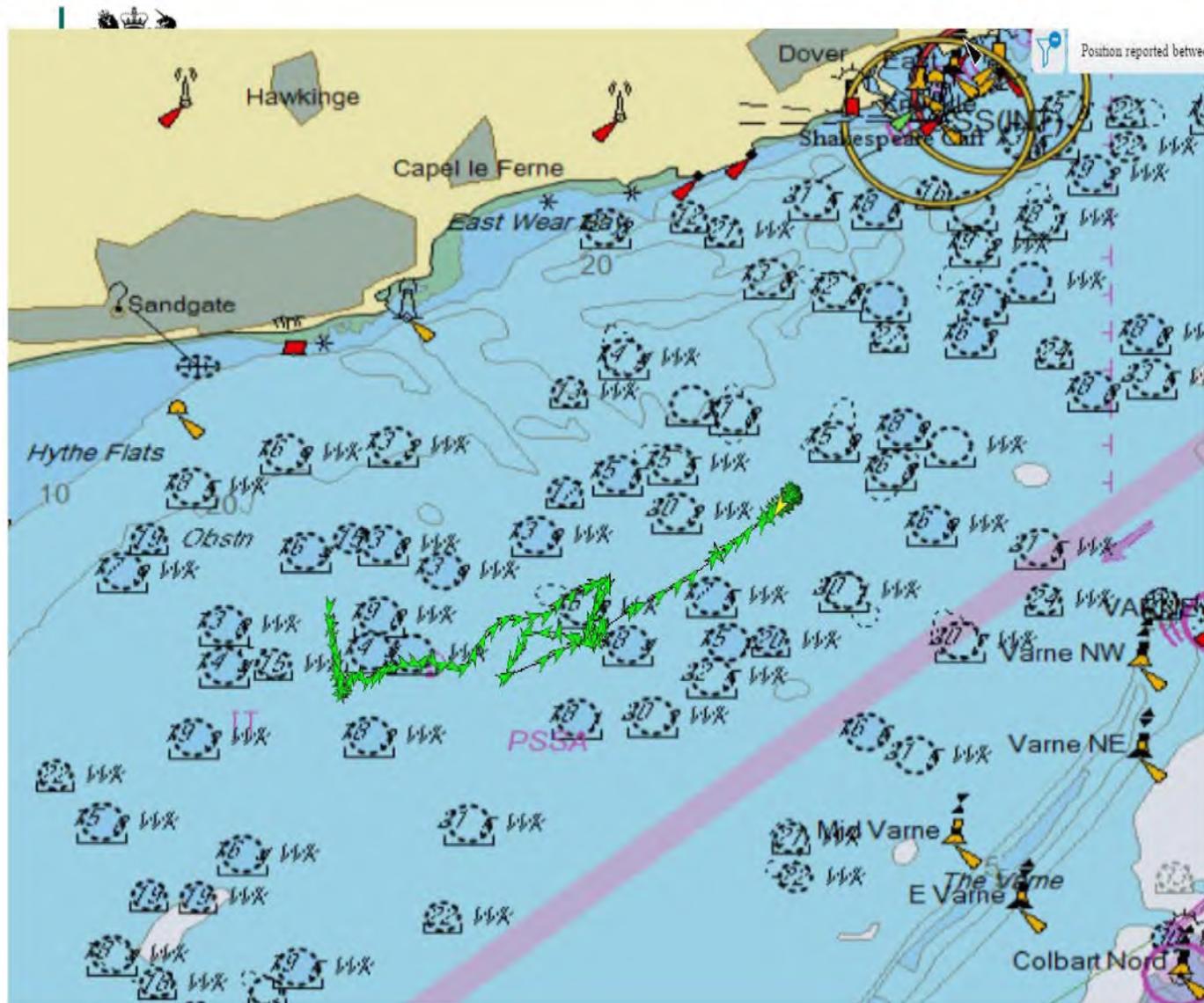
The vessel was drifting but dropped anchor which did not hold

at 20 0903UTC Coastal Water reported primary anchor in the water with 7 shackles but still not holding, second anchor deployed



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Coastal Water had 10 POB and loaded with 400 MT of Gas Oil IMO Class 3 - UN 1202

Bunkers 20 Cubic Metres of Gas Oil.

Vessel dragging in a North Easterly direction at approximately 2.4 Kts.

The DCPSO was briefed on situation

Availability of a tug was requested

Regular communications were established with the vessel.

20 1007UTC vessel reported they had minimum revolutions from main engine, could hold position in using the two anchors.

As situation stabilised, communications plan was established for every 60 minutes



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## COASTAL WATER



HM Coastguard

- The vessel was continually monitored by CNIS at Dover
- The regular communications plan was maintained
- Tug brokers were contacted for availability of a towing vessel
- Initial caution issued to the vessel to seek assistance to bring the vessel alongside
- Relevant information was issued EU Sitrep, Defrep signal
- 202320UTC Vessel lifted anchor and proceed to Dover Harbour at slow speed
- 210329UTC Vessel entered Dover harbour escorted by DHB Tug Doughty
- MCA Surveyor arranged to visit vessel



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## HM Coastguard SAGA SKY

General cargo vessel

- **IMO** 9144354
- **BUILT** 1996
- **FLAG** Hong Kong
- **CALL SIGN** VRYB8
- **MMSI** 477198000
- **GRT** 29381 MT
- **DWT** 47034 MT
- **L.O.A** 199.2 METRES



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HM Coastguard

## SAGA SKY PASSAGE DETAILS

Last Port	Brake	(DEBKE)	
Destination	Nueva Palmira	(UYNVP)	ETA 120900UTC Dec 2016
Draught	6.3 Metres		
Persons On board	23		
Cargo	Ballast		
Reported Defects	Nil		
Bunkers	1177.00 MT Fuel Oil,	130.00 MT Diesel Oil	



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## SAGA SKY

At 2010722utc Nov. Saga Sky reported to Dover Coastguard she had lost all power and steering, in a position 158 Deg 6.1 NM from Folkestone harbour.

Sag Sky drifted in a NNE direction at approximately 7 Kts,

Weather: Southerly force 10 with heavy squally showers.

Forecast; wind veering South Westerly and increasing violent storm force 11 imminent,

Swell between 6 and 7 metres.

The Saga Sky's master advised Dover Coastguard that he could not deploy anchors due to high sea state



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## Initial Response

- 0815UTC DCPSO was informed of the situation
- 0818UTC Vessel was advised that a rock barge was anchored in the area of his projected drift
- 0821UTC Vessel request Immediate assistance from a towing vessel
- 0825UTC Tug Brokers contacted for availability of towing vessels
- 0838UTC French Tug Abeille Languedoc tasked from Boulogne ETD 30 minutes
- 0841UTC Saga Sky deploys both Port and Starboard anchors
- 0847UTC RNLI Lifeboats from Dover and Dungeness requested to launch to standby Saga Sky
- 0858UTC Saga Sky declares a MAYDAY situation
- 0904UTC Saga Sky confirms she has collided with the rock barge Charlie Rock



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# HM Coastguard

## SAR ASSETS TASKED TO THE INCIDENT



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## HM Coastguard, MCA and Partner Agency Resources Tasked

Dover LB,  
Dungeness LB,  
Coastguard Helicopter R163 & R104

National Duty Commander,  
Coastal Commander Area 8  
2 National controllers Relocated to CGOC Dover

Deal and Folkestone Coast Rescue Teams,  
Duty Counter Pollution and Salvage Officer  
MCA Duty Surveyor, MCA Duty Press Officer, Deputy to SOSREP  
MCA Counter Pollution Aircraft CG42, French SAR Helicopter GW  
Dover Harbour Tugs Doughty & Dauntless, French Tug Abeille  
Languedoc  
UK Border Force,  
Kent Police, South East Coast Ambulance Service  
MAIB, Kent Emergency Planning Officer,  
Shipping Agents appointed by the Owners

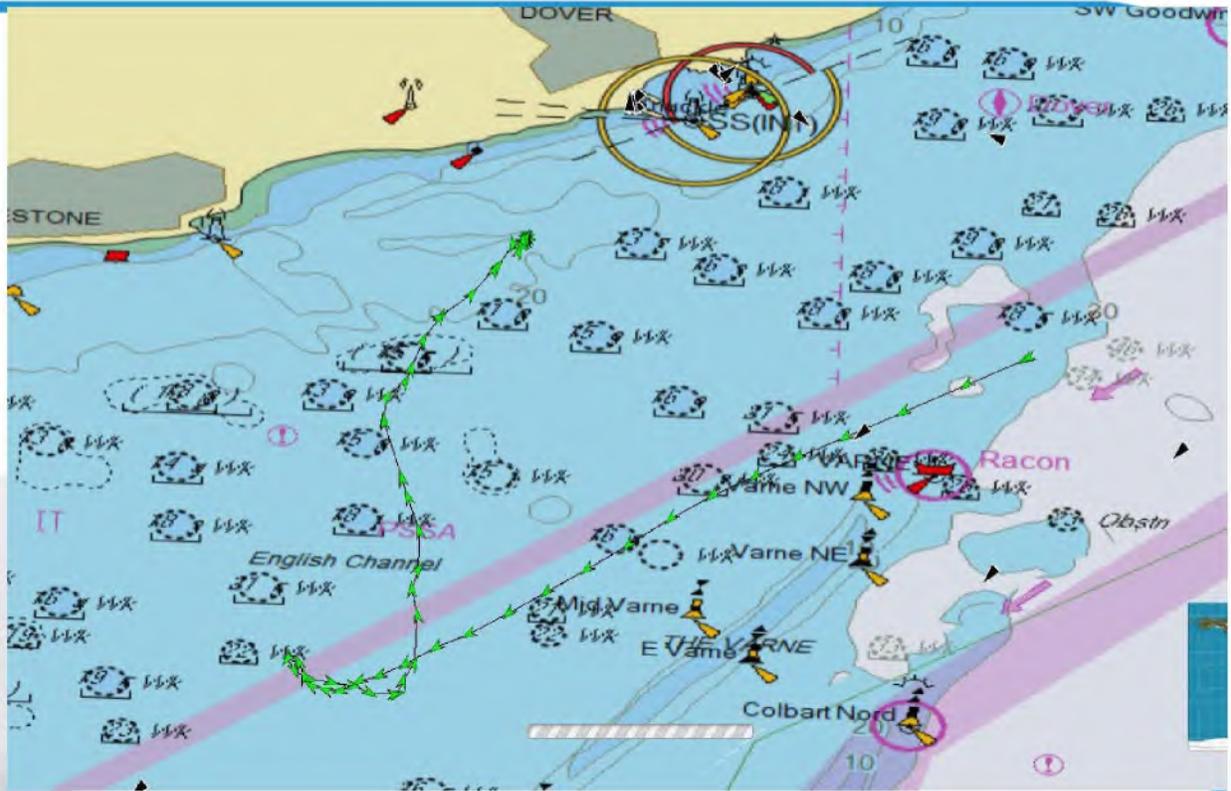


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# Maritime & Coastguard Agency



HM Coastguard

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Assessment of damage revealed that Ballast tanks No. 6,7,8 Starboard side  
Had been ruptured,  
no damage to her Port side.  
Starboard side tanks flooded

Master Pumped 5000 MT in to Port ballast tanks to trim vessel.

Master requested all personal be evacuated

SAR Helicopters CG R163 & R104 evacuated a total of 11 crew from vessel and  
transferred them CGOC Dover.

Following discussion between the Master and Dover CG as the situation had  
stabilised master decided that the remaining 12 crew would remain on board.

Tug Abeille Languedoc proceeded ETA 201130UTC

Dover and Dungeness Lifeboats remained on scene

CG R163 & R104 to return to Lydd to refuel and remain at immediate readiness



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201100UTC Saga Sky reported vessel had engine back on line and was slowly moving away from the rock barge.

As vessel clears the barge Dover lifeboat reported significant damage to the Starboard side of Saga Sky

Vessel made way at 1.5 Kts away from barge in preparation to recover anchors.

Once anchors were recovered Sag Sky was advised to proceed in the direction of Dungeness point at slow speed, while a decision on a suitable port of refuge was agreed.

No Pollution had been reported CG counter pollution aircraft CG42 was tasked to overfly the area and confirmed this.

The vessel anchored in the Dungeness East roads, pending future plans



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201610UTC French SAR Helicopter GW airlifted two Pilots from Dunkirk port to Saga Sky to inspect damage and integrity of vessel to make a passage to the port of Dunkirk.

UK DCPSO liaised with owners in Hong Kong, to confirm ongoing negotiations with the French Ship yard for repairs.

Once contract for repair had been confirmed and the agreed, Tug escort had been finalised.

Prefecture Maritime agreed for the vessel to transit French waters to enter port of Dunkirk

At 210630UTC Saga Sky Lifted her anchor from Dungeness East roads and proceeded on passage to Dunkirk escorted by the Tug Abeille Languedoc.

Her passage was monitored by CNIS at CGOC Dover 211001UTC vessel entered French waters and ACA handed to Cross Gris Nez.



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# Near-miss reporting for VTS in the Channel

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Name

**CROSS Gris-Nez**  
**December, 6th 2016**

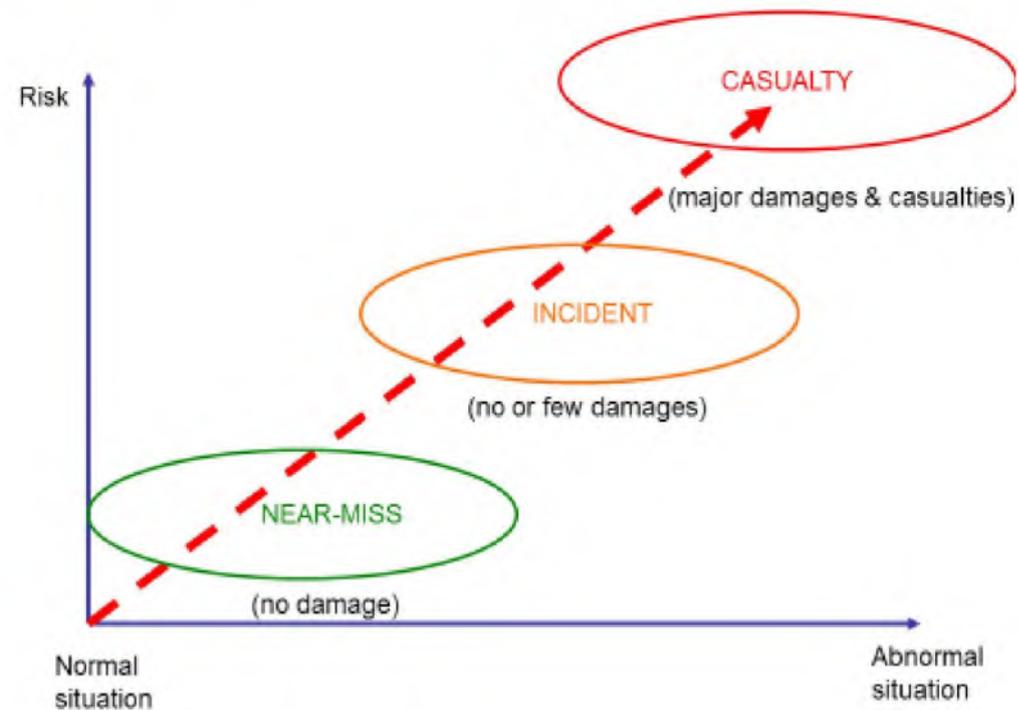


# « Near-miss » : a definition

- « A sequence of events that could have resulted in loss. This loss was prevented only by a fortuous break in the chain of events. The potential loss could be human injury, environmental damage, or negative business impact »
- Near-miss notifications already exists in International Civil Aviation Organization (ICAO)
- VTS should be inspired by this system to complete their mission :  
« *VTS is a service designed to improve the safety and efficiency of vessel traffic and to protect the environment* » [IMO Resolution A.857(20)]

# Aims

- Promoting a « no-blame safety culture »
- Learning the lessons from near-misses should help to improve safety performances since near-misses can share the same underlying causes as losses



# Legal sources



- Resolution MSC-MEPC.7/Circ.7 (10 October 2008) : Guidance on near-miss reporting
- The Committee encourages the implementation of near-miss reporting in accordance with requirements of section 9 of the ISM Code with respect to reporting of hazardous situations
- « non-punitive outcome »

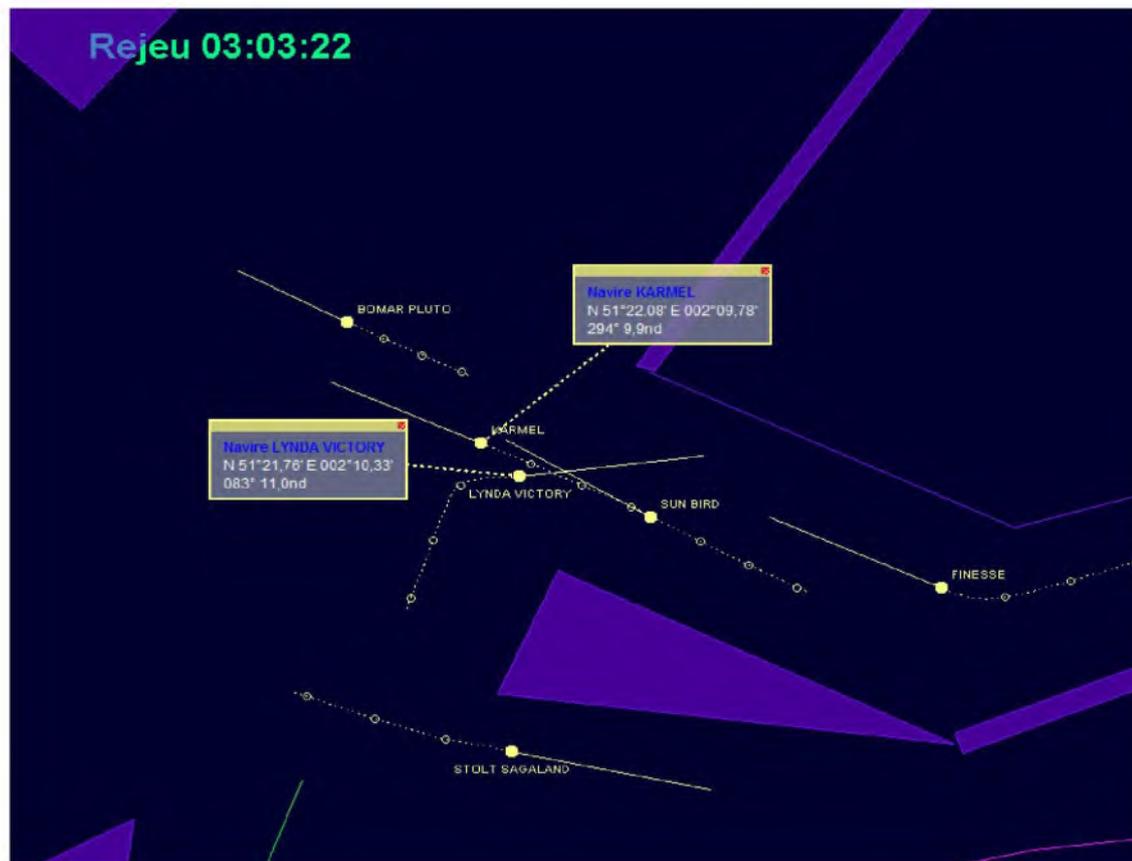
# Practice by Gris-Nez Traffic

- Started in 2015
- 10 near-miss reports in 2015
- 5 feedbacks from the companies
- Interesting corrective actions :
  - Communications to the fleet (COLREGs, engine manoeuvre...)
  - Additional training for the crew (Bridge Ressource Management course for example)



# Procedure in Gris-Nez

- Abnormal situations identified by the VTSO (based on determining and additional risk factors, i.e. CPA/TCPA)



# Procedure in Gris-Nez

- 1 priority for the VTSO : INTERVENTION for preventing the collision/grounding
- After the event :
  - Radar/AIS/audio records
  - Analysis by the VTS manager
  - Letter addressed to the company (DPA declared in accordance to the ISM Code)
  - Facts observed by the VTS centre
  - IMO Guidance on near-miss reporting attached (investigation framework for the company)

# Benefits for VTS

- Direct relation between VTS manager and shipping companies
- Offering an extensive range of « soft » law enforcement tools for coastal states / more efficient than regular infringement reports sent to the Flag state
- Disseminate a safety culture in the maritime sector : Prevention of casualties in the future
- Lesson-learn and training
- Support of risk assessment (collection of statistics to identify trends and risks)
- Revision of VTS procedures



# Pending questions

- Similar near-miss reporting procedure by VTS in UK ?
- Only for quality certified VTS ?
- Information of the Flag state ? Ship's classification society ?
- Mutual information of Dover / Gris-Nez and their authorities ?
- Maritime casualty investigation services to analyse near-misses ?  
Ex : MAIB, BEA Mer...

# Conclusion

- French initiative at IALA
- Draft of « IALA Guideline On Marine casualty/incident reporting and recording, including near-miss situations as it relates to VTS »
- Discussed in the operational working group at IALA
- Aim : harmonize and simplify the near-miss reporting by VTS





**THANK YOU**



# Joint Operating Manual

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Name

**CROSS Gris-Nez**  
**December, 6th 2016**



# Context

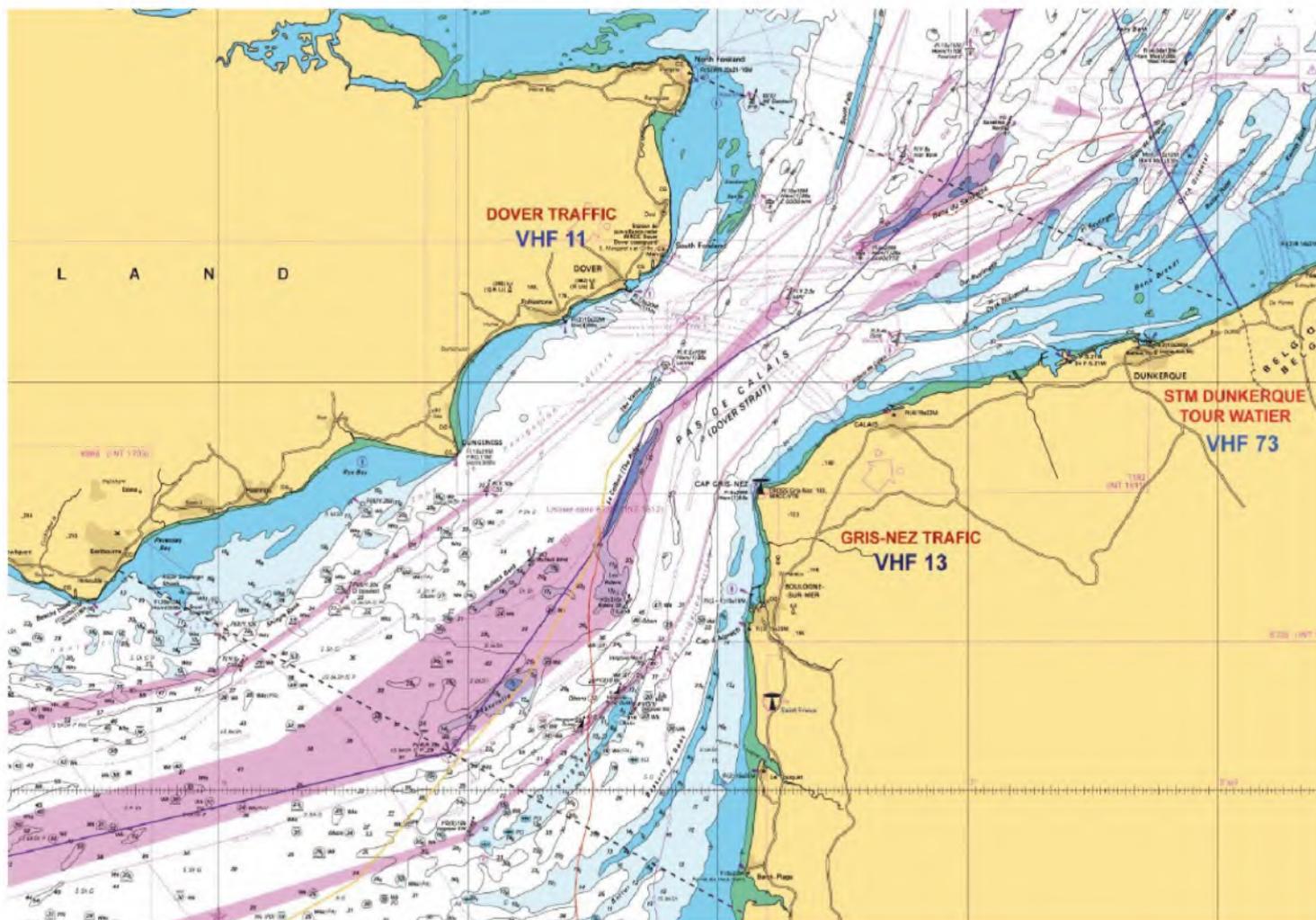
- The Dover Strait :
  - 1 Traffic Separation Scheme
  - 1 mandatory reporting area : CALDOVREP (CALaisDOVerREPort)
  - 2 Traffic lanes
  - 2 monitoring centres with radar / AIS / VHF coverage
  - 72.000 vessels > 300 UMS / year
  - ~300.000.000 T of dangerous goods transiting
- Maritime traffic monitoring shared between France and UK through 2 VTS centres :
  - Dover Coastguard
  - Gris-Nez Traffic



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# CALDOVREP



  
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de l'Énergie  
et de la Mer

# CALDOVREP



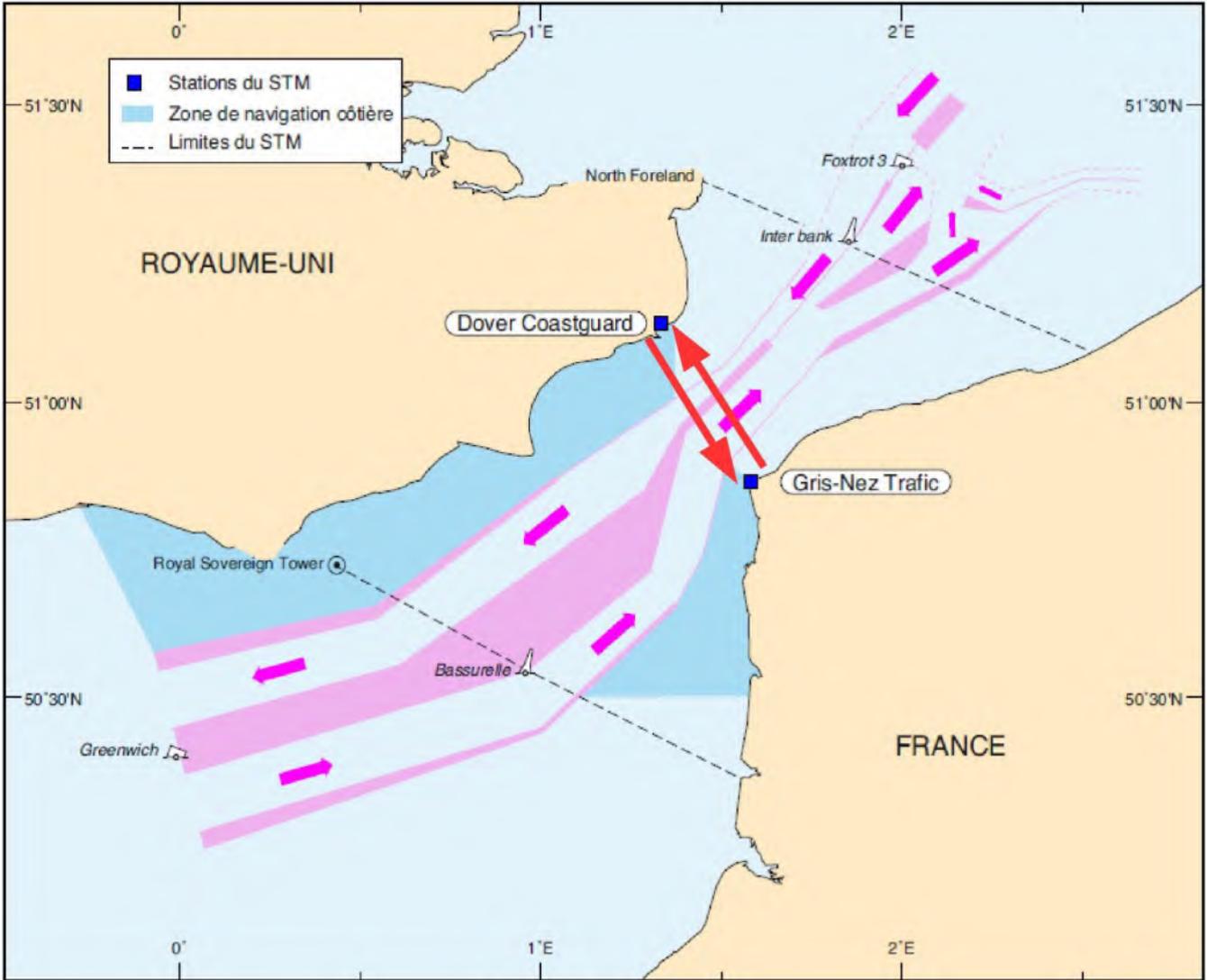
- IMO Resolution MSC.85(70) 8 December 1998
- §8. Alternative communications if the shore-based facilities fail :  
*« If CNIS operations are jeopardized at either DOVER COASTGUARD or GRIS NEZ TRAFFIC, then the other site can assume total control »*
- Principle of mutual support

# Cooperation between centres

- The monitoring of the Dover Strait requires a permanent good cooperation
- Several technical equipment shared :
  - Norcontrol operator console in Gris-Nez
  - Gris-Nez radar data sent by micro-wave to Dover Coastguard
  - Direct and specific phone line
  - Project of sharing St Frieux radar data to Dover
- Many exchanges : co-chairing of the DSUWG, staff exchanges, etc...



# Cooperation between centres



2.2.4.A. — CALDOVREP.



# Project of Joint Operating Manual

- But yet nothing is written...
  - Technical issues
  - Common procedures
  - Who does what ?
- The first draft of JOM dates back from 2003



# Project of Joint Operating Manual

- The last version is currently discussed between Dover Coastguard and Gris-Nez Traffic
- It should lay all this down in very specific terms :
  - Mutual support
  - Services delivered jointly (CNIS, CALDOVREP...)
  - COLREG interpretations
  - Technical cooperation
- Aim : define the action and commitments of each centre for the traffic monitoring of the Dover Strait



# Project of Joint Operating Manual

- Pending question : the level of signature of the final document
- For Gris-Nez Traffic, the relevant level of signature is the **AFATG**





**THANK YOU**



# Hinder 1 area

## Issues, prospects

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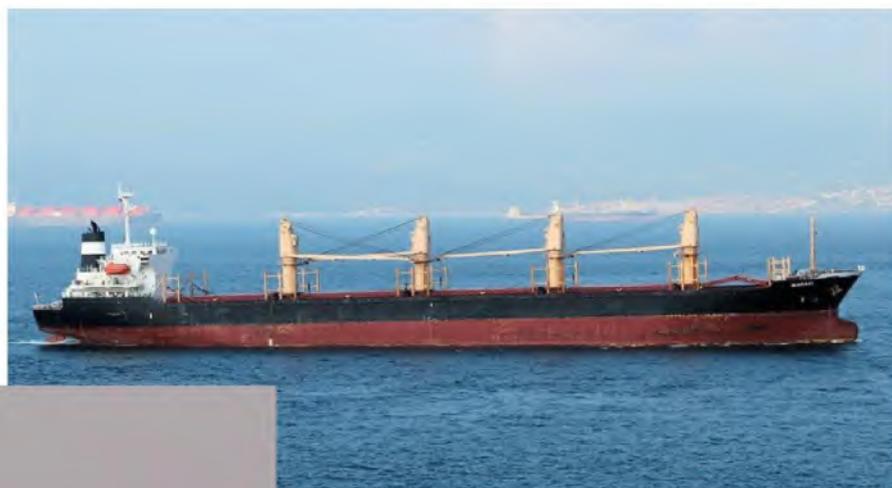
Name

**CROSS Gris-Nez**  
**December, 6th 2016**



# Context

- A collision in december 2015 (IVORY ARROW – MARAKI) occurred in vicinity of the area concerned : **Hinder 1 buoy**

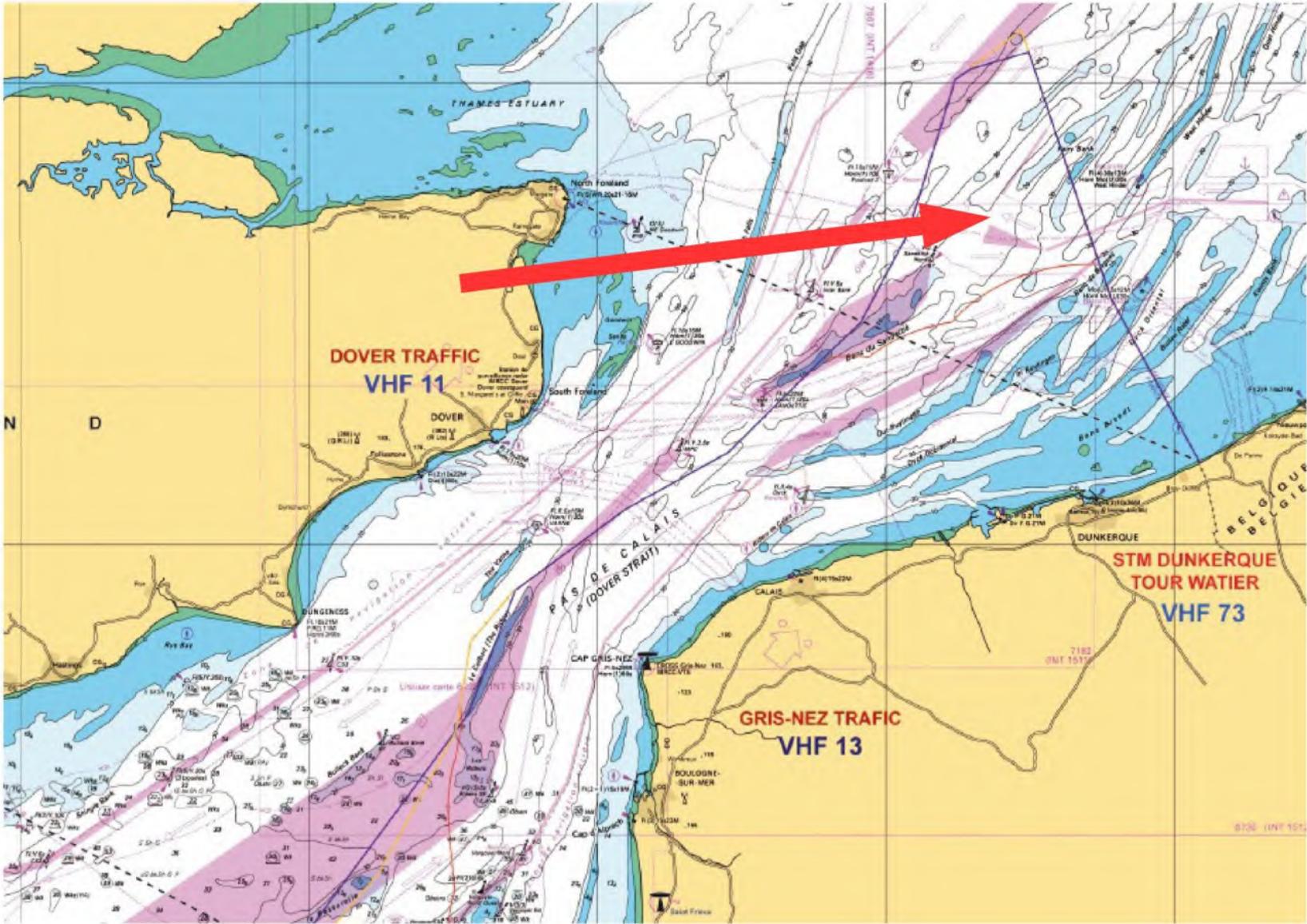


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de l'Énergie  
et de la Mer

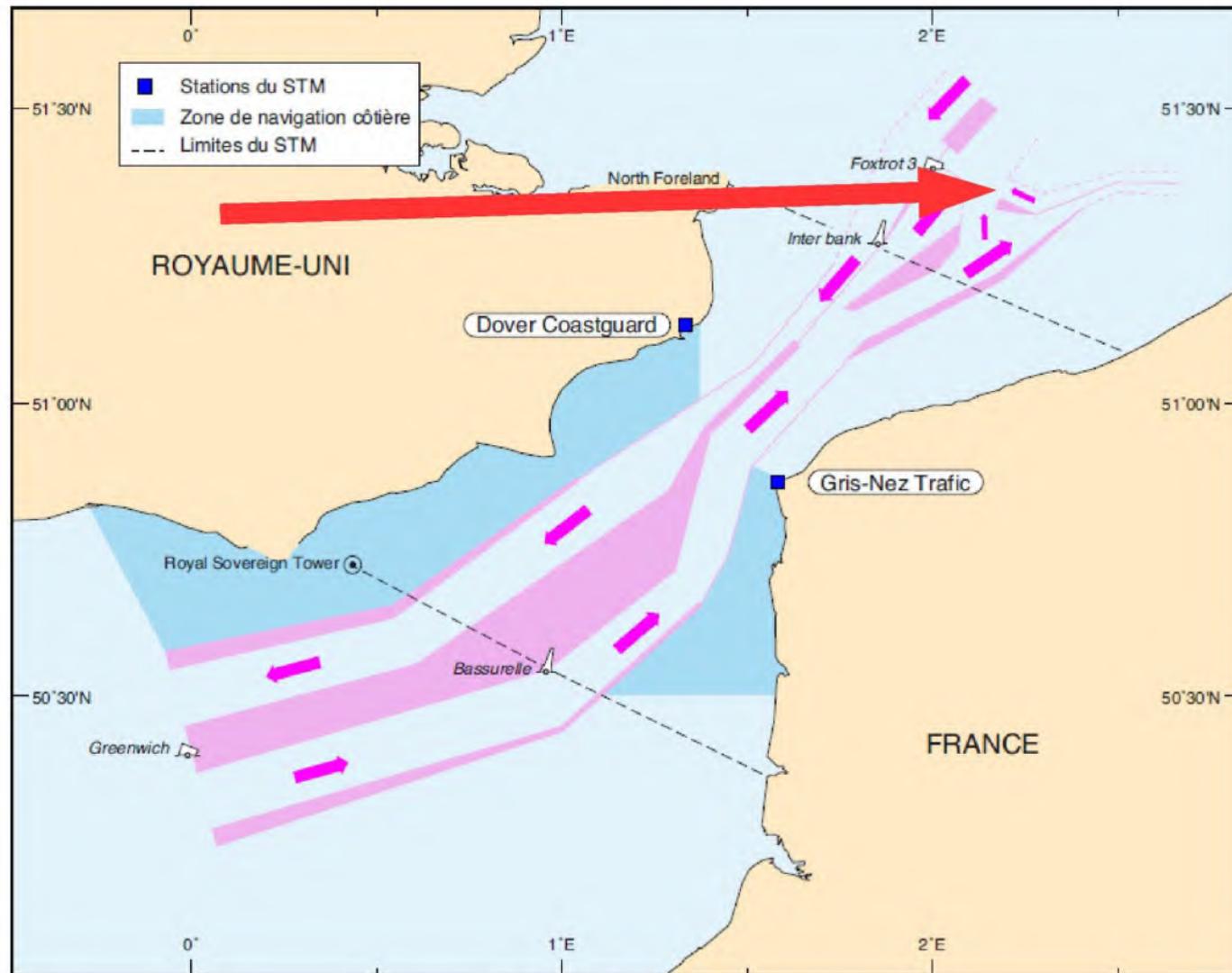
# Location



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Ministère de l'Environnement, de l'Énergie et de la Mer

# Location



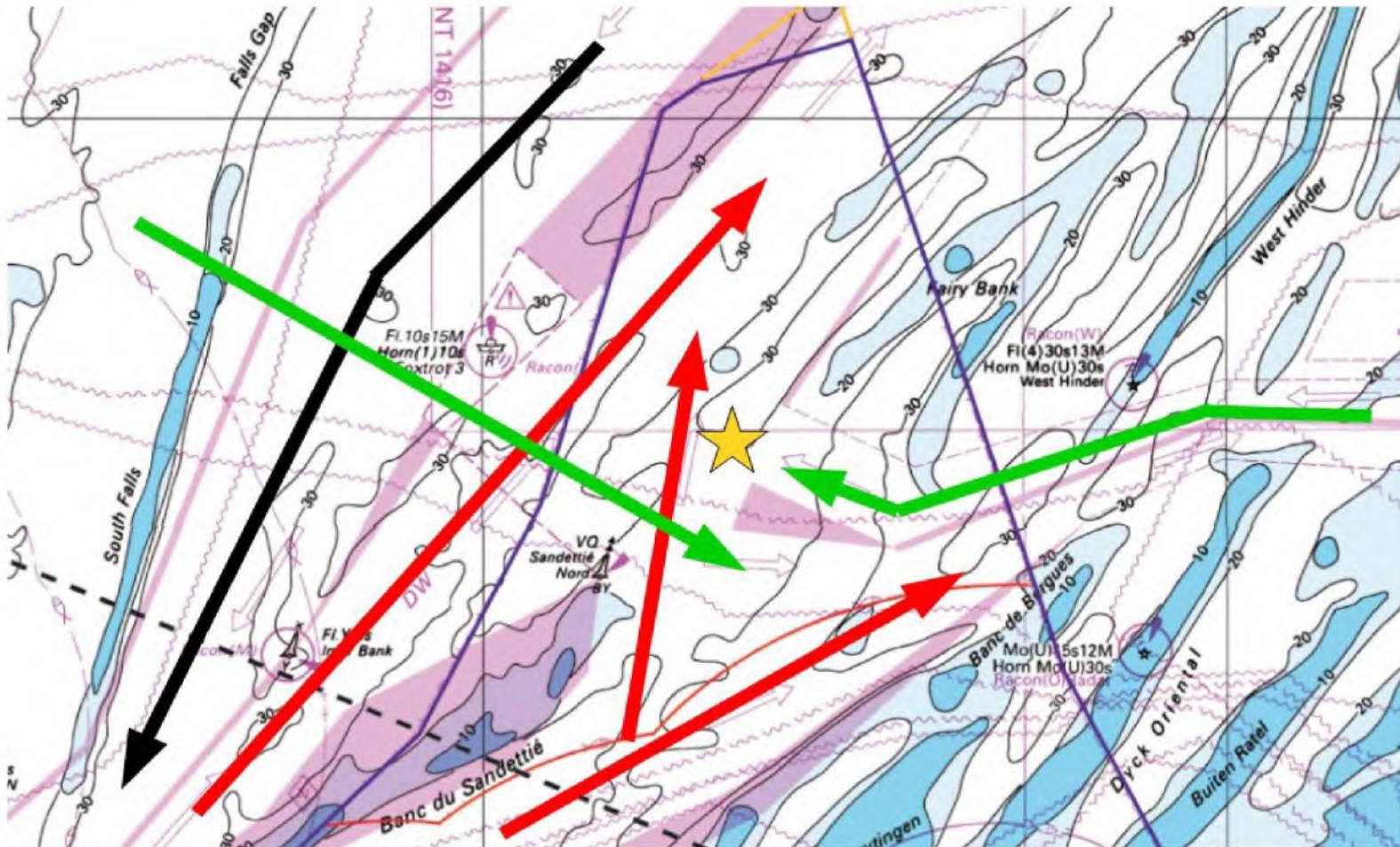
2.2.4.A. — CALDOVREP.

# A risky area

- This collision hopefully caused no injuries or pollution but was nevertheless a significant event
- It appears that this « Hinder 1 » area is known for concentrating risks :
  - Crossing point between two traffic lanes : North-East bound lane of the Dover Strait / At West Hinder TSS
  - Many infringements to COLREGs Rule n°15 on crossing situations
  - High concentration of traffic in narrow lanes
  - Mainly non-piloted vessels
  - Low visibility often observed
- **This area is certainly one of the most dangerous of the Dover Strait**

# Location

- Area of intense traffic crossing



# Background

- Area of the collision between MV TRICOLOR and MV KARIBA in 2002...



# Near-misses

- In 2016 : 4 near-miss reports on a total of 6 occurred in this area

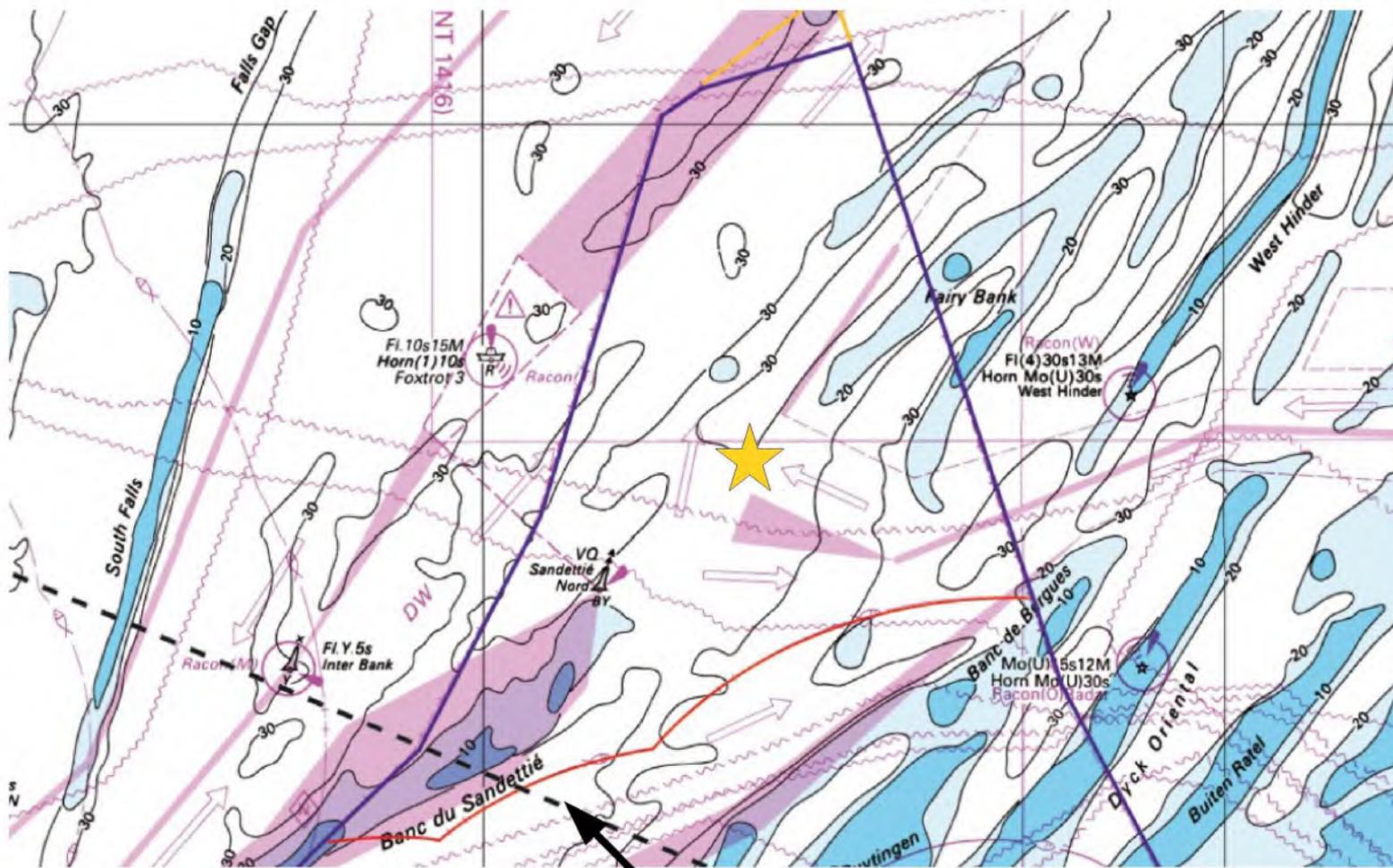
**Example :**  
video CARONI PLAIN / THORCO SVENDBORG



# Legal aspects

- Hinder 1 area located outside the VTS area
  - North limit of the CALDOVREP area : North Foreland cape => Belgium border
- But de facto Gris-Nez Traffic extends its monitoring to this area :
  - Radar data (Oostdijkbank)
  - AIS data (Dunkerque base station)
  - Permanent screen zoom
  - Permanent warning broadcasted in the CNIS
  - Alarms (close-quarter situations)
  - VTSO training

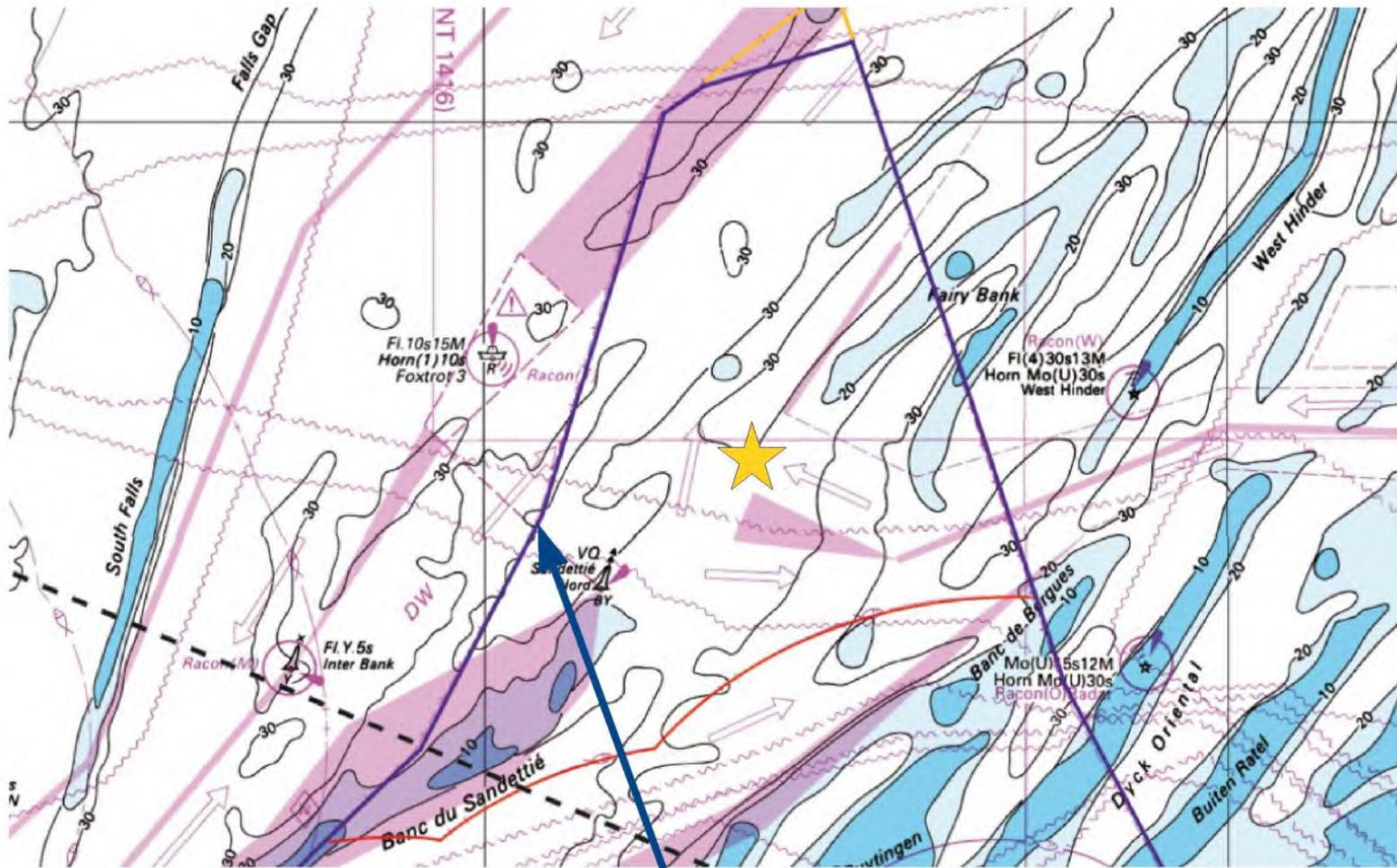
# Location



Limit of CALDOVREP area

= outside CALDOVREP area

# Location

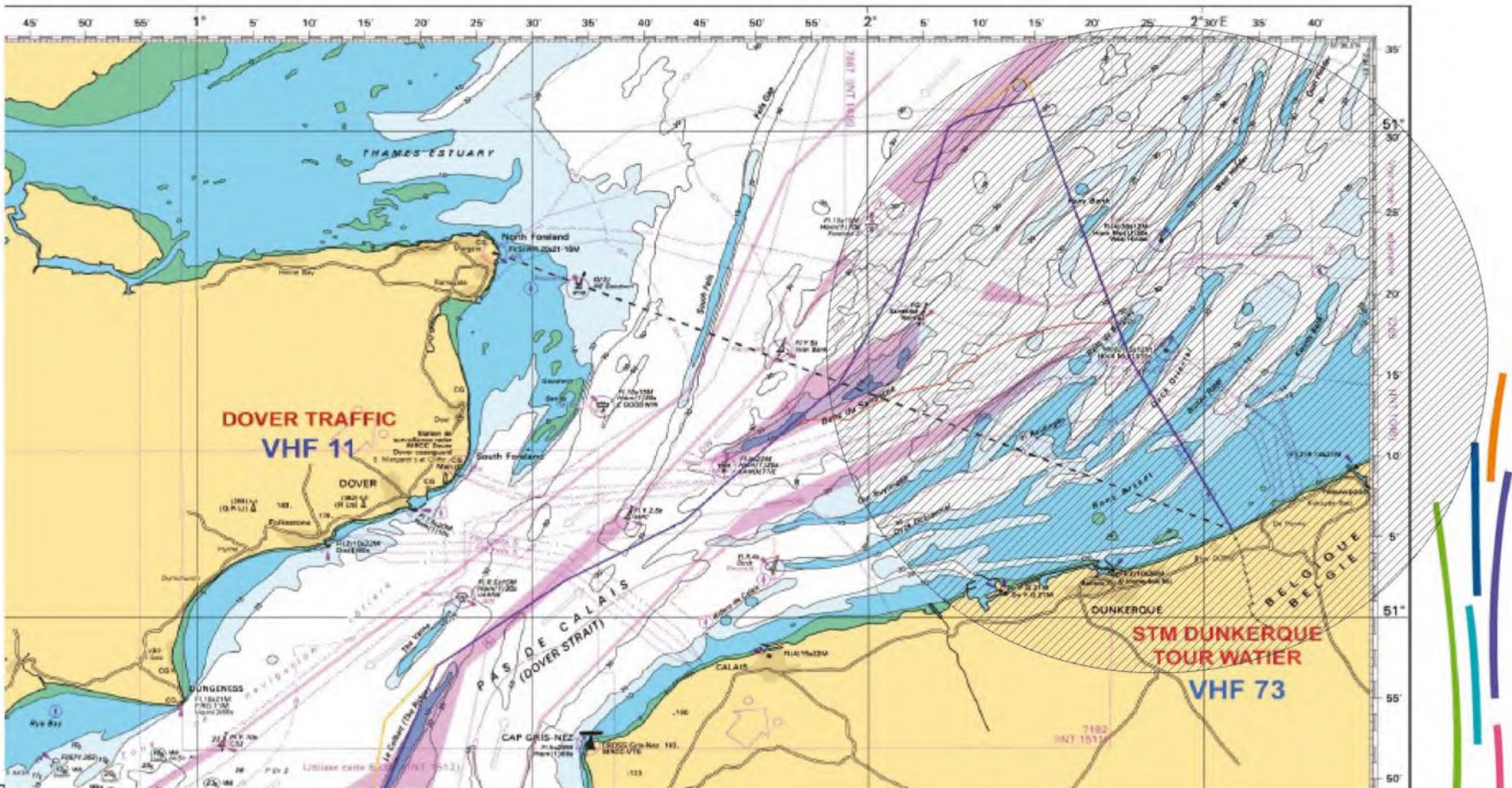


Limit of French SRR

= inside French SRR



# Oostdijckbank radar tower



= theoretical Oostdijckbank radar coverage  
(~20nm)



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et de la Mer

# Oostdijckbank radar tower

- Operated by Belgium VTS
- Located less than 10 nm from the Hinder 1 crossing area
- Real-time radar data integrated in Gris-Nez VTMIS (SPATIONAV) since 2013



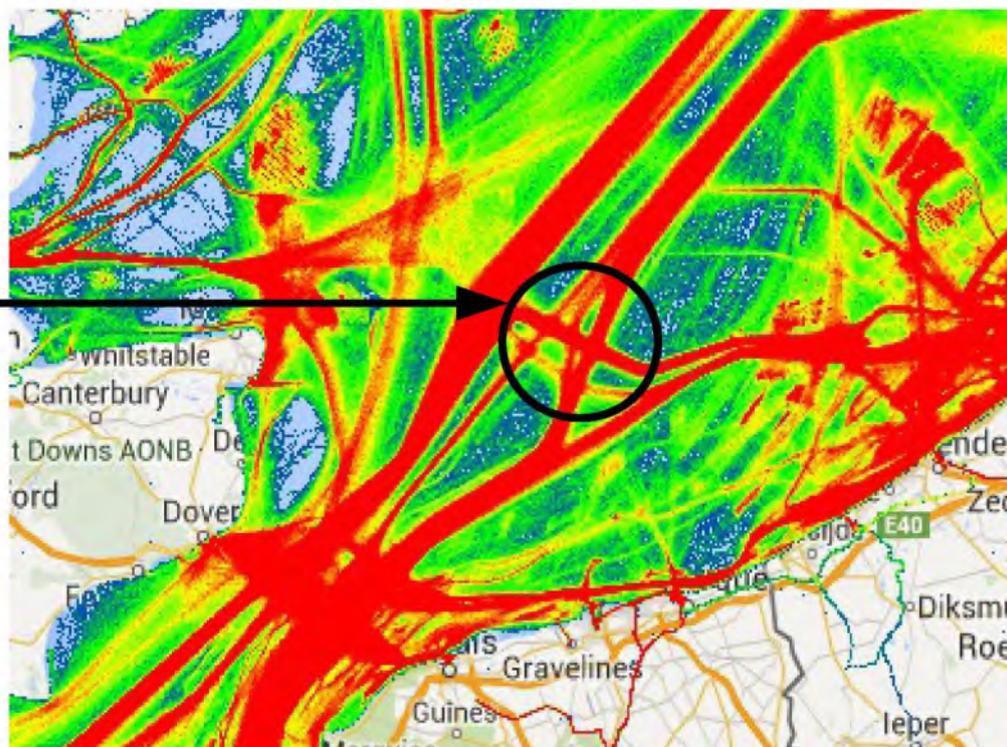
# Prospects

- A modification of the CALDOVREP IMO resolution could be suggested in the next future (NCSR sub-committee)
- Aim : changing the CALDOVREP area of responsibility (moving to the North)
- France can take the lead for this project and propose a new version of the resolution to UK before discussing this subject with the EU Commission / NCSR
- Additional subjects could be added
  - CALDOVREP exemptions for ferries (to be formalised)
  - Joint Operating Manual



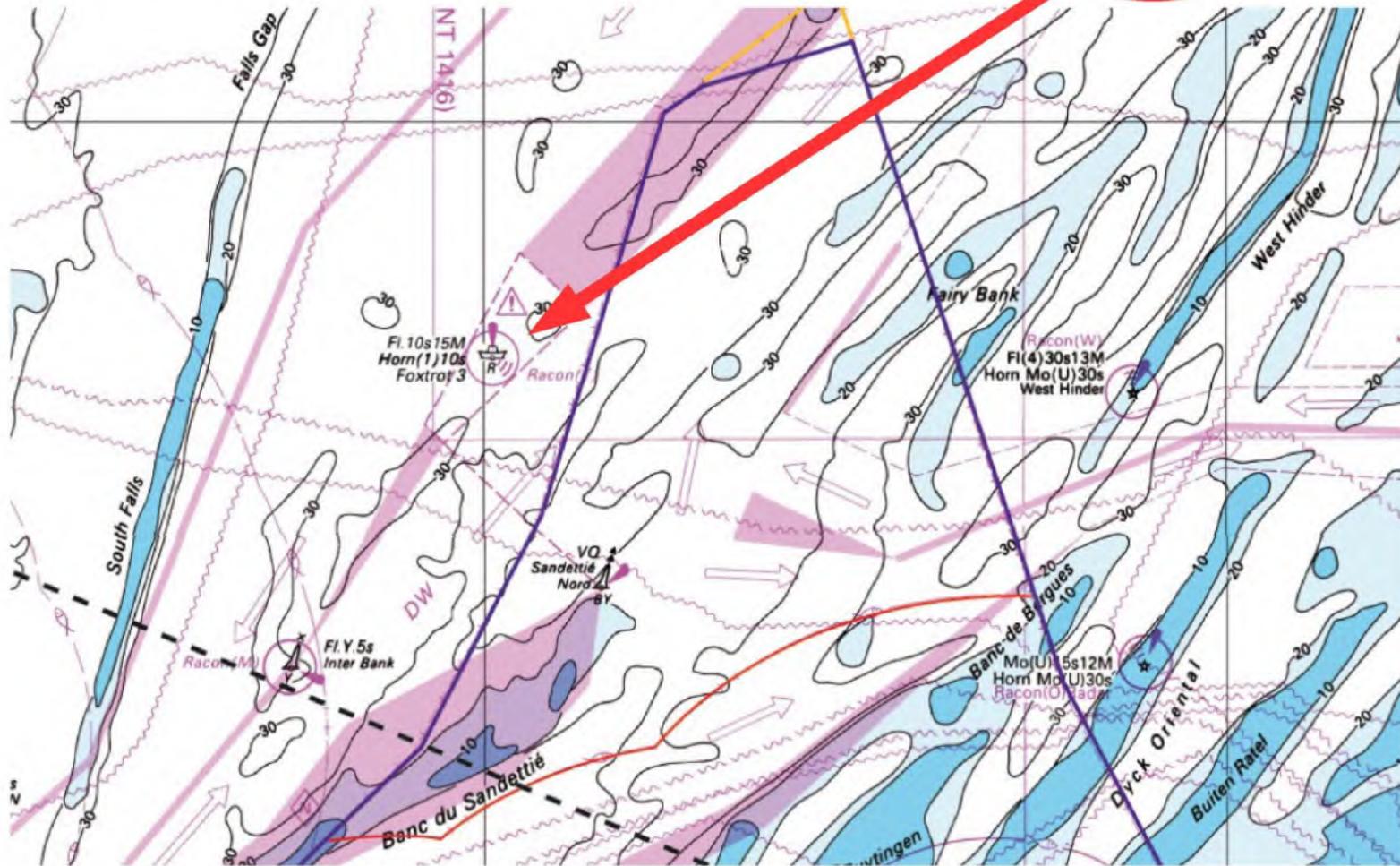
# Prospects

An exhaustive study of the maritime traffic in this area has been decided by the French Maritime Affairs Directorate



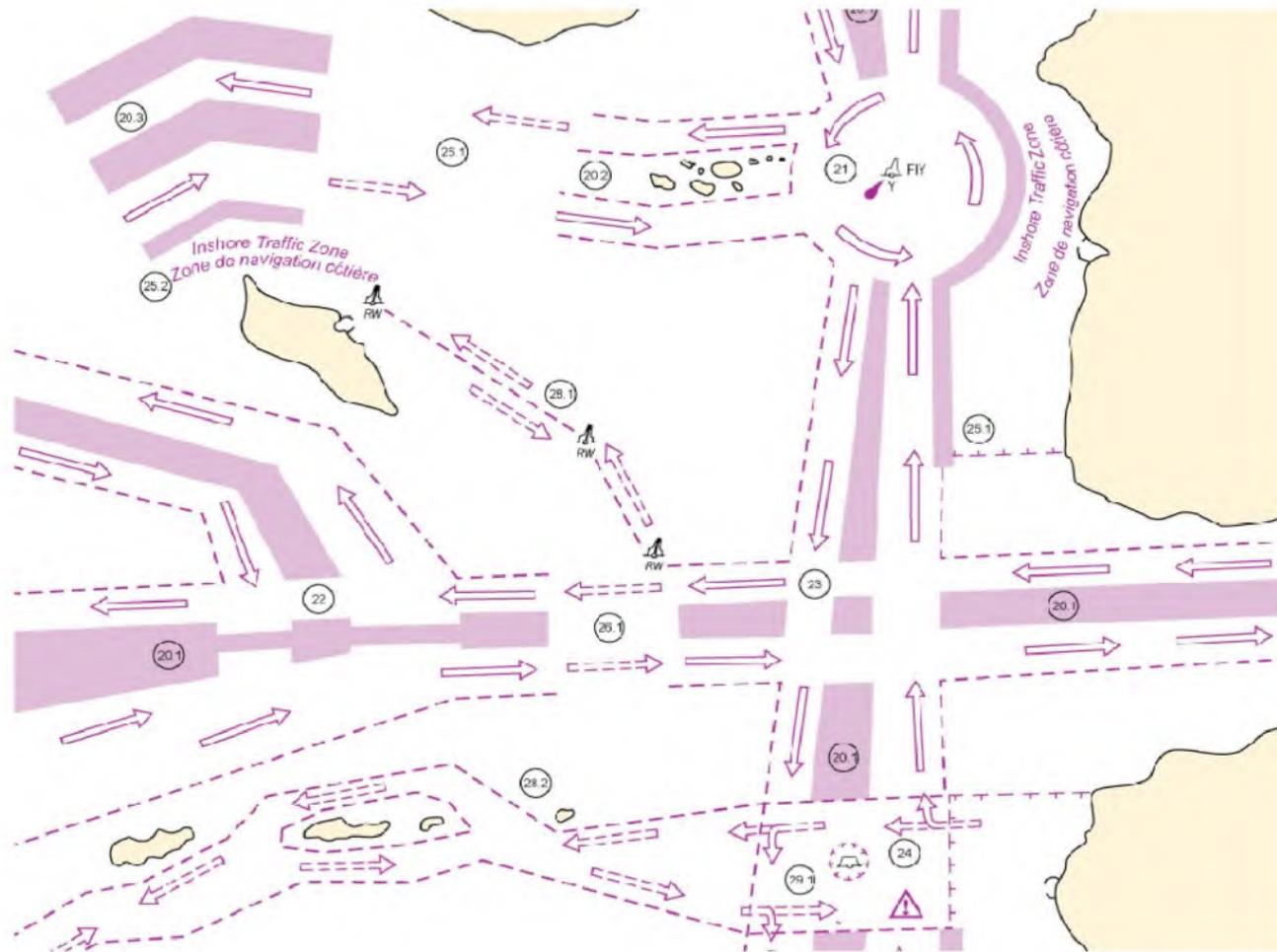
# Pending questions

- Similar issues faced by Dover Coastguard around F3 area?



=> Existing studies made in the UK ?

# Modification of the TSS ?



UK feedbacks on the Sunk TSS roundabouts ?





**THANK YOU**



**Sensitive & Irrelevant**



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# Exercise GREY SEAL



22 (Day 1) -23 (Day 3) November 2016

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# SCOPE

- National Contingency Plan (NCP) Exercise designed to:
  - Exercise the NCP's incident alerting and response activation procedures,
  - Implement the SOSREP function in relation to a major shipping incident, establishing a Salvage Control Unit and testing the EC Places of Refuge Guidance.
  - Activate the Marine Response Centre (MRC), assess the effectiveness of current internal procedures, test external C2.
  - Test interfaces and interdependences across all response levels and groups, establish and maintain cross-government and inter-agency liaison, and co-ordination of public communication arrangements.

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# Situation

- Ferry PRIDE OF HULL collided with MT WITHAM SHEILD:
  - 53 24.3N 001 05.2E - 30 nm ESE Humber

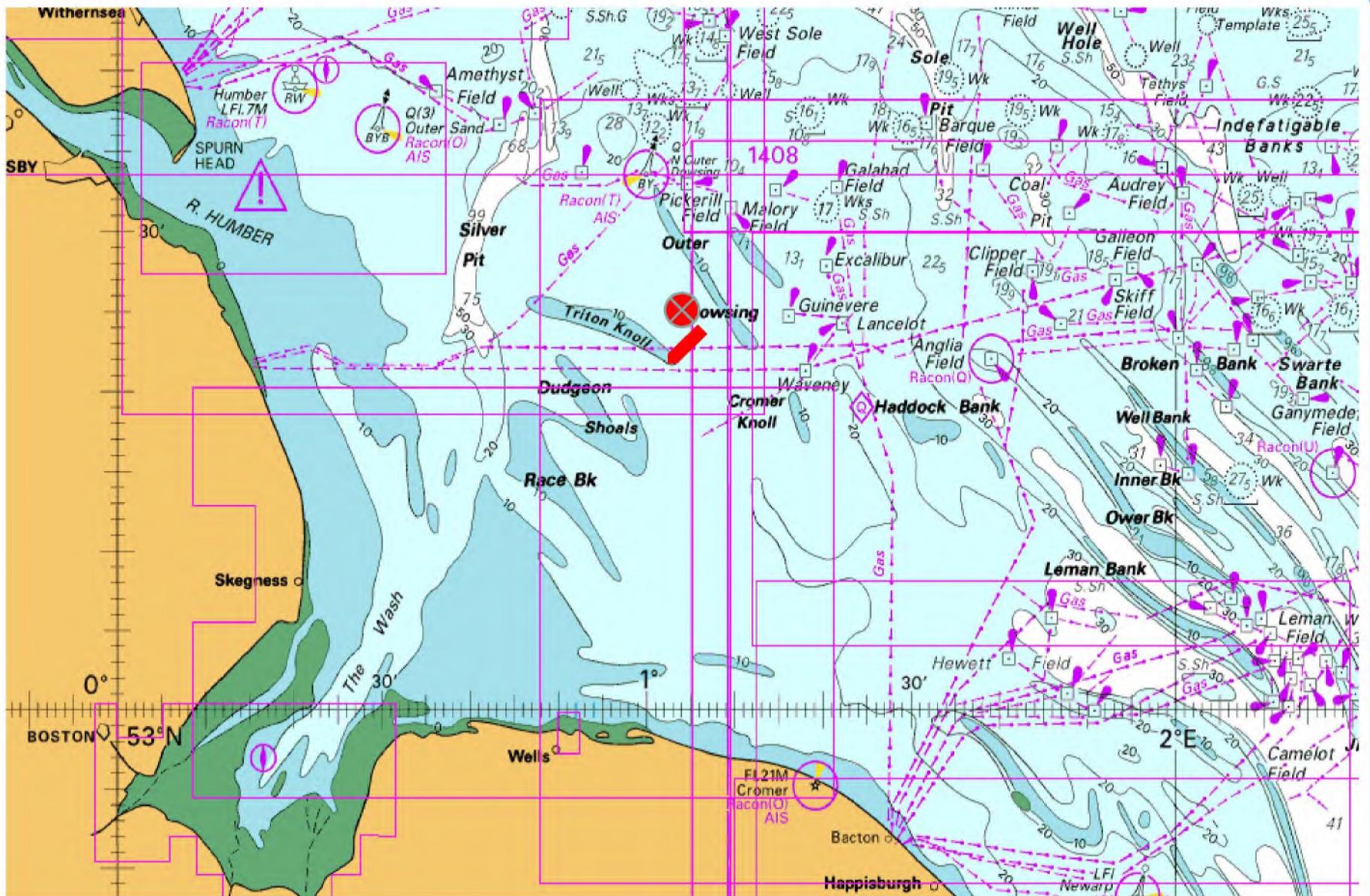


730 + Passengers  
Vehicles

52,025 Cu3 Crude Oil



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# Situation

- Ferry PRIDE OF HULL collided with MT WITHAM SHEILD:
  - 53 24.3N 001 05.2E - 30 nm ESE Humber
- 9 x Injuries on Ferry – 1 critical
- None on Tanker
- Initial release of 500 mt Crude + 20mt per hour
- Total remaining in tank 3300mt
- Later rupture of a second tank

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# Environmental Info

## Weather

- ENE 15 kts
- SS 4
- Viz moderate to poor occasionally V Poor
- Tide – NW-SE / 0.5 kt



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# Response Cells

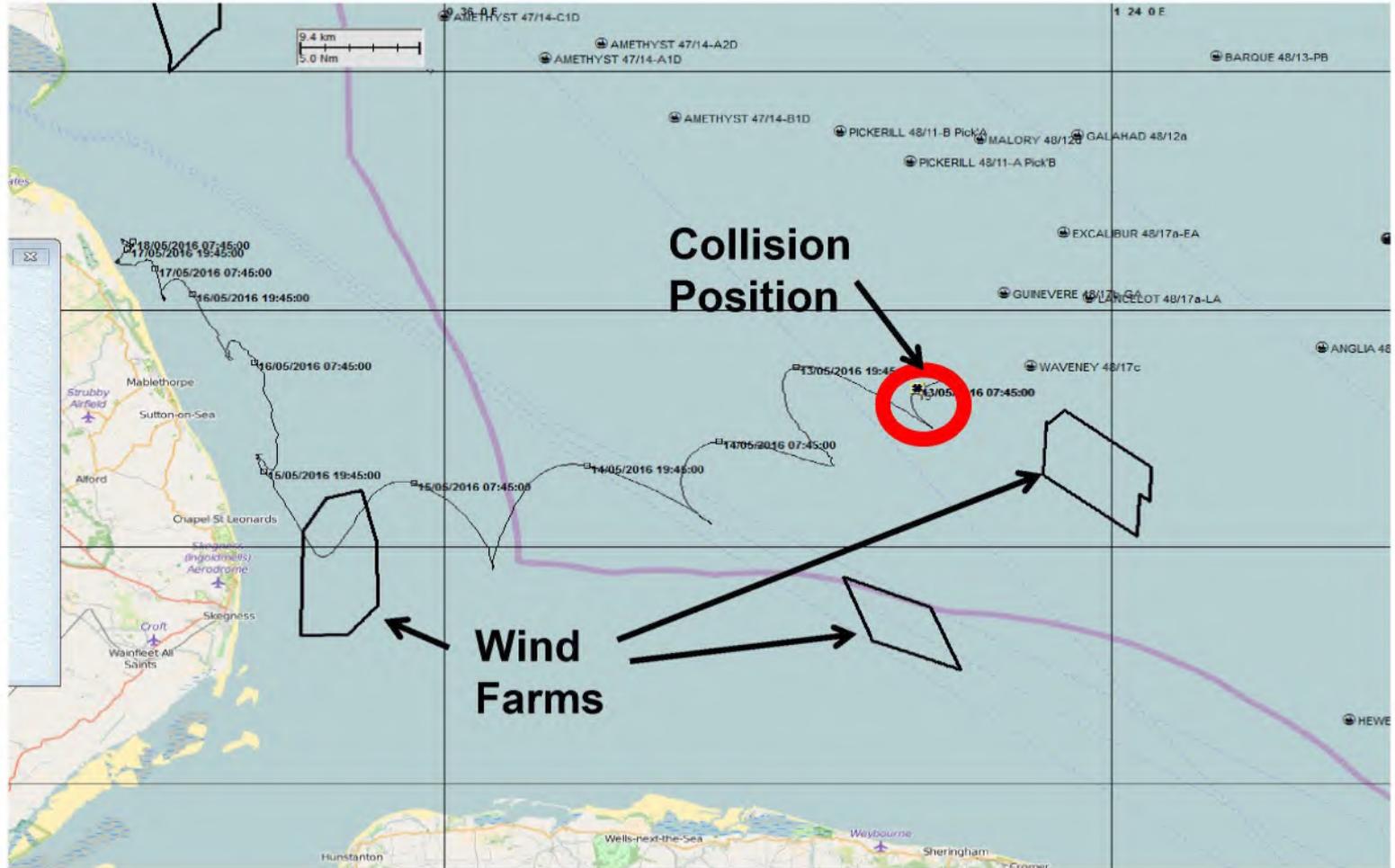
- Salvage Control Unit
- Marine Response Cell + National Contractors
- National Maritime Ops Centre
- Coastguard Ops Centre Humber
- Environment Group
- Strategic Co-ordinating Group
- Tactical Co-ordinating Group
- Local Authority Coastal Response Cells
- P& O Emergency Management Team
- Shell – Incident Management/Response Centre w/OSRL
- Humber Port Authority
- Joint Media Co-ord Centre

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# Oil Spill Modelling

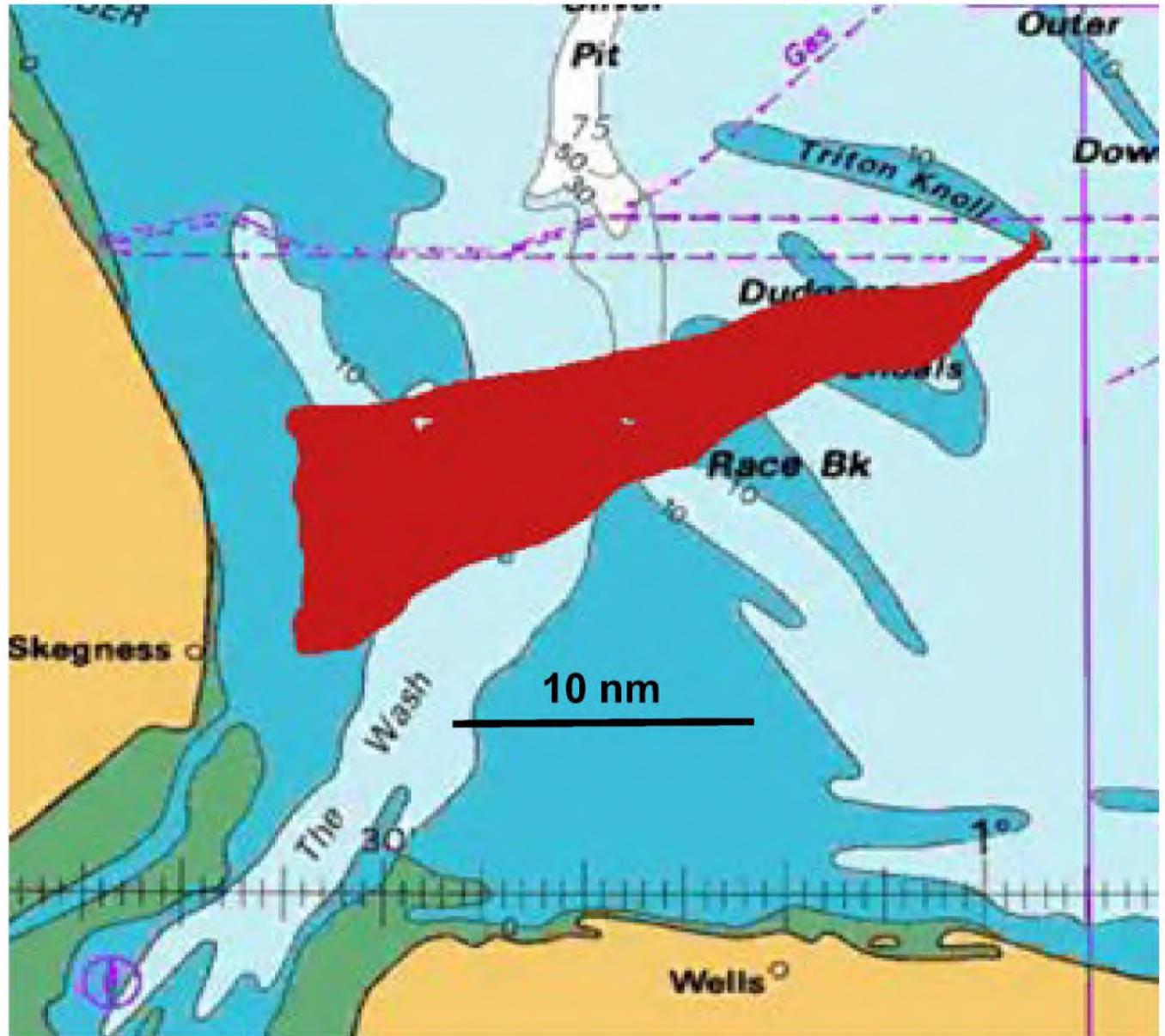


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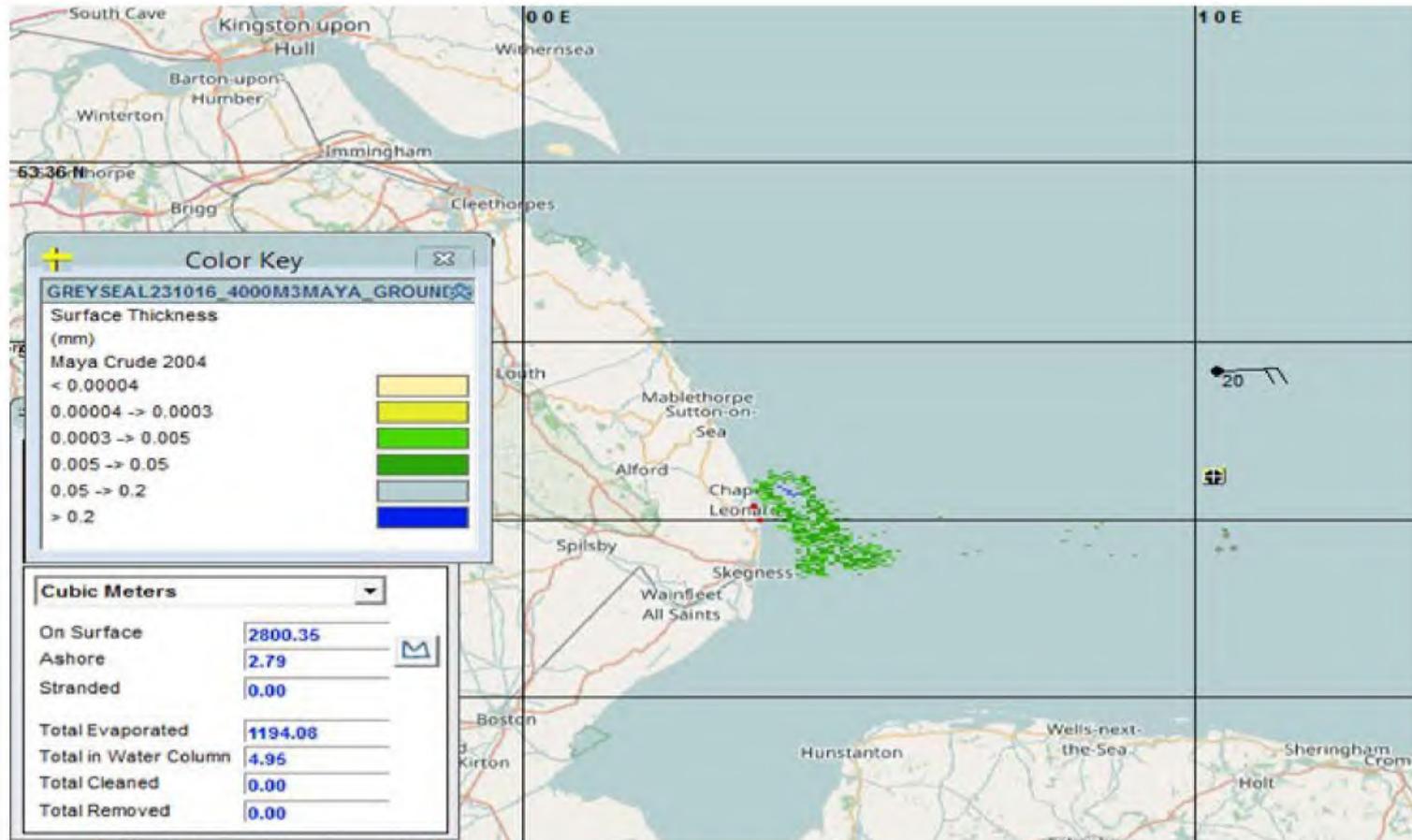
Eventual Spill  
of 5000 mt



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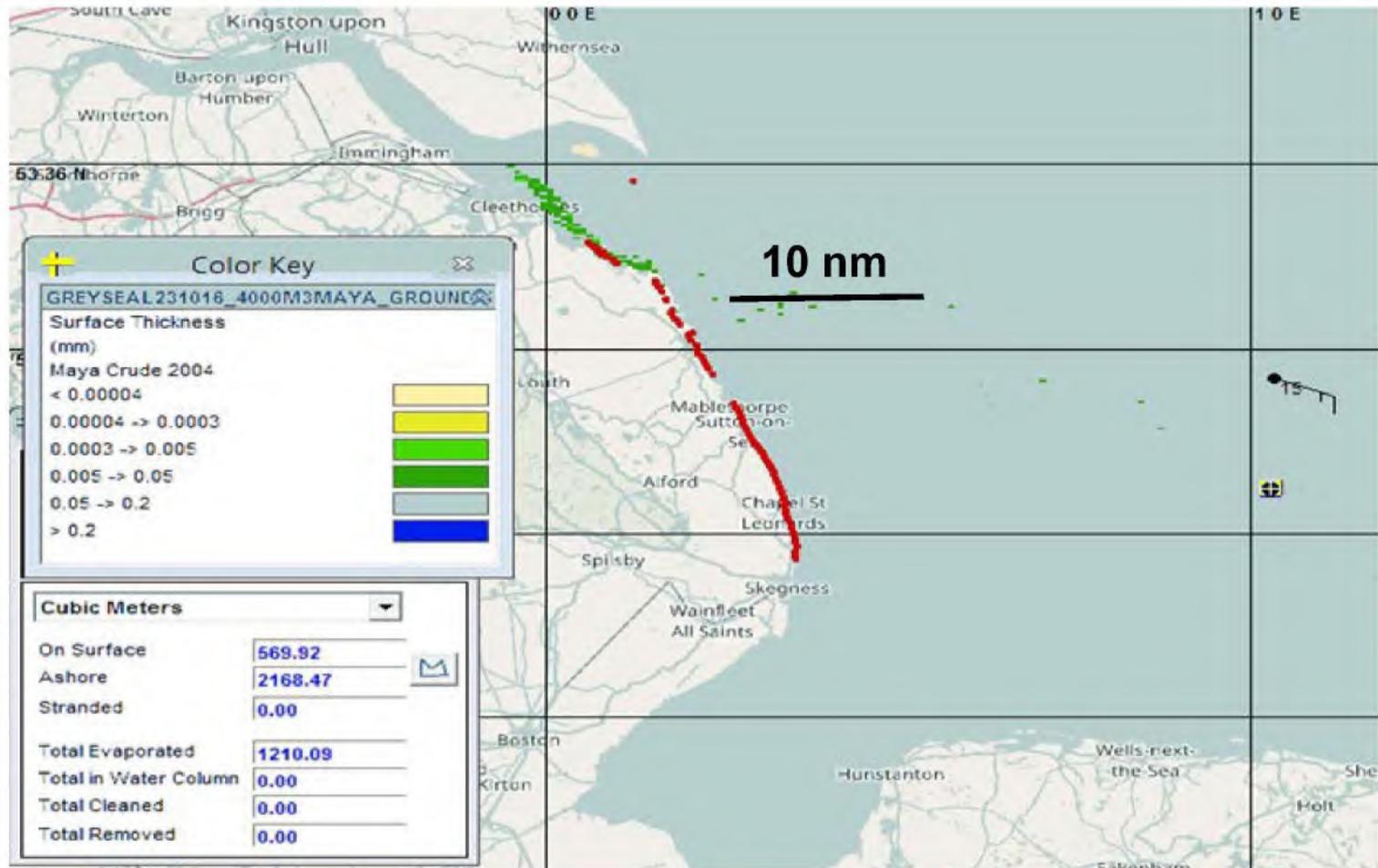
# Maritime & Coastguard Agency



Safer Lives, Safer Ships, Cleaner Seas



# Maritime & Coastguard Agency



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# Resources Deployed

No Physical deployments but real time deployment times adhered to

- **Towage:**
  - 4 x Tugs

- **Aerial Assets:**

## MCA

1 x Surveillance

1 x Test Spray A/C

2 x DC3

## OSRL

1 x Surveillance

1 x 727

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# Resources Deployed

- At Sea Containment & Recovery

## MCA

- 6 AHT/AHT(S) vessels
- 2 x CB 6 , 1 x CB 4 (2 x CB 4 as 2<sup>nd</sup> wave)
- 4 x Multi Purpose Skimmers (Terminators & Sea Devils)
- 5000 m offshore boom
- 12 x 25mt floating storage bags



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# Resources Deployed

## Oil spill Response Vessels

- 1 x EMSA OSR vessel - THAMES FISHER
- 1 x NL OSR vessel - ARCA
- 1 x Fr OSR vessel - SAPEUR

## OSRL

- 2 x AHT vessels
  - 2500 m offshore boom
  - 2 x Sea Devils

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# Resources Deployed

- Shoreline Response

## MCA

### 7 Shoreline Response packages

- 2 x CB 6 , 1 x CB 4
- 5 x Vacuum Skimmers
- 5500 m Defence Boom
- 4000 m Shore Sealing Boom
- Sorbent Materials and Boom
- 40 x 5 mt Fast Tanks

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# Resources Deployed

## OSRL

3 x Shoreline Response packages

1 x Wildlife Response system



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# Lincolnshire Shoreline

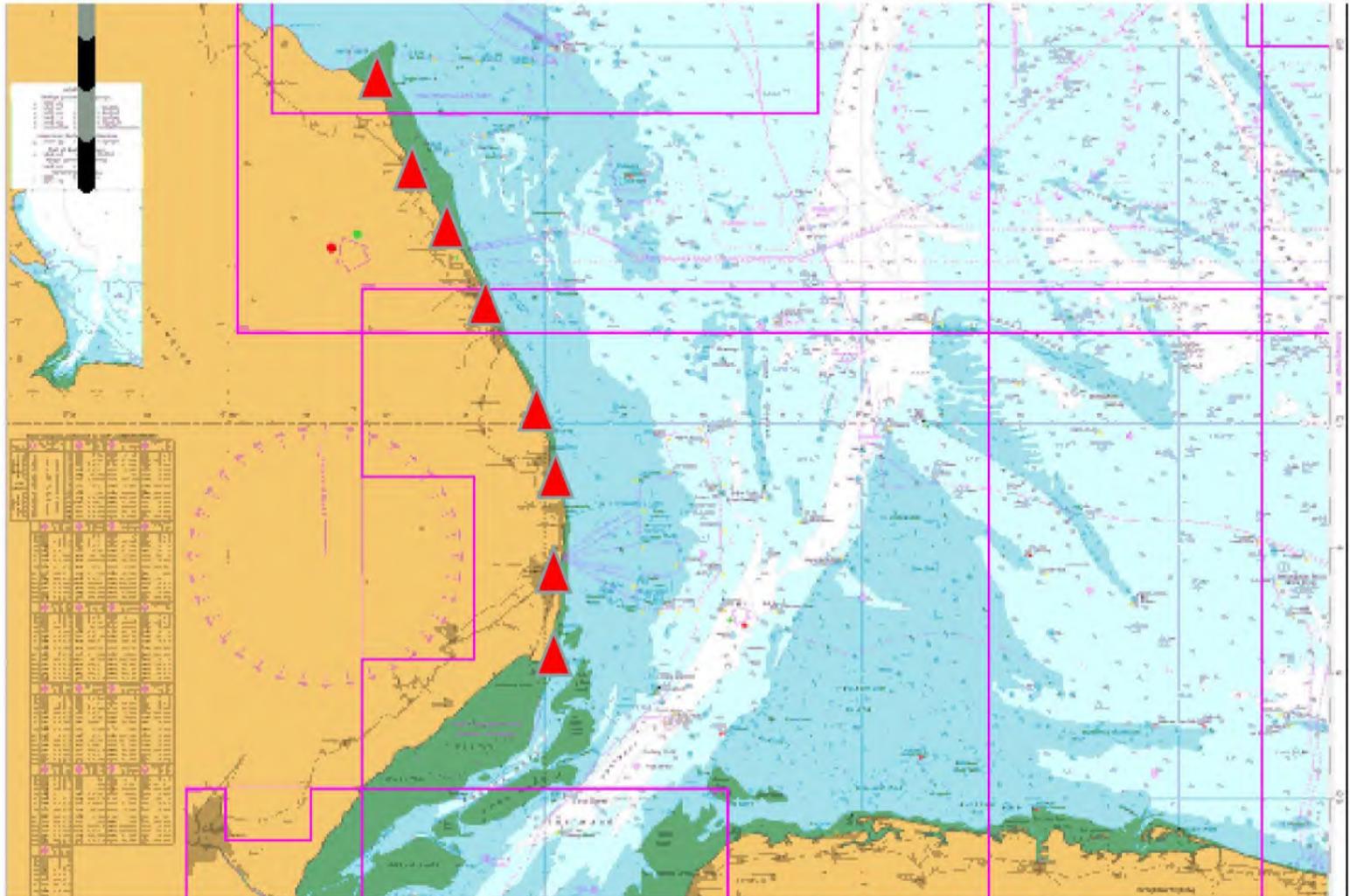


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# Shoreline Response



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# Questions

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