

82nd ANGLO FRENCH ACCIDENT TECHNICAL GROUP

Wednesday 30 May at 1000

Venue

Hatton Gallery at Castle Cornet
Guernsey

Timetable and Agenda

1000 - 1030

1. Meet and Greet

- Tea and Coffee will be available.

1030 - 1300

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 Structures and Organisations

- | | |
|-----------|-------|
| • SOSREP | Chair |
| • MCA CPS | MCA |

3.2 Plans

- | | |
|--|-------------|
| • MANCHEPLAN Change 2 | PREMAR/ MCA |
| • Channel Risk Assessment study: | |
| ○ Presentation of the figures of 2017 | PREMAR |
| ○ UK Input and Format | MCA |
| • Joint Operating Manual Dover CG / CROSS Gris Nez | PREMAR/ MCA |

3.3 Environment & Counter Pollution

- | | |
|--|--------|
| • RETEX of assistance to Britannica HAV vessel | PREMAR |
| • LOP cases in the Channel linked to SECA regulation | PREMAR |
| • Notable UK incidents | MCA |
| • UK Aerial Spraying Capability Update | MCA |

3.4 Maritime Safety

- | | |
|-------------------|-----|
| • CNIS Statistics | MCA |
|-------------------|-----|

DRAFT

3.5 Training & Exercises

- Ex SHEN (Feb 2018)
- French Scheduled Exercises

MCA
PREMAR

4 AOB

5 DoNM

Lunch: 1300 - 1400

Endex: NLT 1500

DRAFT

INQ000175_0002

82nd ANGLO FRENCH ACCIDENT TECHNICAL GROUP

Wednesday 30 May 2018 at 1000

Venue

Hatton Gallery at Castle Cornet
Castle Emplacement, St Peter Port
Guernsey

Attendees

MCA

[Name] – Director Maritime Operations and HM Coastguard
[Name] – Head of Branch Counter Pollution and Salvage
[Name] – HMCG Staff Officer VTM

Maritime Prefecture

[Name] – Deputy for State Action at Sea
[Name] – Head of Division State Action at Sea
[Name] – Head of Maritime Emergency Response Office
[Name] – Deputy Head of Maritime Emergency Response Office
[Name] – Director CROSS Jobourg
[Name] – Pollution and Navigation Division, CROSS Jobourg
[Name] – Director CROSS Gris-Nez

Channel Islands

[Name] – Head of Port Operations – Guernsey
[Name] – Assistant Harbour Master – Guernsey
[Name] – Assistant Harbour Master – Guernsey
[Name] (minutes) – Guernsey

Eire

[Name] – Irish Coastguard

Apologies:

[Name] – Nautical Director, MRCC Ostend
[Name] – Coastguard Manager – Jersey
[Name] – States Emergency Planning Officer - Jersey

1. Welcome and Introduction

The meeting was opened by the Director of Maritime Operations and Chief Coastguard, [Name] who thanked Guernsey for hosting the 82nd AFATG meeting. [Name] [Name] added that he was due to retire shortly and his successor should be in post by July.

Head of Port Operations, Name provided a short chronological sequence of significant events in the history of Castle Cornet, from its thirteenth century origins to the present day.

2. Previous Minutes and Actions

The Minutes of the previous meeting were accepted as a true reflection of the previous AFATG with no proposed amendments.

Outstanding Actions from previous meeting:

- Action 1: MANCHEPLAN Change 2 – MCA/UK text has been added in, therefore MANCHEPLAN will be signed off by French and UK delegates after this meeting. **Action closed.**
- Action 2: MCA to confirm to the Maritime Prefecture their agreement to plan for the participation of Lydd's SAR HLO during a future exercise. **Action closed.**
- Action 4: MCA to provide list of UK Swimmer Associations. The UK has sent these prior to the meeting. **Action closed.**

N.B MCA requested an update on the new decree regarding unorthodox channel crossings and the courtesy translation offered by the Maritime Prefecture during AFATG 80. The Prefect stated that the re-issue of the decree was expected in the next few weeks. **Action closed.**

- Action 6: The MCA to send ARCC Request Form to the Maritime Prefecture and CROSS Jobourg. This information has been provided, although ARCC does not have a request form. CROSS Jobourg has asked whether a form could be created for distribution. **Information sent – Action closed.**
- Action 7: Maritime Prefecture to send decree once published and courtesy (non legally binding) translation. **Decree signed 29 May 2018 – Action closed.**

Actions arising from the previous meeting:

- Action 1: MCA to distribute Plans showing how the MCA will deal with different incidents. **Plan distributed – Action closed.**
- Action 2: HMCG to share Operation Waypoint with Guernsey and Jersey once finalised. **Operation Waypoint shared – Action closed.**
- Action 3: Copy of the Review of UK Coastal Routing and Reporting Scheme to be passed to France. **Copy of Review sent – Action closed.**
- Action 4: Guernsey's proposed amendments to be incorporated into the MANCHEPLAN. **Amendments incorporated – Action closed.**
- Action 5: Contact details of the UK Staff Officer responsible for Offshore Energy to be provided to the 2nd Deputy to the Maritime Prefect. **Contact details provided – Action closed.**

- Action 6: UK and France to liaise in order to offer French observers to future exercises involving wind farms and other renewable offshore installations. **As this is routine business Action closed.**
- Action 7: UK and France to share wax ball POLREPS for the common sea area. **POLREPS sent to CROSS Jobourg and CROSS Gris-Nez. No further instances of wax balls on South Coast - Action closed.**
- Action 8: UK and France to agree the terms of reference for the AFATG WG. **Action closed.**

3. New Agenda Items

Following acceptance of the minutes and actions the meeting moved onto the remainder of the agenda.

3.1 Structures and Organisations

- SOSREP. The Director of Maritime Operations and Chief Coastguard provided an update on the SOSREP appointment. Les Chapman was appointed last year to replace Hugh Shaw, however Les has left to explore other opportunities in the maritime sector. The current deputy SOSREP Stephen Penning is acting up and holding the role whilst the UK completes its recruitment process.
- MCA CPS. The Head of Branch Counter Pollution and Salvage provided an overview of the staff heading up the CPS Branch, adding that the Branch was up to complement up until last week when Lisa McAuliffe had been temporarily transferred to the post of deputy SOSREP, which will create some challenges in monitoring the Scotland & Northern Ireland patch during her secondment.

The Deputy for State Action at Sea advised that his successor is [Name] details of whom will be e-mailed to AFATG.

The Head of Port Operations advised that Harbour Master [Name] had left at the end of April and that he was temporarily acting Harbour Master until Chad's successor, [Name] took up post on 1 August 2018.

[Name] explained that Ireland's Pollution Division will have two members of staff by the end of the year. The Division is currently supported by Corporate Services and plans are in place to develop a gap analysis of the OPRC regime.

Action1: Maritime Prefecture to e-mail information to AFATG regarding the successor to the Deputy for State Action at Sea.

3.2 Plans

- MANCHEPLAN Change 2. Amendments have been incorporated, therefore it was agreed that MANCHEPLAN could be signed off at the end of this meeting.
- PREMAR delivered a presentation detailing accidents/incidents during 2017 dealt with by GRIS-NEZ and JOBOURG in the Channel and North Sea, which included a comparison of data over 2016/2017.

The UK acknowledged that the MCA didn't measure or gather data in the same way as the French, however agreed to look at how they could be blended. It was noted that the MCA has a controlled process in place and would need to look at data and clearance before information could be shared/published.

The presentation also detailed the calculation of damage avoided by State action, taking into consideration vessel/cargo worth, clean-up costs, vessel deconstruction as well as economic/environmental damages. It was noted that for 2017 these costs were 5.5 Billion Euros. The MCA added that the UK had to include the value for life saved – currently set at £1.62m per life saved.

- PREMAR and MCA delivered a presentation on the Joint Operating Manual in relation to vessel traffic monitoring in the Dover Strait. They explained that they had been monitoring traffic jointly since the early 1970s and described a number of areas that had been developed to assist with the continuity and resilience of the service. The presentation also detailed how the quality of service could be improved by providing mutual support, sharing experiences and best practices, harmonising practices and working together on risk analysis and staff training.

MCA added that there was some internal governance to clear before the draft could be finalised and signed. An MOU was also being prepared which will be included as an annex to the Joint Operating Manual.

Action 2: MCA to look at how incident data could be blended with French data. HMCG Staff Officer VTM to progress.

3.3 Environment & Counter Pollution

- PREMAR gave a presentation detailing the assistance given to the vessel "Britannica Hav". A detailed summary of the facts was provided including means deployed and learning points. The Group discussed the issues of providing a port of refuge and the availability of funds to assist with berth fees and any resulting pollution issues. Name made reference to a fire on a cargo ship off Dover which was refused a port of refuge and had to remain at sea. The Director of Maritime Operations thanked PREMAR for an interesting presentation.
- PREMAR delivered a presentation on loss of propulsion incidents in the Channel/North Sea SECA. A survey was carried out by GRIS-NEZ, CORSEN & JOBOURG collecting data from 2016 & 2017. The data determined that a significant number of incidents were due to the switch in fuel from HFO to MDO/MGO in emission control areas, brought about by the requirements to limit the sulphur content of ship fuel to 0.1% in these areas.

A lower cap in sulphur emissions to 0.5% is expected in 2020 which may result in a significant increase in LNG usage thereby increasing prices and volatility. MCA expressed great consternation in this respect and noted that Norway will soon undertake a major project on this matter, looking at low sulphur and hybrid fuels.

- MCA presented details of the following notable incidents in counter pollution and salvage operation:

- Pipes. The slides described the salvage operation in relation to pipes 900m in length that had broken free whilst being towed after being struck by a container ship. The Group discussed the transportation method for the pipes and the difficulties in highlighting the hazard to other vessels – the pipes were black and sat low in the water – and noted there were no powers to enforce the use of guard vessels.
 - Timber. MCA summarised two incidents; one in the English Channel (Mekhanik Yartsev) and one in the North Sea (Frisian Lady) both resulting in the loss of their timber cargo. The presentation detailed the drift models of both incidents, the issues surrounding clear up operations and the local authorities' involvement. There was estimated to be 500,000 pieces of timber still not found in the North Sea. MCA advised that the Receiver of Wreck had issued notices to all coastal stations advising that any timber found should be reported to Coastguard. Contractors had also been engaged to collect timber washed up ashore.
 - Holyhead. MCA described the devastation caused to Holyhead Marina by Storm Emma. Approximately 70-80 vessels were sunk or destroyed and some 1,000m³ of polystyrene had flooded into the harbour and surrounding coastline. The Head of Branch Counter Pollution & Salvage detailed the challenges and issues in relation to the clean-up process for both vessels and polystyrene and the subsequent impact to the environment.
- UK New Aerial Dispersant Spray Capability. MCA provided an update on the UK's current aerial spraying capability and proposed use of a Boeing 737-400. The Group were advised that 2 aircraft would be procured, 1 available at 8 hours' notice and the other at 12 hours (this being used to carry cargo to offset costs). A presentation detailed the aircrafts' storage and pumping capacities and spray capabilities. It is hoped that this aircraft would be in service late summer/early August 2018.

Action 3: MCA/Heidi check UK compiling same information on loss of propulsion incidents.

3.4 Maritime Safety

- MCA gave a presentation on CNIS and Sunk Statistics for 2017, which included summaries on vessel activities and vessel tonnage, contraventions by Type and Flag including rogue and zombie (non-reporting) vessels. An update was also provided on each phase of the CNIS upgrade equipment and what had been achieved to date. A new CMIS database had been implemented where all UK reports could be accessed making it much easier to share with GRIS-NEZ. This software was also available to download to a mobile app.

3.5 Training and Exercises

- Ex SHEN. MCA updated the Group on a table top exercise held on 27-28 February in relation to an offshore incident 30 nm east north east of the Buzzard Field involving the semi sub platform Stena Spey. Some 200 people were involved which included the Norwegian Coastguard. Exercise objectives were briefly outlined and a detailed explanation of the scenario and lessons learnt were given.

- The French provided a brief summary of an exercise held in relation to the mass evacuation of injured persons from a ferry. Feedback from that exercise should be available soon. A counter pollution exercise is being developed and scheduled for 2 and 3 October 2018 in Belgium. The French are also considering a major exercise off Calais using MANCHEPLAN. Further details will be provided in due course.

4. AOB

- Eugene Clonan referred to an incident whereby a barge “Malik 1” was lost off the deck of a ship whilst en route from the Arctic to Canada which had washed up on the Irish coast several months later. The Canadian authorities had carried out an extensive search at the time of the incident but could not locate the barge.
- The French queried if there was a change in procedures for requesting UK assets through the MRCC, following a recent incident involving small British craft in the middle of the Channel. The French Naval helicopter was unable to locate the vessel and requested UK assistance through the MRCC. However they were advised to request this asset through NMOC. The Director of Maritime Operations agreed to look into the process.

Action 4: The Director of Maritime Operations to clarify procedures for the French requesting UK assets.

5. Date of Next Meeting

The French will be hosting the next AFATG meeting in Cherbourg – either 27 November or 4 December. Date to be advised in due course.

82TH ANGLO FRENCH ACCIDENT TECHNICAL GROUP - ATTENDEES

MCA

Name Director Maritime Operations and HM Coastguard

Name Head of Branch Counter Pollution and Salvage

Name HMCG Staff Officer VTM

PREMAR

Name Deputy for State Action at Sea

Name Head of Division "State Action at Sea"

Name Head of Maritime Emergency Response office

Name Deputy of the Head of Maritime Emergency Response office

CROSS JOBOURG

Name Director

Name Pollution and Navigation division

CROSS GRIS-NEZ

Name Director

Name Navigation division

JERSEY

Name Coastguard Manager

Name States' Emergency Planning Officer

GUERNSEY

Name Head of Port Operations, Guernsey

Name PA to the General Manager & Harbour Master

EIRE

Name Irish Coast Guard

Apologies:

Capt **Name** Nautical Director MRCC Ostend



Maritime &
Coastguard
Agency



HM Coastguard

POST MEETING REPORT

Meeting:	82 nd Anglo-French Accident Technical Group (AFATG) at the Hatton Gallery at Castle Cornet Guernsey
Date of visit:	30 th May 2018
MCA staff:	Director of Maritime Operations Head of Counter Pollution Staff Officer VTM
Distribution:	Internal DMO Director of Maritime Operations Head of Maritime Operations Deputy Head of Maritime Operations (International and Domestic) Head of International Liaison International Project Coordinator
Purpose:	The AFATG provides a forum to discuss technical matters and incidents affecting the Channel.
Summary:	<p>Introduction</p> <ul style="list-style-type: none"> • UK, France, Ireland and Guernsey were represented. Jersey and Belgium were not present • Meeting was held in Guernsey and chaired by MCA Director of Maritime Operations <p>Agenda</p> <ul style="list-style-type: none"> • MANCHEPLAN Change 2 • Risk assessment study • Joint Operations Manual • Britannica HAV incident • UK aerial spraying capability • Sox emissions study <p>Actions from previous meeting:</p> <ol style="list-style-type: none"> 1. MCA to provide a paragraph about SAR operation in case of counter terrorism attack to add to the MANCHEPLAN – Amended text in ch.2 to MANCHEPLAN agreed, action closed 2. MCA to confirm to the Maritime Prefecture their agreement to plan for the participation of Lydd's SAR HLO during a future exercise – Action closed 3. Review of UK coastal routing and reporting schemes to be passed to France via Head of International Liaison – Action closed 4. MCA to provide a list of UK Swimmer Associations – Action closed 5. Contact details of SO Offshore to be provided to French – Action closed 6. The MCA to send ARCC request form to the Maritime Prefecture and CROSS Jorbourg – Action closed, information sent 7. Re-issue of the new decree regarding unorthodox crossings and translation to English – Not completed however action closed as

	<p>UK will await new decree in due course</p> <p>8. UK and FR to agree ToR's of AFATG WG – Action closed</p> <p>On completion of previous actions, updates to each organisation were raised including SOSREP changes. The MANCHEPLAN update was then discussed and signed. The risk assessment study was presented by the French, the UK explained they cannot input statistics of the same categorisation but will provide what they can post the meeting.</p> <p>The joint operations manual was discussed, and it was agreed that once it has been through the MCA checks it would be signed post meeting. The French presented the Britannica HAV incident and an assessment into the effects of Sox emission control on vessels breaking down in their lane. The UK gave an update on the aerial spraying capability and incidents of note including; the monitoring of extra-long tug and tows in the Channel and the clean up of many 600m pipes along the east coast of the UK, following on from an incident last July where a tow was severed by a crossing vessel.</p> <p>Finally, CNIS statistics were presented by the UK and an update to the equipment upgrade was provided.</p>
<p>Actions:</p>	<ol style="list-style-type: none"> 1. SO VTM to communicate with Name regarding the Risk Assessment of the Channel and provide any information/ statistics 2. SO VTM to invite Gris-Nez and Paris personnel to NMOC 3. SO VTM to follow up on checks to prepare JOM for signing
<p>Recommendations / Observations:</p>	<ul style="list-style-type: none"> • French have requested JOM be signed in the few weeks post meeting • UK need to monitor progress and publication of the French new decree regarding unorthodox crossings of the Channel