Maritime &
Coastguard
Agency

Maritime & Coastguard Agency
Counter Pollution and Salvage Branch

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Maritime & Coastguard Agency

MCA

- Overview – Who/Why/What we do
- Present work
- Incidents
- Future projects

Maritime & Coastguard Agency

- The Maritime & Coastguard Agency (MCA) is an Executive Agency of the Department for Transport (DfT).
- We produce legislation and guidance and provide certification to ships and seafarers. Through our survey and inspection regime, we enforce standards for ship safety, security, pollution prevention and seafarer health, safety and welfare for seafarers.
- We provide a national 24-hour maritime and coastal search and rescue (SAR) emergency response service throughout the UK.
- We promote maritime standards, encourage economic growth and minimise the maritime sector's environmental impact.
- Our vision is to be the best maritime safety organisation in the world, delivering safer lives, safer ships, and cleaner seas. Our values are safety, professionalism, trust and respect.

Safer Lives, Safer Ships, Cleaner Seas

HM Coastguard

- Gather further information on the potential threat i.e. pollution
- Maintain communications with the casualty vessel / installation and any other shipping and/or installations
- If it is anything to do with marine pollution and / or salvage they must advise the Duty Counter Pollution and Salvage Officer (DCPSO) immediately.

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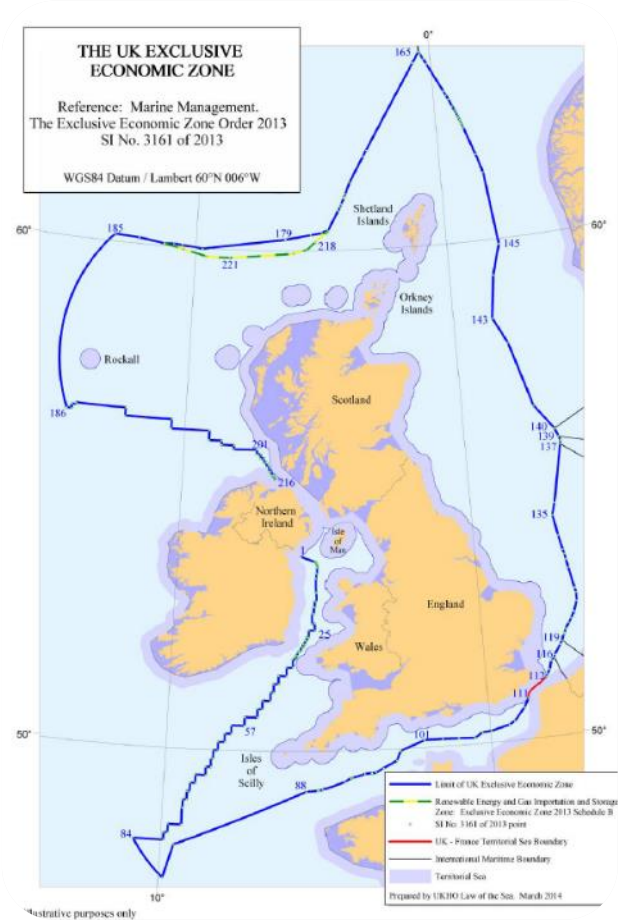
UK Exclusive Economic Zone

- Includes the UK's internal waters
- Extends to 200 nautical miles from the coastline or to the nearest median line with neighbouring coastal states
- 17,820 km of coastline
- Sea Area >770,000 sq km



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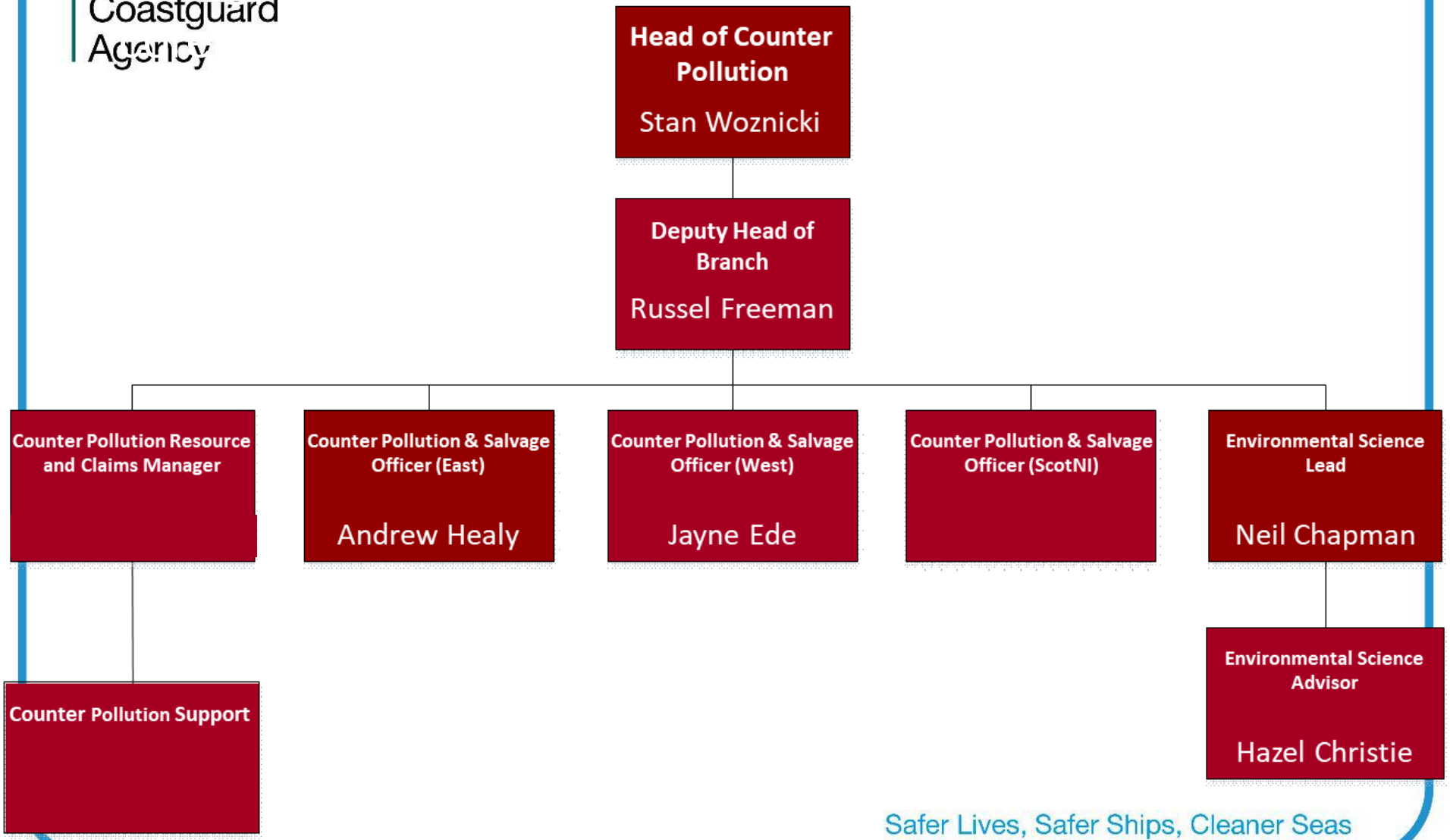

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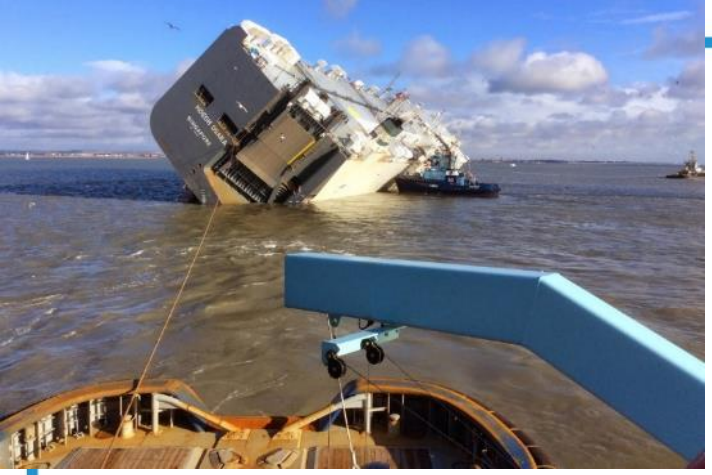
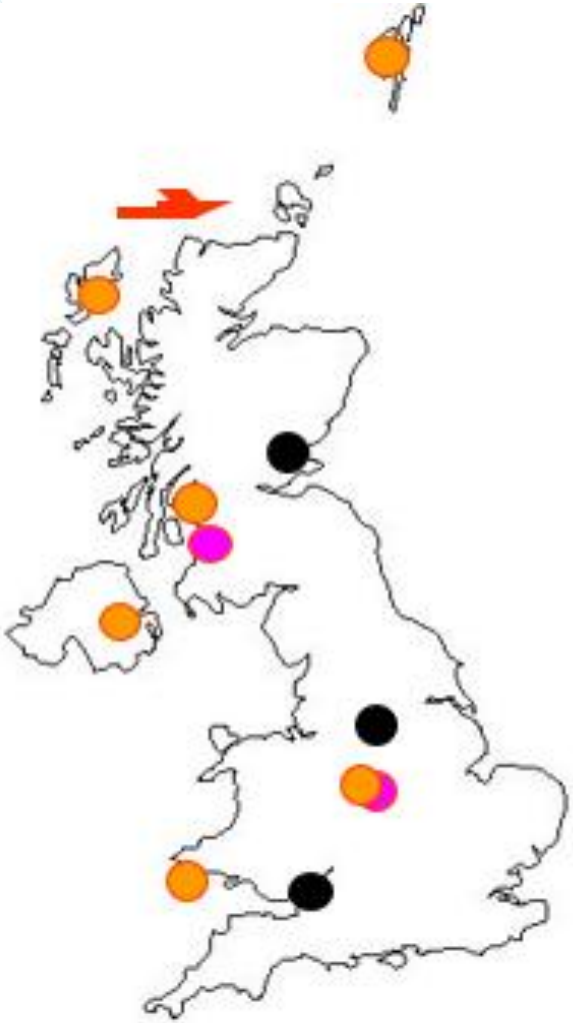
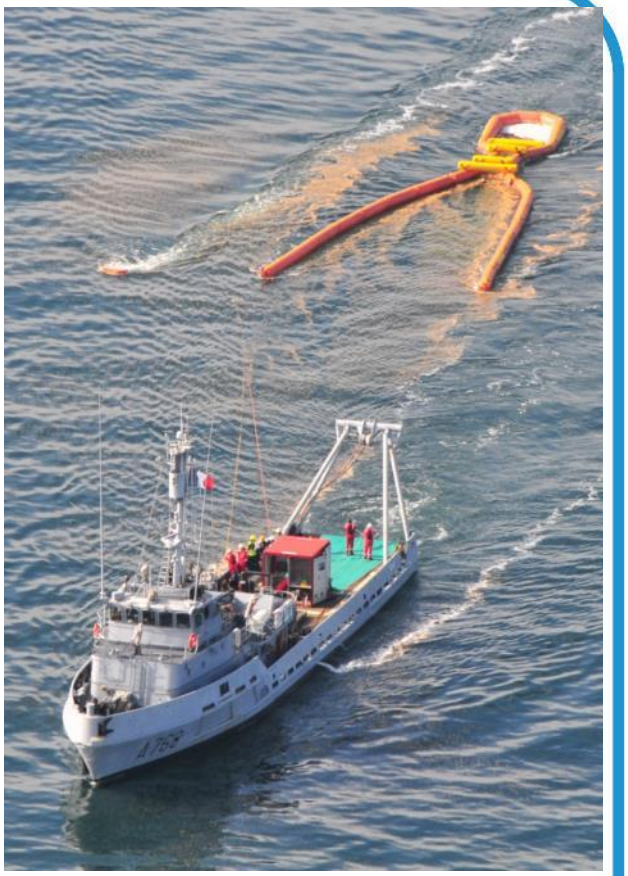


MCA Counter Pollution and Salvage branch

Response is regionally based with central operational, technical and scientific support including mariners, scientists, logistics and cost recovery support specialists in the MCA's headquarters in Southampton





- Emergency Towing Vessel
- Equipment
- Dispersant
- Aerial Surveillance and Spraying Aircraft

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The Environment Group (EG)

- Provides advice on environmental aspects & public health impacts
- Multi-agency group with core members
- May convene for small as well as large
- incidents
- Advisory group that has no powers of
- direction or enforcement
- Reduced from 14 to 7 groups in England (6 near shore, 1 offshore)

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UK Risk Review

- Identify and analyse potential events that may have negative impacts
- Look at economic forecasts / legislative changes for potential changes in fuel types / quantities
- Stages:
  - 1 – Oil Cargo and Bunkers
  - 2 – Qualitative Review of the Oil Spill Risk from Shipping
  - 3 – The Oil Spill Risk from Offshore Installations
  - 4 – Overall Assessment of the Risk
- Final report to be submitted by 31st March 2020

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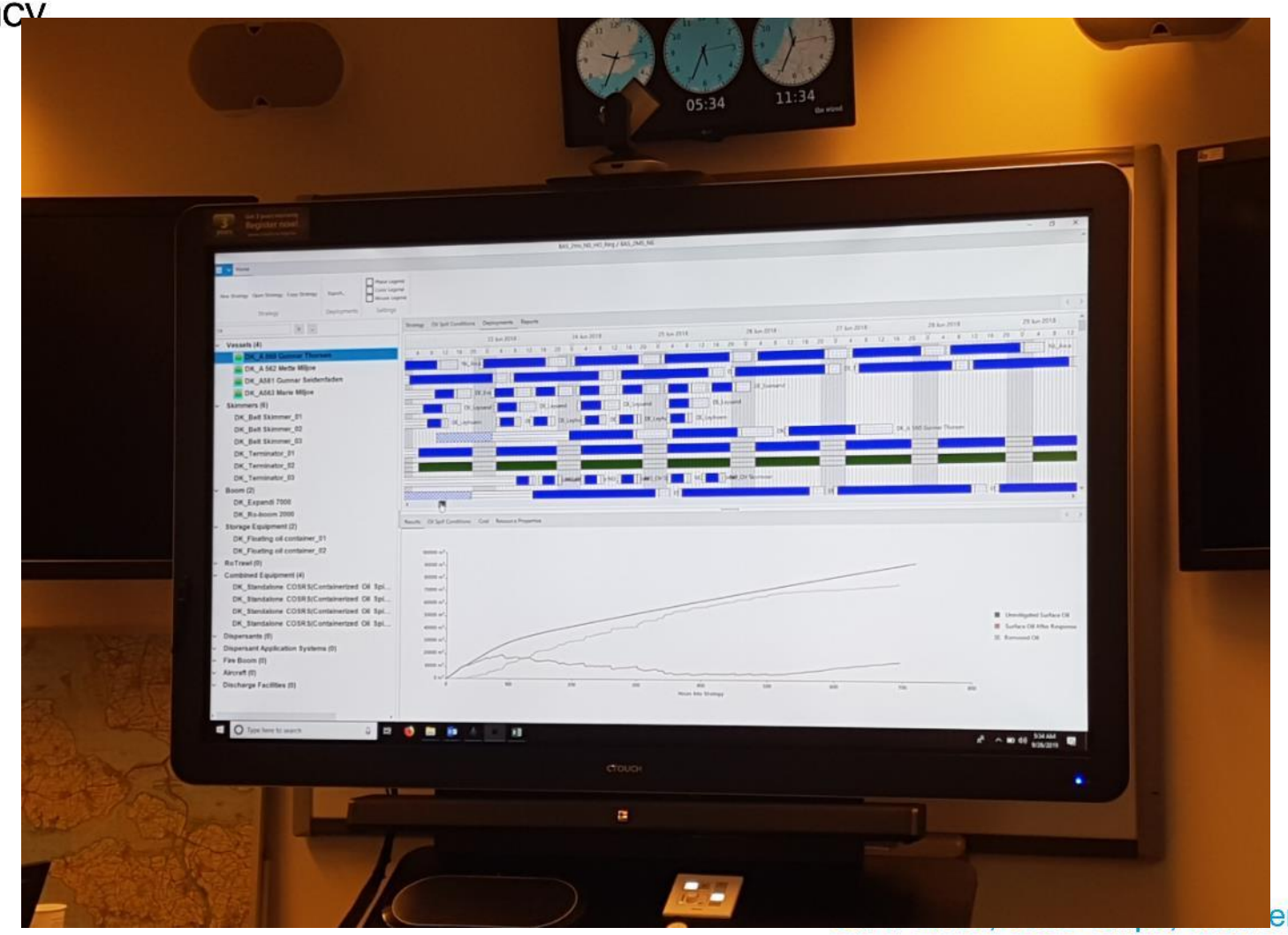
EU Stress Test



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EMSA CleanSeaNet Alert

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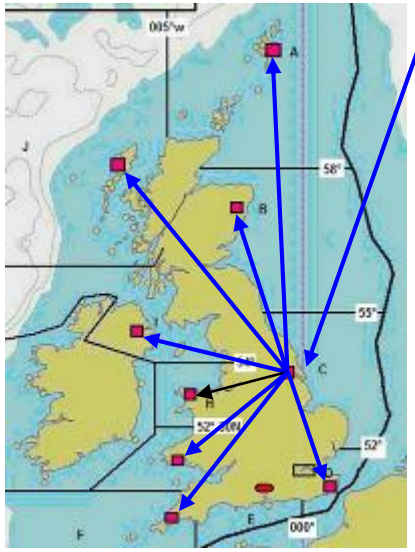
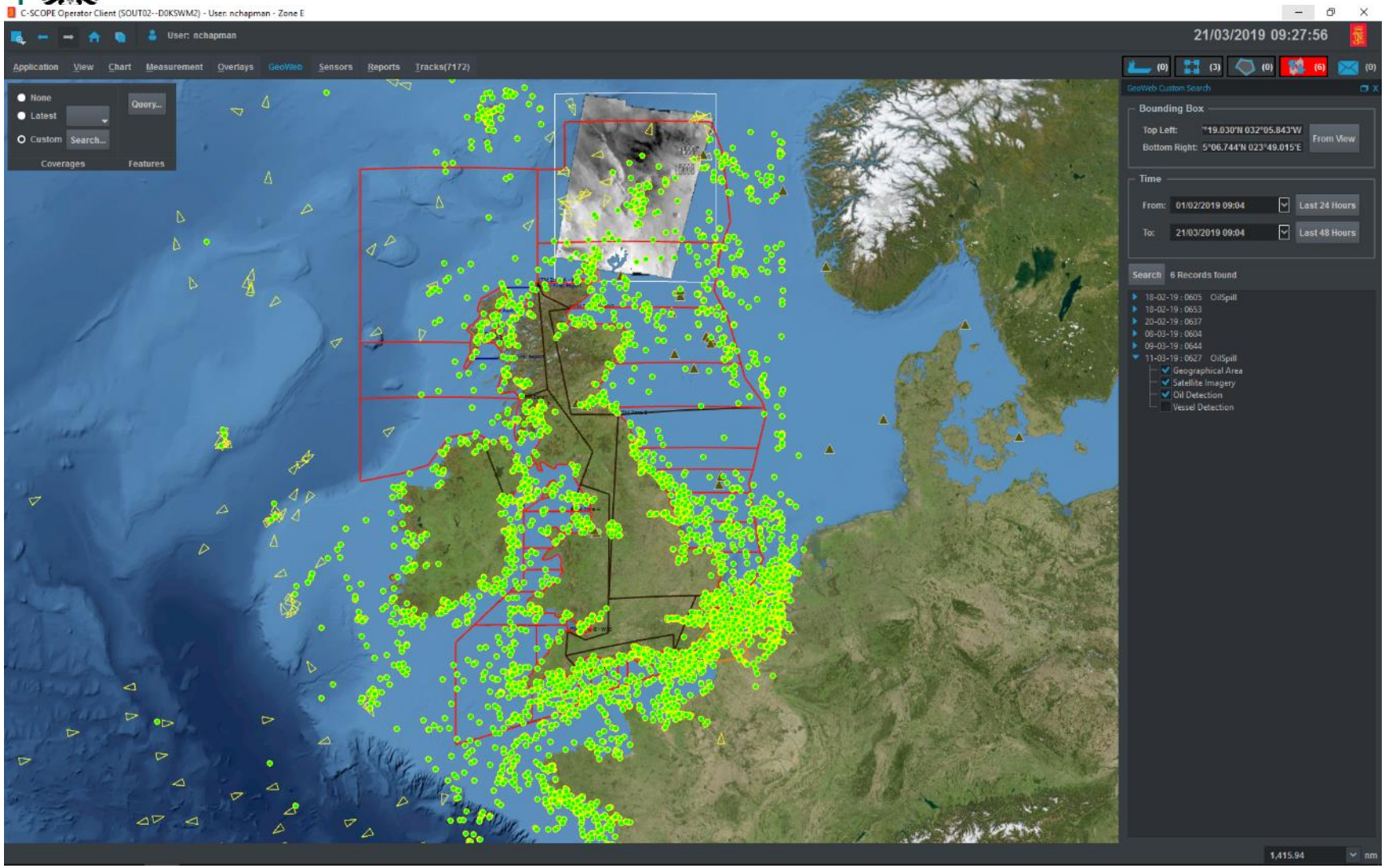
EMSA European Maritime Safety Agency



- Alert Reports sent to Humber or Milford CGOC
- Investigated by nearest CGOC to the ‘hit’
  - Contact installations/vessels in vicinity
  - Request vessels investigate/report
  - Contact Duty CPSO
  - Aerial Surveillance



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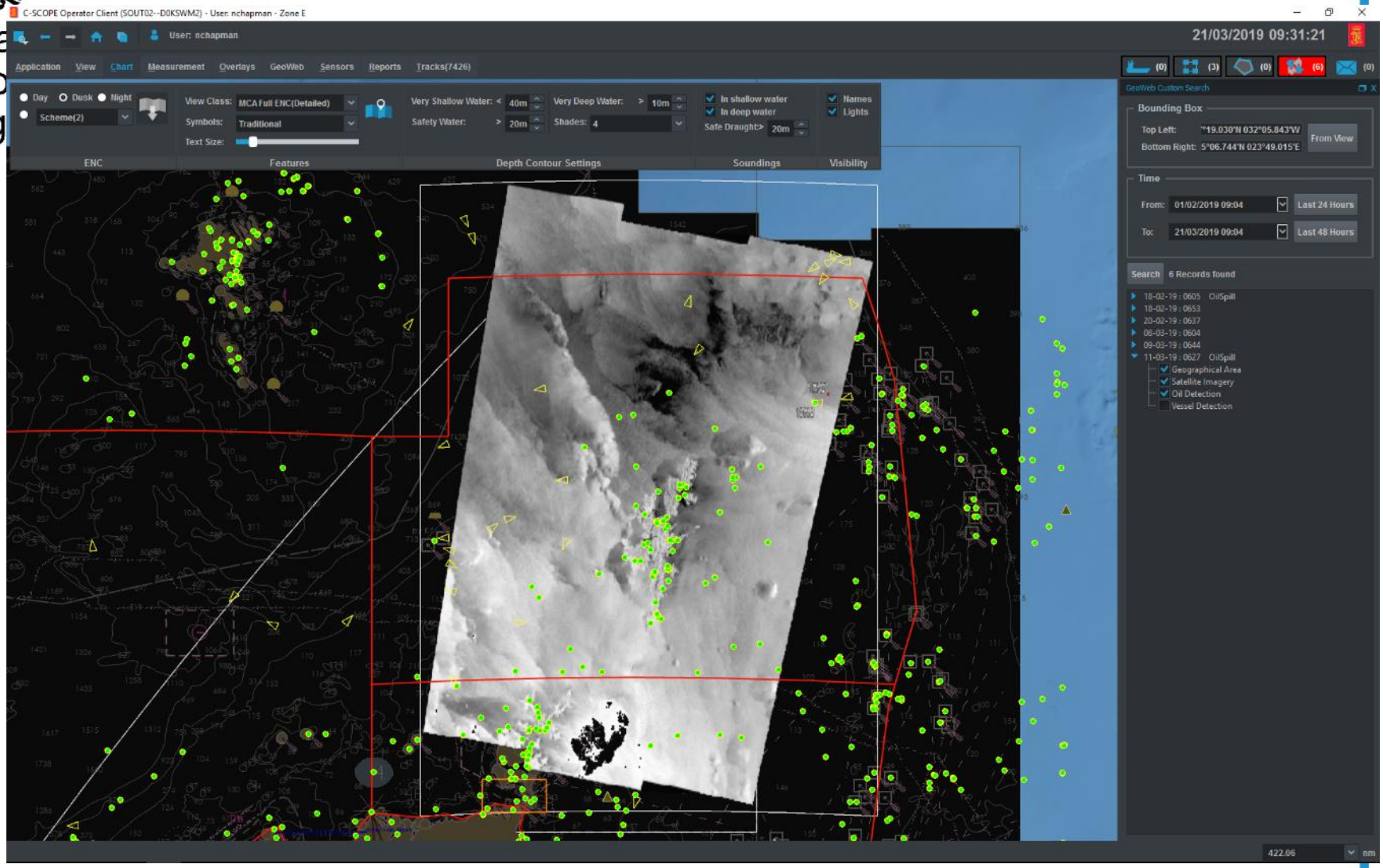
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21/03/2019 09:31:21
Application
View
Chart
Measurement
Overlays
GeoWeb
Sensors
Reports
Tracks(7426)
Day
Dusk
Night
Scheme(2)
View Class:
MCA Full ENC(Detailed)
Symbols:
Traditional
Text Size:
Very Shallow Water:
40m
Safety Water:
20m
Very Deep Water:
10m
Shades:
4
In shallow water
In deep water
Safe Draught:
20m
Names
Lights
ENC
Features
Depth Contour Settings
Soundings
Visibility
GeoWeb Custom Search
Bounding Box
Top Left:
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Bottom Right:
5°06.744'N 023°49.015'E
From View
Time
From:
01/02/2019 09:04
Last 24 Hours
To:
21/03/2019 09:04
Last 48 Hours
Search
6 Records found
18-02-19 : 0605 OilSpill
18-02-19 : 0653
20-02-19 : 0637
06-03-19 : 0604
09-03-19 : 0644
11-03-19 : 0627 OilSpill
Geographical Area
Satellite Imagery
Oil Detection
Vessel Detection
422.06
nm

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Aerial Surveillance

G-TURF

Call-sign	"Endurance 406"	Type	Reims-Industries F406
Powerplant	2 x PT6A-112 Turboprop	Maximum Take-Off Weight	4,468kg
Flight Crew	1	Observer	1
Patrol Cruise Speed	140kts	Max Speed	220kts
Range	800nm		
Counter Pollution Equipment	• Sideways Looking Airborne Radar (SLAR) • Vertical UV Camera • Vertical IR Camera • Vertical Video Camera • Turret-Mounted Video Camera • Sideways Looking Video Camera		

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737

- Most droplets falling within IPIECA recommended range
- Spray plume estimated at 44m width (TBC with further trials)

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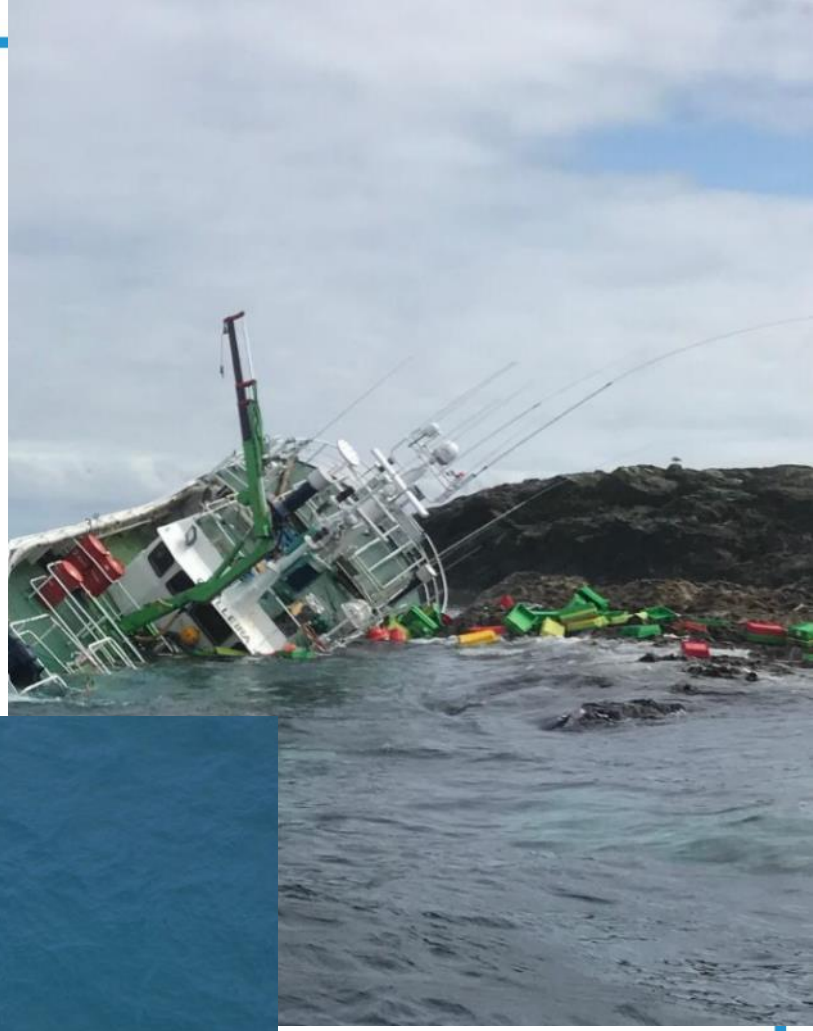
2019 Incidents

Penman



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Mineral and Waxy Oil Pollutants

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Mineral and Waxy Oil Pollutants

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MINERAL AND VEGETABLE OIL POLLUTION – GUIDANCE FOR SHORELINE RESPONSE

Scientific, Technical and Operational Advice Note - STOp 1/18

1. Introduction 2
2. Alerting and Response Structure 3
3. Categorising Response 4
4. Media Considerations 4
5. Beach warning signs 4
6. Identification (Chemical Analysis) 4
7. Waste Disposal 5
8. Equipment 6
9. Post Pollution Monitoring 6
10. Shoreline Types and Clean-up Methods 6
11. Record Keeping and Polluter Pays 6
12. MCA Work 6

Note: This document should be read in conjunction with:

- Emergency Response and Recovery guidance - *Non statutory guidance accompanying the Civil Contingencies Act 2004*
- STOp 2/16 - The Environment Group and Maritime pollution response in the UK
- The National Contingency Plan (NCP) - A strategic overview for responses to marine pollution from shipping and offshore installations

All extant Maritime and Coastguard Agency (MCA) STOp notices may be found on the MCA web site: https://www.gov.uk/government/publications/scientific-technical-and-operational-advice-notes-stop-notes

Further information is also available in the MCA's Oil pollution, contingency planning and response training materials at https://www.gov.uk/government/publications/oil-pollution-contingency-planning-and-response-training-materials

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Future Work

- Oiled Wildlife STOp Note – RSPCA/SSPCA/USPCA
- Mineral and Veg. Oil Pollution Regulation – IMO
- *More recently, it was agreed at the IMO in February 2018 that proposed new regulations will require chemical tankers, that unload products which are considered to be High Viscosity and Persistent Floaters, (HVPF), to carry out a prewash of their cargo tanks before departing the port of unloading, with all tank washings containing cargo residues to be pumped to shore reception facilities.*

  These new regulations will enter into force internationally on the 1 January 2021 to allow states and industry time to increase capacity at their shore reception facilities. These new regulations will be finalised next week at the IMO so that the pre-wash requirements come into force in 2021 as planned.

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Future Work

- BOTs
- Sampling STOp Note underway
- NCP – under review
- National Exercise early – mid 2020

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Thank you, any questions?

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