

Emergency Forth Contingency Plan



FORTH PORTS LIMITED

June 2023

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Distribution List

A controlled copy of Emergency Forth Contingency plan is maintained on the Internet via the following link:

<https://www.forthports.co.uk/marine/> and clicking on “Emergency Plans”.

Forth Ports Limited will advise the following organisations of any changes to the plan by email:
POLICE SCOTLAND
SCOTTISH FIRE & RESCUE SERVICE
HM COASTGUARD
SCOTTISH AMBULANCE SERVICE
EAST LoTHIAN COUNCIL
CITY OF EDINBURGH COUNCIL
WEST LoTHIAN COUNCIL
FALKIRK COUNCIL
CLACKMANNANSHIRE COUNCIL
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STIRLING COUNCIL
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MARITIME & COASTGUARD AGENCY
BABCOCK INTERNATIONAL
ROYAL NATIONAL LIFEBOAT INSTITUTION
SCOTTISH EXECUTIVE TRANSPORT DIVISION
TARGE TOWING LTD
NATIONAL GRID
FORTH PILOTS

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Record of Changes

AMENDMENT NUMBER	DATE	PAGE NUMBERS AMENDED	AMENDED BY
1	March 2019	Various / full document.	S. Anderson
2	July 2019	Changed FP job titles throughout	R. MacDonald
3	August 2022	Towage and Lifeboat details updated	C. Campbell
4	October 2022	Job titles + Forth Ports organisation updated	C.Campbell
5	December 2022	FTNS contact number updated	C.Campbell
6	June 2023	6.1 Towage + 9.1 Response assist list updated	C.Campbell

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General Introduction

PURPOSE OF THE PLAN

Emergency Forth is the Forth Estuary Contingency Plan developed to deal with shipping related emergencies, including those at Hound Point, Braefoot Bay and Crombie Marine Terminals. The plan purpose is to provide a response mechanism for any marine accident, which may involve risk to life or the environment.

It also defines how to deal with marine and shore based incidents which involve, affect, or could affect, dangerous substances as defined by the Dangerous Substances in Harbour Areas Regulations 1987.

The plan will be activated whenever the probable consequences of an incident are deemed to exceed either the capability of a third party to respond or when assistance has been requested.

ASSOCIATED PLANS

- Emergency Forth should be considered in conjunction with Forth Ports Limited port emergency plan which is designed to respond to emergency incidents involving dangerous substances within the ports of **Leith, Grangemouth, Kirkcaldy, Rosyth, Burntisland and Methil**.
- The plan is further supplemented by emergency plans held by Local Authorities and the Emergency Services, a list of which is given in **Appendix 2**.
- Risk assessments in association with this plan are available on the Forth Ports website which can be found at the following address:
<https://www.forthports.co.uk/marine/> and clicking on "Safety".

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REVISION AND TRAINING

Emergency Forth is subject to continuous revision arising from action taken by the Terminal and Port Liaison Committees, contributions from shipping related companies operating in the Firth of Forth, from the Forth and Tay Navigation Service and the Forth Pilotage Service. Following any occasion on which Emergency Forth has been activated or exercised, a review is conducted to ensure that lessons learned may be reflected in the plan.

EXERCISE TYPE	DESCRIPTION	FREQUENCY
Notification Exercises	Exercising MEC Control Communications	Quarterly
MEC Equipment	Testing all Equipment in MEC to ensure it is in fully working order	Monthly
MEC Activation	Emergency Forth Scenarios are Considered by FTNS staff	Twice Yearly

CONSULTATION

Preparation of this plan has involved consultation between Forth Ports Limited and the Police, Fire & Rescue Services, Ambulance Services, HM Coastguard, Council Emergency Planning Units, DM Crombie, Berth Operators, and other shipping related organisations, a list of whom is given in **Appendix 1**.

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DEFINITION OF ABBREVIATIONS

CHM	Chief Harbour Master
DSHA	Dangerous Substances in Harbour Areas
DM	Defence Munitions
EM	Explosive Maintenance
ESHs	Explosive Storehouses
FTNS	Forth & Tay Navigation Service
FOSNNI	Flag Officer Scotland, Northern England and Northern Ireland
HMCG	HM Coastguard
IMDG	International Maritime Dangerous Goods
IWC	Integrated Weapons Complex
MCA	Maritime and Coastguard Agency
MDP	Ministry of Defence police
MEC	Marine Emergency Centre
MOD	Ministry of Defence
MRCC	Marine Rescue Control Centre
OIC	Officer In Charge
OSC	On Scene Commander
RNLI	Royal National Lifeboat Institution
SAR	Search and Rescue
SITREP	Situation Report
SOSREP	Secretary of States Representative
UESHs	Underground Explosive Storehouses
UHF	Ultra High Frequency
VHF	Very High Frequency

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Chapter 1 - Introduction

1.1 OBJECTIVES

Emergency Forth Plan is intended to provide a framework, which draws together, the various resources required to deal with any emergency, which might occur within the jurisdiction of Forth Ports Limited (see 1.3), and thereby:-

- ✓ **Minimise loss of life and extent of damage, and provide for the safety of navigation through the Estuary**
- ✓ **Ensure that all concerned are warned immediately**
- ✓ **Ensure that rescue services and emergency services are contacted as quickly as possible**
- ✓ **Provide effective co-operation & liaison between the marine & shore authorities concerned**

PRIORITIES

- ✓ **Safety of Life**
- ✓ **Safety of Navigation**
- ✓ **Environmental Protection (see Clearwater Forth Pollution Contingency plan)**

1.2 SCOPE

- The Emergency Forth Plan considers accident, collision, fire or explosion on vessels in the Estuary or at the specialised marine terminals of Braefoot Bay, Hound Point and DM Crombie.
- The plan gives special consideration to incidents involving dangerous substances in harbour areas.

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1.3 AREA OF JURISDICTION

For practical purposes, the area of jurisdiction of the Emergency Forth plan is defined as follows:

Northerly Limit:

- The northern shore of the River & Firth of Forth from Abbey Ferry, Stirling to Fife Ness.

Southerly Limit:

- The southern shore of the River & Firth of Forth from Abbey Ferry, Stirling to the South Carr Beacon in East Lothian.

Easterly Limit:

- A line drawn from the North Carr Beacon in Fife to the South Carr Beacon in East Lothian.

Westerly Limit:

- Abbey Ferry, Stirling

Babcock Statuary Limit:

- The plan does not cover the area of Babcock Statutory Harbour Authority. The boundaries are marked on Admiralty chart 736.

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Chapter 2 – Alarm & Call-Out Procedures

See Appendix 4 for “Call Out” Instructions.

2.1 RAISING THE ALARM

- An emergency could arise at any one of the following locations:-
On or in the vicinity of a vessel located in the river or estuary
At a Marine Terminal, (Braefoot Bay, Hound Point or DM Crombie)
Within a Port area

- On being advised of an incident in the **river or estuary**, or at a **Marine Terminal**, Forth and Tay Navigation Service will initiate the call out procedure outlined in Appendix 4 of this plan

On being advised of an incident within a **Port area**, the appropriate Port Office will activate the Port Emergency Plan.

- If an incident is notified direct **to any of the Emergency Services**, they will contact Forth and Tay Navigation Service who will then activate the applicable Emergency Plan if deemed necessary.

All Emergency Services (including HM Coastguard) will always alert each other to any reported incident.

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Chapter 3 – Major Participants Roles & Responsibilities

3.1 HM COASTGUARD

- Co-ordinate any Search and Rescue procedure necessary where an incident occurs in the river or estuary, within the area of jurisdiction of this plan. (See 1.3).

3.2 FORTH PORTS LIMITED

- Control of shipping movements and/or the closure of the port as deemed appropriate by the Chief Harbour Master.
- Broadcast an immediate general warning to shipping, giving sufficient information to prevent other vessels from becoming endangered by the emergency.
- Activation of the Emergency Forth Plan by the following agreed procedures.
- Co-ordination of tugs, fire fighting vessels and other marine resources, in response to any emergency incident.

3.4 POLICE SCOTLAND

- If necessary attend the MEC for liaison purposes.
- Saving of life in conjunction with the other Emergency Services.
- Contacting and co-ordination of the Emergency Services, local authorities and other supporting agencies.
- Protection and preservation of the scene.
- Investigation of the incident in conjunction with other bodies.
- Collation and dissemination of casualty information.
- Identification of victims on behalf of the Procurator Fiscal.
- Restoration of normality at the earliest opportunity.
- Police responsibility in respect of co-ordination of marine incidents is described in Chapter 4, paragraphs 4.1 and 4.3.

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3.4 **SCOTTISH FIRE & RESCUE SERVICES**

- If necessary attend the MEC for liaison purposes.
- A Senior Fire Officer may attend the scene of an incident if requested, to provide technical fire fighting advice.
- Provide technical information on personal protection, decontamination, first aid measures and hazardous substance data.
- Deploy resources to meet the affected vessel(s) at a pre-designated berthing/beaching point. Following consultation with the ships Master, responsibility will thereafter be assumed for fire fighting and rescue operations.
- Assist Police to deal with onshore effects of a marine incident, e.g., toxic or flammable gas plume.

3.5 **SCOTTISH AMBULANCE SERVICE**

- Save life and provide immediate care for patients at the scene of the incident and in transit to hospital.
- Alert Hospital Services and other NHS agencies.
- Manage clinical decontamination for people affected by hazardous substances prior to their evacuation from the scene.
- Evacuate, where practicable, the injured from the scene in order of medical priority.
- Arrange and ensure the most appropriate transport for the injured to the receiving hospital(s).
- Supply patient care equipment to the scene of a major incident.
- Transport essential medical staff and their equipment to the scene.
- Alert the British Red Cross and St Andrew's Ambulance Association and co-ordinate their work in support of the SAS.
- Provide and maintain communications equipment for key medical staff and voluntary organisations at the scene.
- Restore the Service to normality*.
**includes a requirement to maintain the continuity of mission critical activities.*

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3.6 **LOCAL AUTHORITIES**

- Comprise all unitary Councils having coastline in the area of jurisdiction of the Emergency Forth Plan.
- Organisation, agreed roles and responsibilities of the local Councils are set out in the respective Fife Council Generic Emergency Plan and the Fife Council Oil Pollution Contingency Plan.
- If necessary, the appropriate Council Emergency Planning Officer or his representative will attend the MEC to liaise with the agencies represented.

3.7 **SECRETARY OF STATES REPRESENTATIVE**

- The Secretary of States Representative (SOSREP) is appointed by the Government to provide overall direction for all marine pollution incidents involving the salvage of ships or offshore installations that require a national response.
- SOSREP is empowered to exercise the powers of the Secretary of State in respect of dangerous vessels and/or ships that are required to be moved.
- SOSREP may act in support of the response to an incident without intervention. Where SOSREP does intervene, the Harbour Master will require the transfer of responsibility for managing the incident response to be formally documented before relinquishing overall control of at-sea operations.

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Chapter 4 – Command & Control

4.1 OVERALL CONTROL

- It is recognised that responsibility for overall co-ordination of all services and resources in any major incident lies with the Chief Constable of Police Scotland. This responsibility would include any maritime incident within the Forth Estuary, which poses or has the potential to pose a threat to persons, property or the environment.
- It has been agreed, however, that the police will not co-ordinate maritime operations and resources involved in an offshore incident in the Forth Estuary. Co-ordination will be administered as detailed below.

4.2 SEARCH AND RESCUE

- Civil maritime SAR is the responsibility of **HM Coastguard** and command and control of this element will be co-ordinated from MRCC Aberdeen.
- **A Coastguard Officer** will report to the Grangemouth MEC to provide liaison between the two facilities.
- If any incident does require SAR the **Coastguard** will lead and co-ordinate until the SAR has been resolved, at which time they hand over to the CHM. The relationship between HM Coastguard and the Port Authority during SAR incidents is laid out in section 5 of the Guide to Good Practice in Port Operations which is a sister document to the Port Marine Safety Code. This guidance will be followed in order to avoid confusion during an incident and manage the situation with continuity.

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4.3 MARINE OPERATIONS

- Responsibility for response to civilian maritime incidents not involving search and rescue rests with the Chief Harbour Master who will co-ordinate overall command and control of manpower and resources from the Grangemouth MEC in the role of Forth Ports Co-ordinator. (The duties of the Forth Ports Co-ordinator are set out in Chapter 9).
- Forth Ports Limited Incident Response team members will assist the Forth Ports Co-ordinator by performing the functions illustrated in Chapter 9.
- Activities associated with Marine Operations such as casualty handling procedures, media interests and displaced persons will be co-ordinated by the Police.
- A representative from Police Scotland may attend the MEC for liaison purposes.

4.4 COMMAND & CONTROL AFLOAT

- The role of **On Scene Commander** for all non SAR duties will be delegated by the **Incident Controller** in the MEC, to an appropriate senior marine officer on board a vessel at the scene of the incident. If the incident involves Search and Rescue, arrangements to co-ordinate, it will be made by **HMCG** and such operations will take precedence over non-SAR operations.
- To ensure the most effective use of personnel and resources at the scene of the incident, **close liaison will be maintained between the MEC and the MRCC.**
- **The duties of the OSC** with reference to non-SAR activities are to:
 - Control operations afloat to deal with the incident. Establish and maintain communications with the MEC (and the stricken vessel(s) if conditions permit).
 - Assess the situation and take action as appropriate to minimise further effects arising from the incident, taking account of equipment available, prevailing and forecast weather conditions, prevailing and forecast maritime conditions and any other changes at the location.
 - Liaise with the Master(s) of the stricken vessel(s) and the Incident Controller in the MEC, to make best use of personnel and resources.
 - Keep the MEC updated with frequent situation reports.

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Chapter 5 – Communications

5.1 GENERAL

- Emergency Forth incidents will generate a high level of marine VHF communications and, to avoid saturation, transmissions must be kept as specific and as brief as possible. A high degree of radio discipline is essential. Net control is vested in the OSC, MRCC and MEC.
- The use of VHF Channel 16 by participants afloat should be restricted to matters of distress and only used as a calling frequency in the event of other frequencies being saturated at the time.

5.2 SEARCH AND RESCUE

- HM Coastguard will initiate & co-ordinate SAR action that may be necessary during the initial phase, using Channels 0, 16 & 67, as appropriate.

5.3 PARTICIPATING VESSELS

- HMCG will confirm the VHF Channel to be used for SAR operations and all participating parties will be advised. If non-SAR operations are required at the same time, another VHF Channel will be nominated by the MEC for this purpose.

5.4 COMMAND & CONTROL LINK - AFLOAT

- On conclusion of SAR operations, responsibility for resolution of the emergency situation will revert to the MEC. At this stage, the OSC will be advised whether communications are to continue on the VHF channel that was used for SAR, or whether they will transfer to a different channel.
- When SAR operations and other operations “overlap”, the MEC and MRCC will liaise to ensure no conflict occurs.

5.5 COMMAND & CONTROL LINK - ASHORE

- Continuous liaison between the MEC and MRCC will be undertaken by Telephone and by frequent E-mail SITREP updates.
- The liaison function will be maintained by the Coastguard Sector Officer in the MEC.
- Similar liaison with other participants in the plan will be maintained by telephone or e-mail as appropriate, and also via the representatives of the respective Emergency Services who report to the MEC.

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Chapter 6 – Resources

6.1 FIRE FIGHTING TUGS

Leith:

- Two fully equipped fire-fighting tugs, owned and operated by Targe Towing Limited are based at Leith Docks. They are available on release from their normal duties for evacuation of casualties or first response fire fighting in the event of a marine emergency.
- Any of the foregoing tugs may be employed on towage or safety stand-by duties, at the announcement of an emergency incident. In such circumstances, every endeavour will be made to release the tugs as soon as possible, without compromising the safety of another vessel.
- Considering the foregoing scenarios, it may take from 20 minutes to over an hour for the tugs to clear Leith, which must be considered in the response.
- Out with the port, the time taken to reach an incident will vary greatly with location and weather conditions.

Braefoot Bay:

- One fully equipped firefighting tug, owned and operated by Targe Towing Limited is based at Braefoot terminal. The tug is continually manned and provides cover at the Braefoot terminal when a vessel is berthed. It will provide towage assistance, first response firefighting and/or casualty evacuation as appropriate.
- The tugs may be available, on release from normal duties, to offer assistance in the event of an emergency elsewhere on the Forth. It is available at short notice via FTNS.

Hound Point:

- Three fully equipped fire-fighting tugs, operated by Targe Towing Ltd, are based at Hound Point Marine Terminal. They provide towage and safety cover at the Marine Terminal and, in the event of an incident at the terminal or on a vessel berthed at the terminal, they will provide towage assistance, first response firefighting and/or casualty evacuation as appropriate.
- The tugs may be available, on release from normal duties, to offer assistance in the event of an emergency elsewhere on the Forth.
- The tugs are manned at all times and should be available at short notice via INEOS Hound Point.

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Babcocks (Rosyth):

- A tug with limited fire fighting capability, operated by Briggs Marine Contractors Ltd is based at Babcocks (Rosyth).
- The Tug may be available on release from normal duties to assist in an emergency incident elsewhere on the Forth.
- It is manned between 0730 and 1615, Monday to Thursday, 0730 and 1200 on a Friday. Out with these times, a response can generally be offered within 30 minutes of call-out, unless a tug is locked in to the non-tidal basin. In the latter scenario there might be no tug availability at all, especially at weekends.

Grangemouth:

- Two tugs owned by Svitzer are based at Grangemouth. They may be available on release from normal duties for towage assistance or casualty evacuation. One Tug is equipped with firefighting capabilities.

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FIRTH OF FORTH TOWAGE RESOURCES – LEITH / BRAEFoot MOORING

	FIDRA	INCHCOLM	CRAIGLEITH	BALMERINO	PETEREL	KITTEWAKE
YEAR BUILT	1995	2020	2017	2019	2019	2017
POWER	3530 kw	3804 kw	4000 kw	5630 kw	4198 kw	3579 kw
BOLLARD PULL	50 tonne	70 tonne	70 tonne	70 tonne	70 tonne	62 tonne
GRT	363	262	461	241	217	217
FIREFIGHTING (Capacity)	FiFi 1 (2400 m3/hr)	N/a	FiFi 1 (2800 m3/hr)	FiFi 1 (1200 m3/hr)	FiFi 1 (2400 m3/hr)	FiFi 1 (1200 m3/hr)
SPEED	12.5 knots	12.2 knots	13 knots	12 kts	12 kts	12 kts
LENGTH	30.0 m	22.8 m	28.2 m	25.3 m	24.4 m	24.4 m
BEAM	11.0 m	12.03 m	12.6 m	12.0 m	11.25 m	11.25 m
DRAFT	5.3 m	5.7 m	5.5 m	6.6 m	5.5 m	5.1 m
DISPERSANT (Type)	21 m3 VDC+	N/a	N/a	N/A	N/A	N/A
FOAM (Type)	28 m3 FP 70	N/a	4.1 m3 FP 70	4.5m3 AFFF	N/A	N/A

TARGE TOWING LTD, a wholly owned subsidiary of Forth Ports Limited, operates all the above tugs

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FIRTH OF FORTH TOWAGE RESOURCES - GRANGEMOUTH & HOUND POINT

	ALMA	LYNDHURST	ROSEBERRY CROSS	HOPETOUN	QUEENSFERRY	CORRINGHAM
Built	1996	1996	1989	1997	2020	2005
Power	4126 kw	2998 kw	2540 kw	7130 kw	4698kw	5300 kw
Bollard Pull	61 tonne	42 tonne	37 tonne	126 tonne	70 tonne	70 tonne
GRT	369	379	290	947	217	374
Fifi Capacity	N/a	FiFi 1	N/a	FiFi 1 3000 m3/hr	FiFi 1 2400m3/hr	FiFi 1 2400 m3/hr
Speed	13.3 kts	12.6 kts	12.6 kts	15.5 kts	13.0 kts	13 kts
Length	30.0 m	30.0 m	30.58 m	43.5 m	24.4 m	32.0 m
Beam	11.0 m	11.0 m	9.8 m	13.5 m	11.3 m	11.0 m
Draught	5.5 m	5.6m	4.5 m	6.74 m	5.5 m	5.3 m
Disp'nt (type)	N/a	N/a	N/a	SLIKGONE 3	SLICKGONE NS	SPRAY BOOMS
Foam (type)	N/a	N/a	N/a	AQUAFILM AFFF 3%	LF C6 - AFF 1%	FLUO'PRO 3%

Tugs **ALMA, LYNDHURST & ROSEBERRY CROSS** are operated by **SVITZER MARINE**, based at Grangemouth.

Tugs **HOPETOUN, QUEENSFERRY & CORRINGHAM** are operated by **TARGE TOWING LTD** on behalf of **INEOS FPS**, based at Hound Point Marine Terminal.

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**FIRTH OF FORTH TOWAGE RESOURCES – BABCOCK
(ROSYTH)**

	ELKHOUND
Built	1966
Power	985 kw
Bollard Pull	17 tonne
GRT	151
Fifi Capacity	Limited 374 gpm
Speed	10.5 kts
Length	28.7 m
Beam	7.5 m
Draught	3.2 m
Dispersant (type)	n/a
Foam (type)	n/a

ELKHOUND is owned by **BABCOCK MARINE** and operated on their behalf by **BRIGGS**.

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6.2 LIFEBOAT ASSISTANCE

The RNLI maintains all weather lifeboats at the following locations:

Location	Class	Speed	Draught	Length	Crew
ANSTRUTHER	MERSEY	16kts	1.0m	11.77m	6
DUNBAR	TRENT	25kts	1.4m	14.26m	6

Inshore lifeboats are maintained at the following locations:

Location	Class	Speed	Draught	Length	Crew
ANSTRUTHER	“D” Class	20 kts	0.5 m	4.9 m	2/3
KINGHORN	ATLANTIC 85	35kts	0.90m	8.44 m	3/4
SOUTH QUEENSFERRY	ATLANTIC 85	35kts	0.9m	8.44 m	3/4
NORTH BERWICK	“D” CLASS	20kts	0.5m	4.9m	2/3
DUNBAR	“D” CLASS	20kts	0.5m	4.9m	2/3

- In the event of an incident involving SAR, RNLI lifeboats will be activated and controlled as appropriate by the MRCC.
- The lifeboat crew should be advised at initial briefing of any hazards from gases, chemicals, etc. In addition it should be borne in mind that petrol/ignition outboard engines power all inshore lifeboats.

6.3 HELICOPTER ASSISTANCE

- Requests for helicopter deployment will be directed to HM Coastguard MRCC at Aberdeen.
- The primary benefit of helicopter assistance is in rapid evacuation and removal of casualties from an incident site to a safe location.
- Tactical control of the helicopter will generally rest with the MRCC or OSC, although this may be delegated to the MEC if the helicopter is being used for a purpose other than SAR.
- The helicopter crew should be advised at initial briefing of any hazards from gases, chemicals, etc.

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Chapter 7 – Possible Incident Locations

7.1 FORTH ESTUARY

- The geographical scope of the Forth Estuary is defined in Section 1.3 and identified by means of the map at Appendix 5.
- In practical terms, however, the main risk areas are the estuarial waters east of the Fairway Buoy and the navigable channels to the west of this location, leading to the various ports and terminals. It is within these defined and identified shipping channels that the majority of dangerous substances are transported.
- Various Sub-Sea Pipelines cross the Forth. (See appendix 5) These are clearly located on Navigational Charts. The pipelines carry: Natural North Sea Gas; Ethylene, Ethane and Crude Oil. Potential exists for a pipeline rupture and release of contents, which could affect any vessels in the vicinity.
- In the event of an emergency incident occurring within the Forth Estuary, the procedure set out in **Chapter 9** of this Plan should be followed.

7.2 LEITH DOCKS, GRANGEMOUTH DOCKS AND FIFE PORTS

- In the event of an emergency incident involving or which may involve dangerous substances, occurring within the Port of Leith, the procedure set out in the Port Emergency Plan should be followed.
- In the event of an emergency incident involving or which may involve dangerous substances, occurring within the Port of Grangemouth, the procedure set out in the Port Emergency Plan should be followed
- In the event of an emergency incident involving dangerous substances occurring within the port areas of Kirkcaldy, Burntisland, Methil or Rosyth, the procedure set out in the Port Emergency Plan should be followed.

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7.3 BRAEFoot BAY MARINE TERMINAL

- Braefoot Bay Terminal marine facilities comprise two “T” jetties, which extend into the Mortimers Deep Channel of the Forth Estuary. Both jetties are used for the loading of dangerous substances into vessels.
- The location of the terminal is indicated on the Plan comprising Appendix 5.a.
- In the event of an emergency incident involving or which may involve dangerous substances occurring at the terminal, the procedure set out in Chapter 10 of this Plan should be followed.

7.4 HOUND POINT MARINE TERMINAL

- Hound Point Marine Terminal comprises two “sea island” berths, and one vapour recovery-processing platform situated between the berth structures. All three structures are interconnected with walkways. The two sea island berths are employed in the loading of crude oil to ships. Underwater pipelines from Dalmeny storage facility supply the terminal, which is operated by Ineos FPS.
- The location of the terminal is indicated on the plan comprising Appendix 5.b.
- In the event of an emergency incident involving or which may involve dangerous substances, occurring at the terminal, the procedures set out in Chapter 11 of this Plan should be followed.

7.5 DEFENCE MUNITIONS - CROMBIE

- Crombie Pier is a river terminal extending 750m into the River Forth from the Fife Coast, situated between Rosyth and Kincardine. The berth is used for loading and discharging ordinance and for vessel lay by.
- In the event of an emergency incident involving or which may involve dangerous goods, occurring at the terminal, the procedures set out in Chapter 12 of this Plan should be followed.

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Chapter 8 – Dangerous Substances Handled

8.1 IMDG CLASSIFICATION

Dangerous substances are classified in the International Maritime Dangerous Goods Code, (IMDG Code), in relation to the type of hazard they present. Classification falls into nine main categories with several sub-divisions:

- Class 1 Explosive Substances
- Class 2 Gases: Compressed, Liquefied or Dissolved Under Pressure
- Class 3 Flammable Liquids
- Class 4.1 Flammable Solids
- Class 4.2 Substances Liable To Spontaneous Combustion
- Class 4.3 Substances Which In Contact With Water Emit Flammable Gases
- Class 5.1 Oxidising Substances
- Class 5.2 Organic Peroxides
- Class 6.1 Toxic Substances
- Class 6.2 Infectious Substances
- Class 7 Radioactive Materials
- Class 8 Corrosives
- Class 9 Miscellaneous Dangerous Substances

Copies of the IMDG code or relevant information from the code, concerning dangerous substances being handled, are retained at all the ports operated by Forth Ports & the Marine Terminals of Braefoot Bay & Hound Point. A copy of the code is also available at the MEC to provide relevant hazard & emergency response data on all dangerous substances encountered in the Forth Estuary. Forth Ports also subscribe to the online service HAZCHECK which can be used to search for information on Dangerous Goods contained in the IMDG Code

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8.2 DANGEROUS SUBSTANCES AT LEITH DOCKS, GRANGEMOUTH DOCKS & FIFE PORTS

Details of dangerous substances handled in the ports of Leith, Grangemouth, Burntisland, Methil, Kirkcaldy and Rosyth are listed in Appendix 6

8.3 PACKAGED GOODS

Dangerous substances in packaged form are handled as part of the container operation at Grangemouth. Schedule 1 of the DSHA Regulations gives examples of the required warning labels and signs, and procedures are in force to ensure substances are correctly notified, marked and transported.

8.4 DANGEROUS SUBSTANCES AT BRAEFoot BAY MARINE TERMINAL

Dangerous substances handled at Braefoot Bay Marine Terminal are restricted to the following:

Refrigerated Propane	Class 2.1
Refrigerated Butane	Class 2.1
Refrigerated Ethylene	Class 2.1
Condensate	Class 3.1
Benzene Concentrate (Heartcut)	Class 3.2

8.5 DANGEROUS SUBSTANCES AT HOUND POINT TERMINAL

Dangerous substances handled at Hound Point Marine Terminal are restricted to:

Forties Blend Crude Oil	Class 3.1
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Chapter 9 – Estuary Incidents

9.1 POSSIBLE SCENARIOS

Emergency scenarios to be considered for vessels in the Estuary carrying dangerous substances include:-

- Fire
- Explosion
- Release of product or release of flammable and/or toxic vapours
- Damage to the vessel following collision, grounding or sinking
- Damage to cargo as a result of wetting, drying, or heating
- Contact with a reactive material

9.2 CONSEQUENCES

The consequences of any incident must be considered in relation to the personnel on the stricken vessel(s), personnel on other vessels or marine craft, or third parties who may be affected by the incident.

9.3 RAISING THE ALARM

Responsibility for raising the alarm rests with the Master of the vessel(s) involved and any other vessels or persons in the vicinity.

9.4 ACTIVATION OF THE PLAN

On being alerted of an incident, the FTNS Duty Officer is responsible for contacting the Chief Harbour Master, Harbour Masters Forth and Tay or their nominated deputies and advising them of the situation.

If the situation requires it, the FTNS Officer will then activate the Emergency Forth Plan by following the procedure set out at Appendix 4.

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9.5 KEY PERSONNEL & THEIR RESPONSIBILITIES

MAJOR PARTICIPANTS

The roles and responsibilities of major participating Organisations are described in **Chapter 3**.

FORTH PORTS LIMITED

Forth Ports personnel contacted in the call out procedure will form the MEC based response team, **see Appendix 4**, with responsibility for the following functions:-

FORTH PORTS CO-ORDINATOR (Chief Harbour Master or Deputy)

- Monitor the actions being taken by the response team and their consequent effect on the resolution of the incident.
- Liaise with representatives of the Emergency Services and management of participating agencies to ensure best use of resources and manpower.
- Advise Forth Ports Limited Senior Management of developments at regular intervals.
- Liaise with Public Relations personnel and representatives of other agencies to co-ordinate dealings with the media.

INCIDENT CONTROLLER (Harbour Master or Deputy)

- Announce on VHF Channel 71 & 16 that Emergency Forth has been activated and the MEC has been manned.
- Assess the hazard level and potential consequences arising from the incident.
- Obtain data and approved response procedures for the substance(s) involved
- Delegate an appropriate Officer as Marine On-Scene Commander.
- Co-ordinate the resources and personnel of Forth Ports Limited and other participating organisations in resolution of the incident.
- Direct and call forward resources as necessary, inform participating agencies and determine appropriate responses for the particular incident being dealt with.
- Keep the MRCC advised of developments via the Coastguard liaison officer in the MEC and by regular fax/e-mail SITREP's.
- Keep the Forth Ports Co-ordinator advised of actions taken and where appropriate, action intended.

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ON SCENE COMMANDER (As Instructed by MEC)

- The On Scene Commander is directly responsible to the Incident Controller for co-ordination of all on scene operations.
- Establish communication links with the MEC/MRCC and provide regular feedback/updates as appropriate.
- Control the communications net between vessels involved in the incident and the MEC/MRCC to prevent radio saturation.
- Assess the situation in conjunction with the Master(s) of vessel(s) involved and offer assistance as appropriate.
- Obtain head count of personnel involved to assess the extent of evacuation and medical assistance required.
- Arrange evacuation of non-essential personnel if the situation so warrants.
- Assess the risk to third parties.

FTNS DUTY OFFICER

- Activate the Emergency Forth Plan by using the callout detailed in Appendix 4.
- Take control of the Forth Ports response to the incident until the MEC is established.
- Fully brief the Incident Controller on his arrival at the MEC and formally hand over control of Forth Ports' incident response to them.
- Warn all shipping and other parties of the emergency incident and any consequent hazards, by transmitting a Navigation Warning on VHF channels 12, 14, 16 & 71.
- Co-ordinate the safe movement of shipping throughout the estuary and in particular, in the proximity of the incident.
- If co-ordination of the incident needs to be passed to the Coastguard all relevant information should be relayed by telephone to MRCC Aberdeen, who will make a positive statement that they have accepted co-ordination, which will be recorded by both parties.

MARINE SERVICES MANAGER

- Report to the MEC and liaise with the Incident Controller with respect to pilot vessel resources.
- Call out pilot vessel personnel as requested by the Incident Controller.
- Keep the Incident Controller advised of availability and status of pilot vessel resources as the incident develops.

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HARBOUR MASTERS

HARBOUR MASTER FORTH & TAY (GRANGEMOUTH, ROSYTH & FIFE):

- Report to the appropriate port or the MEC for assessment of the situation.
- Take control of shipping movements with respect to Grangemouth Locks, Rosyth, Inverkeithing, Burntisland , Kirkcaldy, Methil Energy Park, Braefoot and Crombie
- Keep the Forth Ports Co-ordinator advised of actions taken and where appropriate, action intended.

HARBOUR MASTER FORTH & TAY (DUNDEE & LEITH):

- Report to the appropriate port or the MEC for assessment of the situation.
- Take control of shipping movements with respect to Newhaven, Methil, Hound Point, Leith Locks and Harbour to expedite release of tugs, etc, as fast as possible.
- Keep the Forth Ports Co-ordinator advised of actions taken and where appropriate, action intended.

MARINE MANAGERS:

- Report to the appropriate port or the MEC for assessment of the situation.
- Liaise with the Incident Controller and give general logistical assistance.

ASSISTANT HARBOUR MASTERS, MARINE OFFICERS AND VTS OPERATOR:

- Assist incident controller
- Maintain status boards
- Update information on navigational charts
- Act as incident telephonist
- Send SITREPS
- General logistical assistance

CHIEF HARBOUR MASTERS SECRETARY:

- Control Record Keeping
- Telephony

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9.6 **MARINE EMERGENCY CENTRE (MEC)**

- In the event of an emergency incident involving dangerous substances occurring on the Forth Estuary, the Marine Emergency Centre at the Marine Operations Building, Grangemouth will be established as Forth Ports' response co-ordination centre.
- Personnel attending the MEC will include the Forth Ports response team, representatives from HMCG, the emergency services and council representatives depending on incident location.

The MEC is equipped with:

- Telephone
- Computer's with e-mail & access to the Internet
- VHF radio with access to all marine VHF channels
- Live radar display
- Network connections & WiFi for laptop computers
- Copies of relevant emergency plans issued by local authorities berth operators and individual ports are available in the MEC
- Regularly updated weather reports and forecasts for the Firth of Forth are available from StormGeo - Forth Ports contracted weather forecaster
- The MEC is provided with a complement of charts for the Firth of Forth and associated Harbour Areas and state boards are provided for monitoring and recording progress during an incident
- Interactive CCTV is available from Grangemouth Locks, Leith Locks, Rosyth, North Queensferry & Dundee, as well as other CCTV from within Forth Ports' owned ports.
- Live & predicted tidal information

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Chapter 10 – Incidents: Braefoot Bay Marine Terminal

10.1 POSSIBLE SCENARIOS

- Scenarios to be considered are fire, explosion, release of flammable and/or toxic vapours, or loss of product from terminal or ship facilities.
- Consideration must also be given to a moored ship drifting or breaking away from the berths.

10.2 CONSEQUENCES

The consequences of an incident must be considered in relation to personnel on a stricken vessel, personnel on a vessel at the other jetty, personnel on the terminal and personnel out with the terminal who may be affected by the incident.

10.3 RAISING THE ALARM

The responsibility for raising the alarm rests with the master of the vessel concerned, the terminal personnel, or any other person in the vicinity.

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10.4 METHODS OF RAISING THE ALARM

Personnel on the vessel may raise the alarm by:

- VHF channel 71 to Forth Navigation Service.
- VHF to Braefoot Control.
- UHF portable radio to Braefoot Control or Braefoot Security.
- Sounding the prescribed emergency signal on the ship's whistle.
- Personnel on the terminal may raise the alarm by:
- UHF portable radio to Braefoot Control, Braefoot Security or Mossmorran Control Room.
- Activation of a break glass alarm unit on the jetty.
- Telephone to Mossmorran Control or telephone direct to Emergency Services (Tel. No. 999).

10.5 INCIDENT DETAILS

The FTNS officer should obtain the following details from the person raising the alarm:

- Type of incident (i.e. fire, explosion, product release, etc).
- Possible casualty numbers or other effects.
- Whether immediate assistance required and what type of assistance.
- Present situation, including any hazard to third parties.
- Response actions already taken.

10.6 ACTION BY MASTER OF THE VESSEL

The Master will:

- ✓ Take immediate steps to safeguard his vessel and crew until assistance becomes available.
- ✓ Provide a Senior Officer to liaise with the Emergency Services, to provide detailed information on the vessel and equipment.
- ✓ If appropriate, prepare the vessel for departure but DO NOT leave the berth without specific permission from the Chief Harbour Master.

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10.7 ACTION BY THE TERMINAL OPERATOR

It has been agreed that terminal personnel will:

- ✓ Stop all cargo operations or any other activity on any vessel alongside their premises and arrange for the evacuation of non-essential personnel.
- ✓ Call the Emergency Services and activate Terminal Emergency Procedures.
- ✓ Contact FTNS and request assistance if required.
- ✓ Activate stand-by tugs and terminal safety equipment.
- ✓ Take necessary action and responsibility for the incident, until the Emergency Services assume control.
- ✓ Liaise with the Chief Harbour Master, concerning whether the vessel should remain alongside the terminal or be removed from the berth.

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10.8 ACTION BY FORTH PORTS LIMITED

The FTNS officer will:

- Initiate the call out procedure comprising Appendix 4 of this plan.
- Commence logging all details of the incident.
- Control other shipping movements to maintain a safe distance from Braefoot Bay Terminal.
- Transmit incident information as appropriate to other shipping, with details of any hazards such as gas release or hydrocarbon release.
- Obtain as much information as possible for passing to the MEC and the MRCC.

On arrival at the MEC, the Incident Controller will:

- ✓ Obtain all available data on the incident from FTNS.
- ✓ Assume formal responsibility for Emergency Forth operations and advise all parties.
- ✓ Establish contact with Braefoot Bay Emergency Control Centre
- ✓ Delegate duties of Marine On Scene Commander to an appropriate party at the scene of the incident, if required.
- ✓ Liaise with the Coastguard and assess any requirement for Search and Rescue operations, including evacuation from terminal or ship.
- ✓ Activate back up resources as required to deal with the emergency situation.
- ✓ Arrange exclusion zone around incident with reference to other marine craft and aircraft.
- ✓ If deemed necessary to remove vessel from the berth, arrange safe passage and anchorage facility, having regard to any hazards present on the ship and their possible effects on others.
- ✓ Liaise with representatives of the Emergency Services.
- ✓ Liaise with the MRCC and provide regular SITREP updates by E-mail.

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Chapter 11 – Incident: Hound Point Terminal

11.1 POSSIBLE SCENARIOS

Scenarios to be considered are:

- Fire
- Release of flammable vapours and/or toxic vapours
- Loss of product from the Terminal berths or ships moored to the berths
- An incident involving the underwater pipelines supplying the berths
- A vessel at the Terminal being struck by a vessel underway
- A moored ship drifting or breaking away from the Terminal

11.2 CONSEQUENCES

The consequences of an incident must be considered in relation to:

- Personnel on a stricken vessel
- Personnel on a vessel at the other berth
- Personnel on the terminal
- Personnel out with the terminal who may be affected by the incident

11.3 RAISING THE ALARM

The responsibility for raising the alarm rests with the Master of the vessel concerned, the Terminal personnel, or any other vessel in the vicinity.

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11.4 OTHER METHODS OF RAISING THE ALARM.

Personnel on the vessel may raise the alarm by:

- VHF channel 71 to Forth Navigation Service
- VHF channel to Hound Point Terminal
- VHF portable radio to Hound Point Terminal
- Sounding the prescribed emergency signal on the ship's whistle.

Personnel on the Terminal may raise the alarm by:

- VHF channel to Dalmeny Control Room
- VHF channel 71 to Forth Navigation Service
- Internal telephone to Dalmeny Control Room
- Direct wireless telemetry link between either berth and stand-by tug via VHF radio.
- Internal telephone to the other berth
- External telephone to Dalmeny Control Room
- External telephone to FTNS
- External telephone to Emergency Services (999)
- Direct line telephone to Police HQ
- Activation of the terminal fire alarm

11.5 INITIAL INFORMATION

On receipt of an emergency incident report, the FTNS Duty Officer should obtain the following details from the person making the report:

- ✓ Type of incident (i.e., Fire, Explosion, Product Release, etc.)
- ✓ Location (i.e., Berth No, Ships Name, etc.)
- ✓ Possible casualty numbers or other effects
- ✓ Whether immediate assistance required and what type of assistance
- ✓ Present situation, including any hazard to third parties
- ✓ Response actions already taken

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11.6 ACTION BY MASTER OF THE VESSEL

The Master will:

- ✓ Take immediate and appropriate steps to safeguard his vessel and crew until assistance arrives
- ✓ Nominate a Senior Officer to liaise with the Emergency Services, to provide detailed information on the vessel and equipment
- ✓ If appropriate, prepare the vessel for departure but **DO NOT LEAVE THE BERTH** without specific permission from the Chief Harbour Master
- ✓ Co-Operate with the Terminal Supervisor who will provide immediate assistance and resources

11.7 ACTION BY THE TERMINAL OPERATOR

It has been agreed that terminal personnel will:

- ✓ Stop all cargo operations or any other activity on the vessel(s) moored to their premises
- ✓ If appropriate, make arrangements for the departure of vessel(s) from the berths
- ✓ Call the Emergency Services and activate Terminal Emergency Procedure
- ✓ Contact FTNS and request assistance if required
- ✓ Activate terminal stand-by tugs and other safety equipment
- ✓ Take necessary action and responsibility for the incident until the Emergency Services assume control
- ✓ Account for all personnel and arrange for evacuation of terminal if required

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11.8 ACTION BY PORT AUTHORITY (FORTH PORTS LIMITED)

The FTNS Duty Officer will:

- Initiate the Call-out Procedure detailed in Appendix 4
- Commence logging all available details of the incident
- Control the movement of other shipping traffic to maintain a safe distance from Hound Point Terminal
- Transmit incident information as appropriate to other shipping, with details of any hazards such as gas release or hydrocarbon release
- Obtain as much information as possible for passing to the MEC and MRCC

On arrival at the MEC, the Incident Controller will:

- Obtain all available incident data from FTNS
- Assume formal responsibility for Emergency Forth operations and advise all parties
- Establish communications with:
 - Ineos Dalmeny Control Room
 - Hound Point N°1 berth
 - Hound Point N°2 berth
- If appropriate, confirm departure arrangements for vessels at the Terminal
- Appoint an appropriate party at the scene of the incident as Marine On Scene Commander, normally the Terminal Supervisor
- Liaise with the Coastguard and assess any requirement for SAR operations, including possible evacuation from Terminal or ship
- Activate back-up resources as required by the emergency situation
- Arrange an exclusion zone for other vessels and aircraft, around the incident location
- If deemed necessary to remove vessel(s) from the terminal berths, arrange safe passage and anchorage facilities, having regard to the hazards present and their possible effect on others
- Liaise with representatives of the Emergency Services
- Liaise with the MRCC and provide regular SITREP's by E-mail

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Chapter 12 – Incidents: DM Crombie

12.1 BACKGROUND

Defence Munitions Crombie is a weapons storage, handling and processing Depot. .

12.2 POSSIBLE SCENARIOS

- Fire
- Explosion
- Loss of fuel from vessel at berth
- Collision of either berthed vessel, Jetty or other vessel underway on the estuary
- Vessel at berth breaking free

12.3 CONSEQUENCES

The main risks are posed to vessel personnel and Depot personnel/contractors working on the Jetty. Risks to other Depot staff/contractors and visitors must also be considered. Depending upon wind direction and velocity coupled with the nature of any airborne discharges; the risks to nearby residences must also be taken into account.

12.4 RAISING THE ALARM

Any unplanned incident whilst handling explosives at DM Crombie will initiate the emergency procedures.

A member of staff will raise the alarm on the internal telephone network.

This will cause the Depot emergency alarm to be sounded and the Incident Control Point manned.

Depending on the quantity of explosive held on the vessel and Jetty an exclusion zone will be set around the incident.

This will obviously project out into the River Forth, normally about 400m.

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FTNS will be contacted in order to warn shipping to stay clear of the Jetty.

A small Ministry of Defence vessel will be used to ensure the integrity of the exclusion zone.

12.5 INCIDENT MANAGEMENT

The Officer in Charge (OIC) (Incident Commander) will take immediate charge of any incident at DM Crombie. This may involve a number of emergency services depending on the nature and scale of the incident. As soon as any explosive incident has been rendered safe the OIC will hand over to the relevant emergency service i.e. police or fire.

If the incident on the Jetty places the vessel at risk the OIC and Vessel Master may decide to pull the Vessel from the Jetty. Tugs are on constant standby at the Jetty whenever explosives are being handled at the Jetty.

If there is a pollutant involved then FTNS will be contacted to initiate the appropriate pollution response.

Incidents where MOD vessels are in difficulty on the river prior to or after berthing will be communicated directly to FTNS by the Vessel.

12.6 ACTION BY PORT AUTHORITY (FORTH PORTS LIMITED)

The FTNS Duty Officer will:

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- ✓ Initiate the Call-out Procedure detailed in Appendix 4
- ✓ Commence logging all available details of the incident
- ✓ Control the movement of other shipping traffic to maintain a safe distance from Crombie Pier
- ✓ Transmit incident information as appropriate to other shipping, with details of any hazards
- ✓ Obtain as much information as possible for passing to the MEC and the Coastguard

On arrival at the MEC, the Incident Controller will:

- ✓ Obtain all available incident data from FTNS
- ✓ Assume formal responsibility for Emergency Forth operations and advise all parties
- ✓ Establish communications with:
 - Duty Control Officer
 - Jetty Manager
 - Emergency Contact

Crombie is a Ministry of Defence Establishment, therefore, subject to the agreement of the Ministry Officer in Charge/Crombie Incident Controller - the MEC Incident Controller shall:

- ✓ Liaise with the Coastguard and assess any requirement for SAR operations, including possible evacuation from Terminal or ship
- ✓ If appropriate, confirm departure arrangements for vessels at the Terminal
- ✓ Activate back-up resources as required by the emergency situation
- ✓ Arrange an exclusion zone for other vessels and aircraft, around the incident location
- ✓ If deemed necessary to remove vessel(s) from the terminal berths, arrange safe passage and anchorage facilities, having regard to the hazards present and their possible effect on others
- ✓ Liaise with representatives of the Emergency Services
- ✓ Liaise with the Coastguard and provide regular SITREP's by E-mail/fax

See Appendix 5 – Defence Munition (DM) Crombie.

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Appendix 1 - Parties Consulted In the Preparation of Emergency Forth

MRCC ABERDEEN

POLICE SCOTLAND

SCOTTISH FIRE AND RESCUE SERVICE

CITY OF EDINBURGH COUNCIL CORPORATE RESILIENCE UNIT.
WEST LOTHIAN COUNCIL EMERGENCY PLANNING OFFICER.
EAST LOTHIAN COUNCIL EMERGENCY PLANNING UNIT.
FIFE COUNCIL EMERGENCY RESILIENCE TEAM.
CLACKMANNANSHIRE COUNCIL EMERGENCY PLANNING OFFICER.
FALKIRK COUNCIL EMERGENCY PLANNING UNIT.
STIRLING COUNCIL RESILIENCE TEAM

INEOS MANUFACTURING SCOTLAND LIMITED
INEOS FORTIES PIPELINE SYSTEM – NORTH SEA REGION
SHELL (UK) EXPLORATION & PRODUCTION LTD

SCOTTISH AMBULANCE SERVICE
NHS

HM CUSTOMS & EXCISE

MARINE SCOTLAND
SCOTTISH EXECUTIVE
SCOTTISH ENVIRONMENTAL PROTECTION AGENCY
SCOTTISH FISHERIES PROTECTION AGENCY

SVITZER
TARGE TOWAGE LTD
ADLER & ALLAN LTD
BABCOCK

TRANSCO

FLAG OFFICER SCOTLAND, NORTHERN ENGLAND & NORTHERN IRELAND

DM CROMBIE

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Appendix 2 – Associated Emergency Plans

FORTH PORTS LIMITED

Port Emergency Plan
Clearwater Forth Oil Spill Contingency Plan

INEOS FORTIES PIPELINE SYSTEM GRANGEMOUTH

Hound Point Marine Terminal Emergency Procedures
Hound Point Marine Terminal Oil Spill Contingency Plan
Forties Pipeline System Incident Management Plan

INEOS

Mossmorran-Grangemouth Pipelines Emergency Procedures
Ethylene Pipeline Emergency Procedures

SHELL (UK) EXPLORATION & PRODUCTION

Braefoot Bay Terminal Emergency Procedures
Fife NGL Plant Emergency Procedures - Pollution Response

CITY OF EDINBURGH COUNCIL

Oil and Chemical Pollution Emergency Plan (Shoreline & Watercourses)
City Of Edinburgh Council Emergency Plan

EAST LoTHIAN COUNCIL

East Lothian Oil Pollution Contingency Plan

FIFE COUNCIL

Braefoot Bay COMAH External Emergency Plan
Fife Council Oil Pollution Contingency Plan
Fife Council Major Accident Pipeline Plan

FALKIRK COUNCIL

Falkirk Council Emergency Response Procedures
Inner Forth Estuary Shoreline Pollution Response Plan
Grangemouth External COMAH Plan 2016

WEST LoTHIAN COUNCIL

West Lothian Council Major Incident Plan

M.I.C.C

MICC Emergency Response Manual

DEFENCE MUNITIONS CROMBIE

DM Crombie Plan

TRANSCO EMERGENCY PLAN

Note: Copies of all plans are retained in the Marine Emergency Centre, Grangemouth, for reference as appropriate.

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Appendix 3 – Nominated Landing Areas

DUNBAR	Small craft only – tidal.
NORTH BERWICK	Small craft only – tidal.
PORT SETON	Small craft only – tidal.
FISHERROW	Small craft only – tidal.
COCKENZIE POWER STATION	Coaster size vessel on jetty.
LEITH	All sizes of craft – 24 hours.
GRANTON	Small to medium craft.
HAWES PIER	Small to medium craft.
GRANGEMOUTH	All sizes of craft – 24 hours.
PORT OF BABCOCK, ROSYTH	All sizes of craft – 24 hours.
INVERKEITHING	All sizes of craft – tidal.
BURNTISLAND	Small to medium craft.
KIRKCALDY	All sizes of craft – tidal.
METHIL	All sizes of craft – tidal.
ST. MONANS	Small craft only – tidal.
PITTENWEEM	Small craft only – tidal.
ANSTRUTHER	Small craft only – tidal.
CRAIL	Small craft only – tidal.

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Appendix 4 – Alarm & Call-Out Procedures

4.1 RAISING THE ALARM (FTNS)

- The Duty Officer at Forth & Tay Navigation will initiate the alerting procedure, as follows:

Advise one of the following by telephone:

- a) Chief Harbour Master, or
- b) Harbour Masters Forth & Tay or
- c) Their nominated Deputy

Responsibility for declaring **EMERGENCY FORTH** will rest with any member of the above list. If none of the above can be contacted in the first instance, the FTNS Duty Officer will declare **EMERGENCY FORTH** as appropriate.

The FTNS Duty Officer will then initiate the EMERGENCY RAPID REACH CALL OUT PROCEDURE.

This is a web based system that allows all relevant parties to be contacted simultaneously. After activation the FTNS Duty Officer will contact HM Coastguard Aberdeen to advise the appropriate information detailed over page.

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IF THIS SYSTEM IS UNAVAILABLE then the FTNS Duty Officer will carry out the procedure as follows:

✓ Advise HM Coastguard Aberdeen by telephone.

- a) **Local time that EMERGENCY FORTH plan was activated**
- b) **Brief details of incident**
- c) **Location of incident**
- d) **Action taken so far**
- e) **Units involved**
- f) **Confirm co-ordination of incident (e.g., is SAR required?)**
- g) **Communications channels in use**

✓ Contact Forth Ports Response Team by Telephone.

- a) **Chief Harbour Master**
- b) **Harbour Masters Forth & Tay**
- c) **Marine Managers**
- d) **Marine Services Manager**
- e) **Chief Harbour Master's Secretary**
- f) **Chief Harbour Master's Secretary**
- g) **Public Relations Consultants**
- h) **Appropriate FTNS Staff**

✓ Contact External Parties (Depending on Sea Area)

- a) **Police Scotland**
- b) **Scottish Ambulance Service**
- c) **Scottish Fire & Rescue**
- d) **East Lothian Council - Emergency Planning Officer**
- g) **City of Edinburgh Council – Emergency Planning Officer**
- h) **West Lothian Council - Emergency Planning Officer**
- i) **Lothian Health Board**
- j) **Falkirk Council – Emergency Planning Officer**
- k) **Scottish Environmental Protection Agency ***
- l) **Nature Scot**
- m) **Fife Council**

*** Mandatory**

- ✓ FTNS will also advise and control the movement of all other shipping in the vicinity until co-ordination of operations is formally assumed by the MEC or the MRCC as appropriate.
- ✓ FTNS will further advise shipping out with the immediate vicinity of the incident on VHF Channel 71 / 12 (for Leith) / 14 (for Grangemouth.)

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4.2 RAISING THE ALARM (POLICE SCOTLAND)

On receipt of an activation call from FTNS, Police Scotland based in Stirling have agreed to cascade the information to the following parties:

- a) **Scottish fire & Rescue**
- b) **NHS**
- c) **Relevant Council Emergency Planning Officer(s)**

4.3 RAISING THE ALARM (HM COASTGUARD)

On being advised that Emergency Forth has been activated, HMCG will assess the need for and initiate any search & rescue action that may be required and will inform appropriate parties, including the following, in accordance with standing instructions:

- a) **Marine Accident Investigation Branch**
- b) **Royal National Lifeboat Institution**
- c) **CAA**

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4.4 IN THE EVENT OF AN EMERGENCY.....

FORTH ESTUARY

In the event of an emergency incident occurring within the Forth Estuary, the procedure set out in **Chapter 9** of this Plan should be followed.

LEITH DOCKS, GRANGEMOUTH DOCKS AND FIFE PORTS

In the event of an emergency incident involving dangerous substances occurring within the port areas of **Kirkcaldy, Burntisland, Methil or Rosyth**, the procedure set out in the Fife Ports Emergency Plan should be followed.

BRAEFoot BAY MARINE TERMINAL

In the event of an emergency incident involving or which may involve dangerous substances occurring at the terminal, the procedure set out in **Chapter 10** of this Plan should be followed.

HOUND POINT MARINE TERMINAL

In the event of an emergency incident involving or which may involve dangerous goods, occurring at the terminal, the procedures set out in **Chapter 11** of this Plan should be followed.

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Appendix 5 – Maps



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Appendix 6 – Locations/Operators Handling Dangerous Substances

INEOS

Grangemouth

Location: Grangemouth Docks

Dangerous substances: CRUDE OIL, PETROLEUM PRODUCTS, LPG, CHEMICAL PRODUCTS AND CHEMICAL GASES

INEOS FORTIES PIPELINE SYSTEM

Dalmeny Installation

Location: Hound Point Marine Terminals

Dangerous Substances: CRUDE OIL

RLPG

Grangemouth Docks

Location: Grangemouth Docks

Dangerous Substances: PROPANE and BUTANE

INTER TERMINALS GRANGEMOUTH

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Grangemouth

Location: Grangemouth Docks

Dangerous Substances: PETROLEUM PRODUCTS

SHELL UK EXPLORATION & PRODUCTION

Mossmorran NGL Plant

Cowdenbeath
Fife

Location: Braefoot Bay Marine Terminal

Dangerous Substances: PROPANE, BUTANE & CONDENSATE

EXXONMOBIL CHEMICALS LTD

Mossmorran
Fife

Location: Braefoot Bay Marine Terminal

Dangerous Substances: ETHYLENE & BENZENE CONCENTRATE (Pygas)
HEART CUT BENZENE

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PIPELINES

NATIONAL GRID – GAS PIPELINE

Sub-Sea Pipelines at both Outer Forth and Inner Forth

Dangerous Substances North Sea Natural Gas

ETHYLENE & ETHANE

Inner Forth

Substances Ethylene and Ethane

NORTH SEA CRUDE OIL

Inner Forth

Dangerous Substances North Sea Crude Oil

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Appendix 7 – Media Statement

During any emergency incident at the ports, Terminal or on the river, FTNS often receive calls from the press requesting information.

It is important that any calls received by FTNS are handled in a uniform manor, ensuring any enquiries are passed onto the company media consultants

When asked by the media or members of the public about an incident the Duty Officers should respond with the following statement and then pass on the media consultants contact details:

**I can confirm there has been an incident in the involving
Further information regarding this incident may be obtained from our media consultants**

Appendix 8 – SITREP

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Date: Time: (Local Time) Area:

Incident Reference:

Locus:

Incident Type:

Incident Date:

Incident Time:

Tide Data	Date	HW Time	HW Height	LW Time	LW Height

Weather:

Visibility:

Light:

Account of Incident:

Time	Narrative

Appendix 9 – Response Assist Lists

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9.1 The purpose of the “Assist List”

The response assist list has been formulated for the purposes of providing an umbrella style “aid to memoir” so each organisation has a generic understanding of the required actions (if applicable) for a marine related incident within forth ports jurisdiction as outlined in section (1.3) of the plan.

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Response Assist List – All incidents / Pollution / Flooding or Grounding / Terror related or Bomb threat

- ⚓ Commence Log?
- ⚓ Identify risks and hazards
- ⚓ In the event of an oil spill activate Clearwater Forth?
- ⚓ Is Clearwater forth pipeline response procedure being followed?
- ⚓ POLREP?
- ⚓ Have lines of communication been established?
- ⚓ Are there any casualties on board?
- ⚓ Emergency services alerted?
- ⚓ Type/Location of vessel established?
- ⚓ Ascertain other type of vessels able to assist?
- ⚓ Consider Masters Actions?
- ⚓ Is vessel to be evacuated?
- ⚓ Search & Rescue activated?
- ⚓ Is there type of terror threat / scenario?
- ⚓ Activate bomb disposal unit?
- ⚓ Bomb threat checklist if applicable?
- ⚓ Are Radio communications suspended?
- ⚓ Has a landing area been established for crew/casualties?
- ⚓ Pollution evident/immanent?
- ⚓ Activate Call Out System?
- ⚓ Set-up exclusion zones
- ⚓ Have the necessary security arrangements been made?
- ⚓ Possible port closure?
- ⚓ Is there a port of Refuge?
- ⚓ Evacuation of effected areas?
- ⚓ Are there volatile substances/terminals in the vicinity?
- ⚓ Are there any volatile substances on board?
- ⚓ Effect on other traffic?
- ⚓ Suspend river traffic?
- ⚓ Establish position of incident?
- ⚓ Establish the nature of the seabed
- ⚓ Vhf emergency navigation broadcast?
- ⚓ COLREG sound signal/visual displayed
- ⚓ Public announcements made?

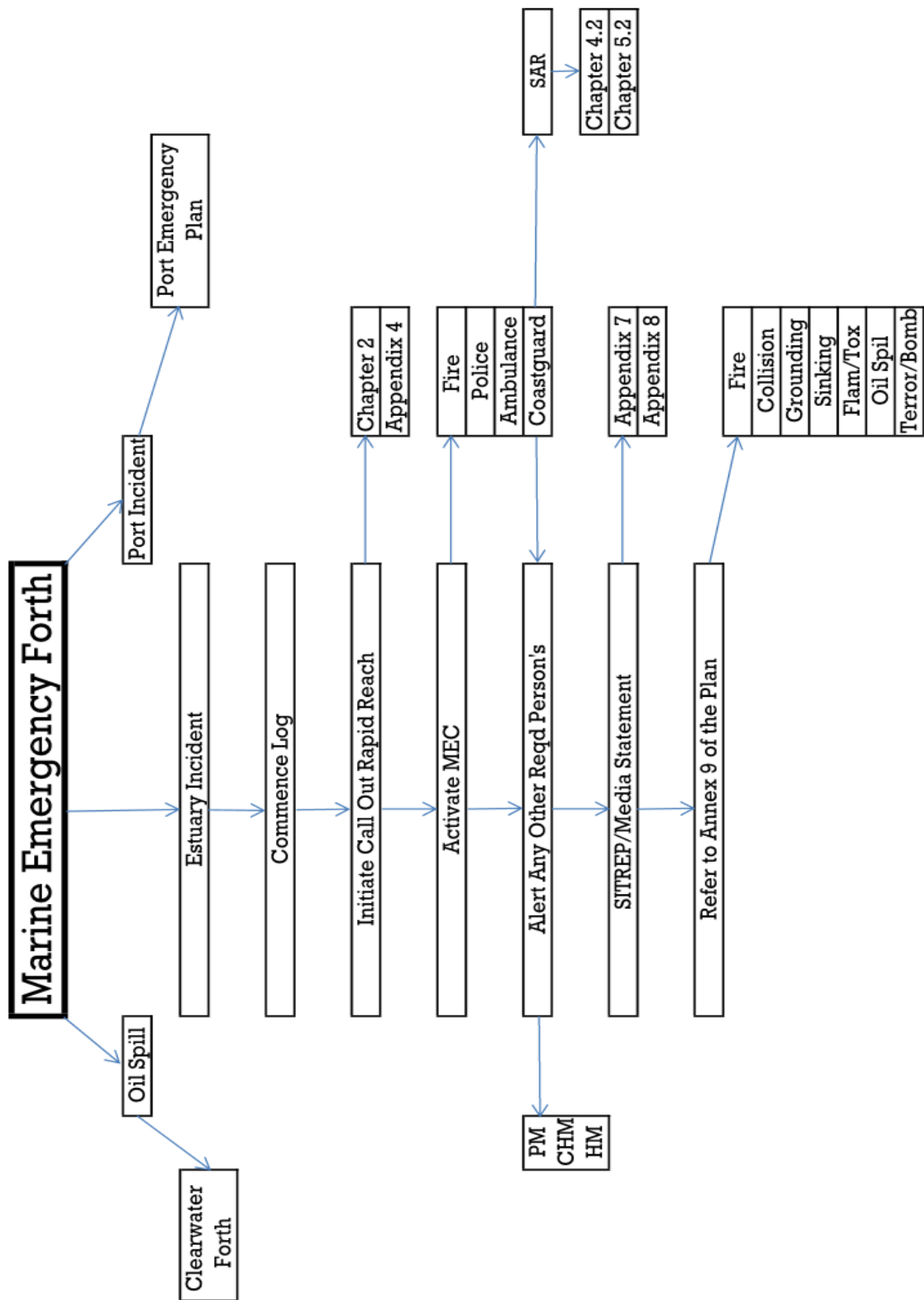
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Response Assist List – All Incidents / Flooding or Grounding / Pollution / Fire /
 Terror related or Bomb Threat

- ⚓ SITREP?
- ⚓ Obtain Meteorological, tidal & daylight hours data?
- ⚓ Is pilotage available/required?
- ⚓ Establish vessel details & status?
- ⚓ What cargo/bunkers does the vessel have on board?
- ⚓ Damage assessment of the vessel?
- ⚓ Establish Cause of event fire/flooding/etc?
- ⚓ Are there any unknown obstructions
- ⚓ Damage control considerations (can flooding be contained)?
- ⚓ Are pumps available?
- ⚓ Establish quantity & Type of release?
- ⚓ How is the stability of the vessel affected?
- ⚓ Is HAZMAT information available?
- ⚓ Vessel secure & operations suspended
- ⚓ Ascertain whether vessel is able to manoeuvre
- ⚓ Has the vessel lost any cargo
- ⚓ Towage requirements/availability
- ⚓ Are fire-fighting tugs available?
- ⚓ Are tugs with pollution equipment available?
- ⚓ Consider Media statement (as Per Appendix7)?
- ⚓ Security considerations?
- ⚓ Source landing areas for landing casualties?
- ⚓ Decontamination process commenced
- ⚓ Vessel evacuation process?
- ⚓ Effect of incident on crew/public assessed
- ⚓ Surrounding vessels/persons warned/notified?
- ⚓ Muster points for services / on scene commanding?
- ⚓ Medical triage considered?
- ⚓ Validity of threat confirmed?
- ⚓ Consider repercussions of vessel explosion?
- ⚓ Consider MAIB requirements?
- ⚓ Consider SOSREP involvement? (Possible salvage)?

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Appendix 10 – Emergency Action Flow Chart



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