



Tiered Response System

**Training on Contingency Planning
for Jordan**

Brian Elliott

European Maritime Safety Agency

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Origin of Spills

Spills can originate from many sources

Amount of oil/HNS spilled can vary significantly

Not only originate from ships

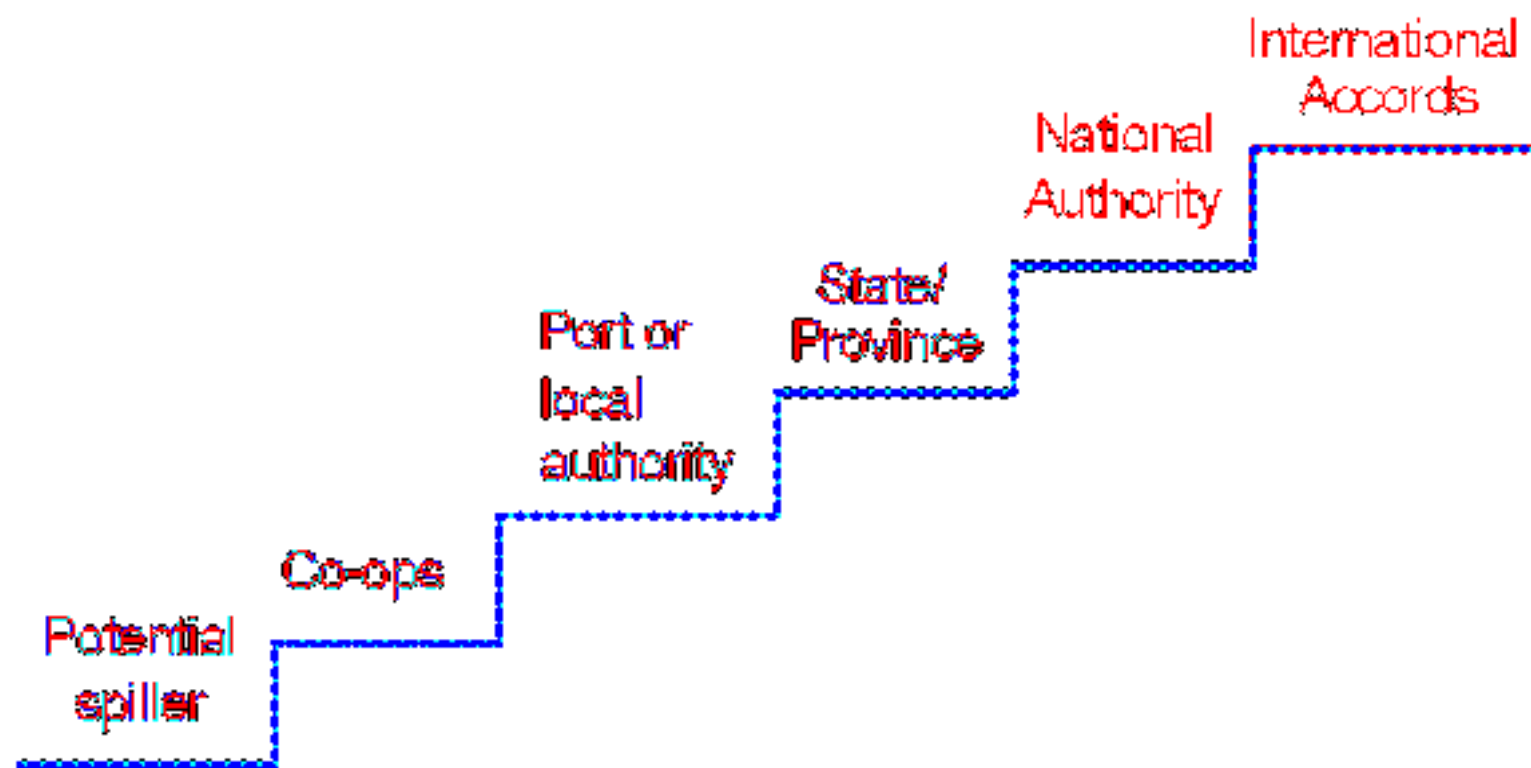
Ship based

- Collision – between ships, with infrastructure
- Stranding
- Refuelling/bunkering
- mis-mangement on board ships
- faulty equipment on-board ship
- ship to ship transfer
- tank washing/illegal dumping

Land based

- shoreline stores of fuel
- pipelines
- runoff

Who needs Contingency Plans?



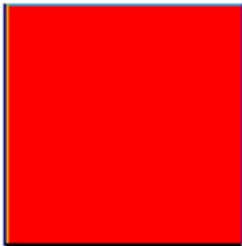
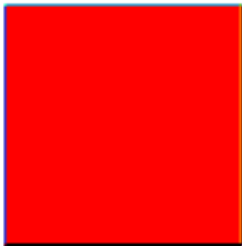





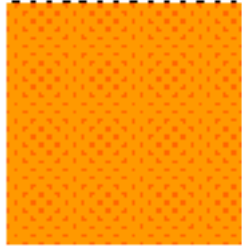
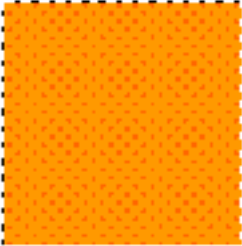
Tiered Response

- widely acceptable international operational concept
- convenient and practical
- basis for planning
- Three tiers

Tiered Response

- Tier 1: preparedness and response capability for small spills with in the purview of an individual facility or harbour authority that may be mitigated by locally available resources
- Tier 2: preparedness and response capability for spills that require resources and personnel beyond those locally available (Tier 1). Assistance can come from a number of entities outside the immediate region.
- Tier 3: preparedness and response capability for major spills, including those of national and international significance, requiring the mobilization of national in international resources .

The Tiered Response

LARGE SPILL			
MEDIUM SPILL			
SMALL SPILL			
	LOCAL	VICINITY	REMOTE

Tier One

- Operations at a local facility, berth, shoreline facility
- Company or the operator (or ship)
- Controlled by operators personnel
- Respond immediately “on site” with very localized equipment
- Linked to ship transfer/bunkering
- Usually occurs as a result of operators own action
- Contingency plan – recognize the need for local operators to control, act appropriately and respond rapidly

Tier Two

- Local or at some distance from operation centre
- Larger than Tier 1
- Shipping accidents/pipelines/tank failures
- Mutual aid from nearby facilities/local government
- Pooling Tier 1 resources or jointly purchased equipment
- Contingency plan carefully defines this concept and the roles and responsibilities or major players
- Procedures for escalating to Tier 3

Tier 3

- Large spills exceed local and regional boundaries
- Where local responsible entities do not have the capability to respond
- Substantial resources are needed for response
- Usually subject to government control
- Remote or close to shore/facilities
- Risk to a large area

Port Plans - Precursors

- NEED TO CHECK REQUIREMENT OF TUNISIAN NCP ON THE REQUIREMENT FOR PORTS TO PLAN
- Potential Pollution Assessment
- What Vessels use the port
- What cargoes could be spilt
- Vessels in need of refuge
 - SOLAS requirement to provide shelter for maritime casualties
- Pollution risk assessment
- What local resources need to be protected
- Line of Command
- Consultation and Approval

Port Plans – Development

- CP has 3 parts
 - Strategy Section
 - Scope of the plan
 - Geographical coverage
 - Overview of perceived risks
 - Division of responsibilities/roles
 - Proposed response strategy
 - Action Section
 - Procedures for rapid mobilisation of control and response resources
 - Data Section
 - Maps, lists, data and support information

Tier 2 Plans - Strategy

- Responsibility – the person responsible for the plan
- Geographical/Jurisdiction limits – mapped
- Identification of lead authority – consultation
- Links with other CP's – NCP, other local, structure in port with respect to Tier 1
- Summary of Risk Assessment – marine and shoreline risks
- Incident organization – roles of the management team
- Response capability
- Control arrangements
- Potential Actions – prevention, containment, recovery, dispersal, waste management

Tier 2 Plans - Action

- Communication following an incident (reporting from ships, the public, port operators and who the incident should be reported to)
- Identification of operational personnel
- Call out procedures
- Action checklists
- Communications
- Dealing with the press
- Health and Safety – warm climates
- Places of Refuge
- Contracts for Information (mapping, weather, sampling)

Action

- Response guidelines
 - Immediate priorities
 - Mobilising and Putting resources on stand-by
 - Prioritised response strategies and actions – i.e booming, collection at sea, dispersant (if allowed), shoreline clean-up
 - Identification of economic, environmental and social sensitivities
 - Options for waste management
 - Prediction of spill movement

Data

- Contact Directory
- Immediate priorities
- Environmental/Commercial/Recreational, Social Sensitivities
- Roles and Responsibilities
- Counter Pollution Resources
- Material Safety Data Sheets for common cargoes
- Response contract information (if appropriate)
- Consultation evidence
- Sampling methodologies



Any questions?

Thank you!

Brian.Elliott@emsa.europa.eu
www.emsa.europa.eu