

# Teignmouth Harbour Emergency Plan

Comprising:

Emergency Plans of:

Teignmouth Harbour Commission

and

A B P Teignmouth



THEP

## Teignmouth Harbour Emergency Plan

Edition: 1

Dated: November 2002

Copy No. 1

**Teignmouth Harbour Commission,  
2 – 3 Orchard Gardens,  
Teignmouth,  
Devon, TQ14 8DR**

**Harbour Master,  
Harbour Office,  
New Quay Street,  
Teignmouth,  
Devon, TQ14 8DA**

# TEIGNMOUTH HARBOUR EMERGENCY PLAN (THEP)

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### **PART 2 ABP EMERGENCY PLAN**



## **Distribution of Copies**

### **Copy No**

1	Clerk to Teignmouth Harbour Commission
2	Teignmouth Harbour Master
3	Teignmouth Quay Company Ltd (ABP)
4	Pike Ward Ltd
5	Pilotage & Marine Services (Teignmouth ) Ltd
6	Teignmouth Lifeboat Crew
7	MCA
8	Police service (Teignmouth)
9	Fire & Rescue Service (Torquay)
10	Ambulance Service
11	Brixham Coastguard (MRSC)
12	Devon County Council
13	Teignbridge District Council

### **Addresses for External distribution :**

<b>Copy No</b>	<b>Address</b>
7.	Maritime & Coastguard Agency, Bay 1/11, Spring Place, 105 Commercial Rd, Southampton SO15 1EG
8.	Enquiries Officer, Teignmouth Police Station, Carlton Place, Teignmouth, Devon, TQ14 8AB. Tel no 01626 874432
9.	ADO Alex Parkes, Torquay Fire Station, Newton Road, Torquay, Devon, TQ2 7AD. Tel no 01803 653700
10.	Neil Chevealier, West Country Ambulance Service NHS Trust, Abbey Court, Eagle Way, Exeter, Devon, EX2 7 HY Tel: 01392-261-500 or 07968-216-540
11.	Reg Hill, HM Coastguard, Customs House, Kings Quay, Brixham, Devon, TQ5 9TN. Tel no 01803 884040
12.	Mike Thomasson, Emergency Planning Officer, Devon County Council, County Hall, Topsham Road, Exeter, Devon, EX2 4QD Tel 01392 382000
13.	Phil Perkins, Engineering Services, Teignbridge District Council, Forde House, Brunel Road, Newton Abbot, Devon, TQ12 4XX Tel 01626 215819

## **PART 1**

## **THEP**

### **1. Introduction**

To comply with the Port Marine Safety Code (PMSC), the Teignmouth Harbour Emergency Plan (THEP) has been developed and is part of the Teignmouth Harbour Commission (THC) safety management system. The plan has been developed to deal with any marine emergency or non routine incident occurring within the THC area of jurisdiction. The plan is supplemented with the Teignmouth Quay Company Ltd (ABP Teignmouth) Emergency plan for their berths and wharfs.

Though various scenario action checklists have been formulated it is recognized every incident develops differently & it is not possible to plan for every contingency that may arise, therefore the plan remains flexible, but ensures that there is effective integrated action by the port authority, emergency services and other participants.

The priorities for action in an emergency are:

1. save life
2. protect the environment
3. protect property and safe navigation of the harbour.

It is not the intention of THEP to take the place of any major disaster or other major incident arrangements made by the emergency services or local authorities.

The purpose of THEP is to ensure that the alarm is raised without delay, that early provision or pertinent information is made available and that there is proper control and direction of personnel and other resources available at the port in conjunction with those of the emergency services in order to provide a co-ordinated plan of action.

THEP has been published in partnership with ABP Teignmouth and also after discussion & agreement with the principal parties who may be involved at anytime. The help and co-operation of all participants is gratefully acknowledged.

The THC Oil Pollution Contingency Plan will also be initiated if necessary.

### **2. Grading of Incidents**

**Class A THEP:** An incident that can be dealt with by the resources readily available or where the initiating authority may need some assistance from one or more land based emergency services. No significant impact on land based authorities is anticipated.

**Class B THEP:** A major incident where there is expected to be a significant impact on land based authorities, where a multi agency tactical level of control is considered necessary.

### 3. Initiating Authority

In the event of an incident the Harbour Master will be informed through various channels i.e. pilots, Coastguard, Police & public. The duty Harbour Master will initiate THEP if required.

### 4. Incident Command Post

**Class A THEP:** At Harbour Master's office , unless an incident occurs at ABP Teignmouths' berths / wharfs when the command post will locate at the ABP Teignmouth offices.

**Class B THEP: A multi agency command post** At Harbour Master's office. However if an incident occurs at ABP Teignmouth berths / wharfs the command post will locate at ABP Teignmouth offices if safe to do so.

A command post may be relocated if deemed necessary by the multi agency command.

### 5. Co-ordination of Emergencies

In an emergency incident, the land based emergency services, coastguard and harbour authority will liase with each other as a multi agency command.

The police incident officer will co-ordinate the land based emergency services and the coastguard will co-ordinate the tidal water search & rescue emergency services.

### 6. Communications

VHF CHANNEL	USE	
16	Distress Navigation Warnings	
12	Teignmouth Port Radio Emergency operations	Routine and
0 & 67	Coastguard search & rescue.	

## 7. **Dealing with the Media**

The media briefing area locally will be the boardroom at the THC Clerk's offices 2 Orchard Gardens Teignmouth.

Where there is a multi-agency response, THC will liaise with other agencies regarding media briefings. The police will co-ordinate this operation.

## 8. **Clarifying Payment / Authorization of Services**

When services of contractors are engaged i.e. divers, salvage officers etc clarification of who has appointed these services should be clear. i.e. ship owner or master (possibly through shipping agent), port authority etc.

## 9. **Roles and Responsibilities**

### **THC**

THC have the responsibility for the safety of navigation within their area of jurisdiction. They have conservancy and regulatory functions with specific powers to regulate the control and movement of all vessels. The harbour master has powers to give directions to particular ships on particular occasions. THC has the power to lay down general rules for the movement of shipping prescribed in local harbour byelaws and notices and does so.

### **Harbour Master**

Under section 1 of the Dangerous Vessel Act 1985 a Harbour Master can direct a vessel to leave the port or remain outside the port if in his opinion the vessel or its contents might in any way pose a threat to the safety of persons or property. Specifically if its presence in the harbour might involve :

- i) Grave & imminent danger to the safety of any person or property or
- ii) Grave & imminent risk that the vessel may by sinking or foundering prevent or seriously prejudice the use of the harbour by other vessels.

NB: The secretary of State can override the Harbour Master's ruling on the vessel and require it to enter the port or move as he so instructs.

### **Maritime & Coastguard Agency**

An executive agency of the Department of Environment Transport & Regions (DETR) it is responsible for both the co-ordination of civil maritime search & rescue and counter pollution operations in UK waters.

### **Police Service**

- To co-ordinate on site operations of the emergency services and other subsidiary organizations.
- Dependent on incident class, will take overall charge of the incident. i.e. a declared major incident with multi-agency command post.
- To decide the site of the command control post.
- To declare a major emergency.
- To initiate mobilization of other support services, as needed.
- To control pedestrians and vehicular traffic, secure access routes, establishing route diversions as necessary.
- To document casualties and establish a casualty bureau.
- To make mortuary arrangements
- The identification of victims on behalf of HM Coroner who is the principal investigator when fatalities are involved.
- To appoint a Press Liaison Officer and establish a Press Post.
- The protection and preservation of the scene.
- The investigation of the incident in conjunction with other investigative bodies where appropriate.

### **Fire & Rescue Service**

- To preserve life and safeguard property
- Fire fighting
- Rescue of persons trapped
- Emergency containment of hazardous substances
- Other special service duties which may be required, dependent upon the incident.
- Devon Fire and Rescue Service have a legal requirement to attend fires within the Devon boundary which includes the River Teign and up to half a mile seaward of the Devon coastline.

### **Ambulance Service**

- To preserve life in conjunction with other emergency services
- To treat and care for those injured at the scene, either directly or in conjunction with medical personnel
- To provide an Ambulance Incident Officer at the incident command post
- Arrange conveyance of casualties and persons from the scene of the incident to designated hospitals

### **Local Authorities**

In a major emergency the functional role of local authorities is to support the emergency services during the 'lifesaving phase', and to provide those services it considers required for the well being of those in distress.

Devon County Council & Teignbridge District Council have their own Emergency Plans for major emergencies, flooding and oil pollution.

### **Devon County Council**

When called upon by the emergency services, Devon County Council will respond in accordance with its own arrangements and procedures, which include;

- Sending an officer to the multi agency command post
- Liaison with Teignbridge District Council
- Assisting the police at evacuation assembly points (EAPs)
- Providing transport from EAPs to emergency rest centres (ERCs)
- Opening and managing ERCs
- Assisting the police at friends and relative reception centres
- Opening a major temporary mortuary
- Activating their own emergency centre, if required.
- Assisting Teignbridge District Council during the recovery phase, if needed.

### **Teignbridge District Council**

When called upon by the emergency services, Teignbridge District Council will be responsible for responding in accordance with the appropriate Emergency Plan possibly embracing the following :

- Sending an officer to the multi agency command post
- Liaison with Devon County Council, and membership of the emergency rest centre (ERC) and major temporary mortuary (MTM) management teams
- Specialist advice on building integrity
- Specialist advice on environmental health matters
- Activating their own emergency control, if needed.
- Co-ordinating the recovery phase, once the emergency is contained
- Co-ordinating all local authority services within the area i.e. own services & parish town councils.

## 11. Resources & Equipment Directory

### 11.1 Watercraft

- a) Teign C (THC) 14m Damen Stan Tug / dredge bed leveller, with limited fire fighting capacity.
- b) Syd Hook (THC) 12m designated pilot boat.
- c) Barbara (THC) 20 ft open launch.
  
- d) Teignmouth Maritime Services: 1x 45ft workboat with Hiab crane (1tonne)  
essential telephone directory 2x 45ft pax boat  
1x 18ft launch  
Various other small craft & pontoons etc
- e) Lifeboats: Teignmouth (inshore) & Torbay (open waters): Via coastguard.
- f) Teignbridge Moorings Officer: 21ft MCA approved workboat
- g) Teignbridge Council 12ft RIB seasonal beach patrol  
(declared coastguard SAR craft)
  
- h) Additional tugs operating within the area maybe sourced through Brixham Coastguard. See 'section 8 Salvage & Towage Experts' for other possible sources.

### 11.2 Fire fighting Capacity

THC vessels Teign C & Syd Hook have some but limited fire fighting capacity.  
i.e. fitted with fire hoses and pumps.

### 11.3 Forklift Trucks

None owned by THC.

ABP Teignmouth (for emergencies) : 6 forklift trucks, working loads between 3 & 5 tonnes.

Addicott Electrics (for hire) : 3 forklift trucks ; 1 x 2.5 tonne & 2 x 5 tonne working loads. Tel nos 01626 774087 or 01626 772332.

### 11.4 Cranes

None owned by THC

ABP Teignmouth (for emergencies): 6 mobile tract cranes;  
1 x 8 tonne swl & 5 x 5 tonne swl

Addicott Electrics: 1 lorry load capacity 2.5T with crane (2T swl)  
1 lorry load capacity 12 T with crane (9T swl)

J.Spence: cranes up to swl 50 tonne  
Tel 01626 366993 or mobile 07836 612667

SW Cranes: Tel 01392 256148

#### 11.5 Oil Pollution Equipment

Tier 1 resources : held by THC

Tier 2 resources held at OSRL Saltash Cornwall , Teignmouth harbour oil pollution contingency plan refers.

#### 11.6 Pumps

None owned by THC, possible sources:  
Fire Brigade,  
Coastguard, (via CG helo)  
RNLI,  
Teignmouth Maritime Services  
Teign Diving Centre

#### 11.7 Divers

Teign Diving Centre

#### 11.8 Towage & Salvage Experts

Portland Towage	Tel 01305 824044
Felixarc Marine Ltd (Howard Smith Towage & Salvage)	Tel 01394 676497
DV Howells Lt (Milford Haven)	Tel 01646 697041
Smit Tak BV	Tel +31 454 9911

#### 11.9 Marine Surveyors

Curtis Marine LTD Tel 01803 813832 or 07770 978676

## 12. Various Scenario Checklists

It is recognized that each emergency will have a unique combination of circumstances and the most effective response will depend on a degree of flexibility. These checklists have been formulated to suggest what possible action may be taken in the most likely emergency situations:

### Index

- a) Grounding of Vessel
- b) Collision or emergency involving vessels in the harbour
- c) Fire or explosion of any vessel at moorings or underway
- d) Vessel approaching the harbour on fire, or in danger of sinking, or having sustained damage hazarding the vessel.
- e) Fire or explosion on a vessel alongside the quay.
- f) Fire or explosion on a quay.

#### a) Grounding of Vessel

- 1) Evaluate situation, determine assistance required, inform appropriate emergency services.
- 2) Check for missing persons & casualties, administer first aid
- 3) Keep unwanted traffic & persons clear
- 4) Check vessel for damage : sound bilges, tanks etc
- 5) Apply necessary damage control.
- 6) Check for pollution, apply oil contingency plan if necessary.
- 7) Check if Dangerous Cargo is onboard and act accordingly.
- 8) Avoid: stresses to vessel, capsize, breaking vessels back, sinking, etc.
- 9) Assess tide, flooding or ebbing.
- 10) Decide whether to move vessel, or anchor vessel & await higher tide.
- 11) Use available tugs & workboats as required.
- 12) Check actual draft of vessel, compare to proper floating draft of vessel to determine how much aground.
- 13) Trim vessel : transfer ballast or weights, ballast, deballast, etc.
- 14) Lighten vessel : remove cargo etc.
- 15) Inform all necessary personnel in THEP telephone directory.
- 16) Arrange all required equipment . (Resources/equipment directory refers).

#### b) Collision or emergency involving vessels in the harbour

- 1) Evaluate situation, determine assistance required informing appropriate emergency services.
- 2) Check for missing persons and casualties, administer first aid.
- 3) Keep unwanted traffic and personnel clear
- 4) Check vessel for damage, sound tanks, bilges etc.
- 5) Apply necessary damage control : Pumps, heeling/trimming v/l, wedges etc.

- 6) Check for pollution and apply oil pollution contingency plan if necessary.
- 7) Check if dangerous cargo is onboard and act accordingly
- 8) Avoid vessel sinking in navigation channel.
- 9) Decide whether to: move vessel to shallow water / beach vessel / or secure vessel alongside berth, etc.
- 10) Inform all necessary personnel in THEP telephone directory.
- 11) Arrange all required equipment . (Resources/equipment directory refers).

c) Fire or Explosion on any vessel at moorings or underway

- 1) Evaluate situation, determine assistance required and inform appropriate emergency services
- 2) Check for missing persons and casualties, administer first aid.
- 3) Keep unwanted traffic and personnel clear
- 4) Check vessel for damage, sound tanks, bilges etc.
- 6) Extinguish fire.
- 7) Apply necessary damage control : Pumps, heeling/trimming vessel, wedges etc.
- 8) Check for pollution and apply oil pollution contingency plan if necessary.
- 9) Check if dangerous cargo is onboard and act accordingly
- 10) Avoid vessel sinking in navigation channel.
- 11) Decide whether to: move vessel to shallow water / beach vessel / or secure vessel alongside berth, etc.
- 12) Inform all necessary personnel in THEP telephone directory.
- 13) Arrange all required equipment . (Resources/equipment directory refers).

d) Vessel approaching the harbour on fire or in danger of sinking, or having sustained damage hazarding the vessel.

Permission to enter the harbour will be decided by the Harbour Master, who will carry out a risk assessment to determine whether it is safe to enter, and if so, how the operation should be carried out.

NB: The Secretary of State can override the harbour masters decision . ( Dangerous Vessels Act 1985 refers)

e) Fire or explosion on a vessel alongside a quay

- 1) Evaluate situation, determine assistance required and inform appropriate emergency services
- 2) Rescue survivors and casualties, administer first aid.
- 3) Determine if dangerous cargo/substances onboard or in vicinity and act accordingly.
- 4) Activate oil pollution contingency plan if necessary.
- 5) Provide access for emergency services
- 6) Clear area of traffic & personnel and other vessels.
- 7) Extinguish fire.

- 8) Avoid sinking or capsizing of vessel.
- 9) Liaise with emergency services on their arrival.
- 10) Inform all necessary personnel in THEP telephone directory.
- 11) Arrange all required equipment . (Resources/equipment directory refers).

f) Fire or explosion on quay

- 1) Evaluate situation, determine assistance required and inform appropriate emergency services
- 2) Rescue survivors and casualties, administer first aid.
- 3) Determine if dangerous cargoes in area.
- 4) Activate oil pollution contingency plan if necessary.
- 5) Provide access for emergency services
- 6) Clear area of traffic, personnel and shipping.
- 7) Extinguish fire.
- 8) Hand over to emergency services on their arrival.
- 9) Inform all necessary personnel in THEP telephone directory.
- 10) Arrange all required equipment. (Resources/equipment directory refers.)

### 13. Exercises and Plan Updates

Exercises:

- \* Annually: Internal alerting exercise.
- \* Annually An exercise deploying THC resources.
- \* Biannually An exercise involving other organizations.

A log of these exercises is maintained in the form Exercise Log annexed and kept in the Harbour Masters office

Plan updates:

The plan will be maintained and updated annually the Harbour Master.

# **PORT PLAN**





**PART 2**  
**ABP**  
**Emergency**  
**Plan**



**ASSOCIATED  
BRITISH PORTS**

**TEIGNMOUTH**

**EMERGENCY PLAN**

**PORT OF TEIGNMOUTH  
OLD QUAY DOCKS**

**EMERGENCY PLAN**

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## Emergency Plan Distribution List

### Copy No

1. Clerk to Teignmouth Harbour Commission
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4. Pike Ward Ltd
5. Pilotage & Marine Services (Teignmouth ) Ltd
6. Teignmouth Lifeboat Crew
7. MCA
8. Police service (Teignmouth)
9. Fire & Rescue Service (Torquay)
10. Ambulance Service
11. Brixham Coastguard (MRSC)
12. Devon County Council
13. Teignbridge District Council

### Addresses for External distribution :

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8.	Enquiries Officer, Teignmouth Police Station, Carlton Place, Teignmouth, Devon, TQ14 8AB. Tel no 01626 874432
9.	ADO Alex Parkes, Torquay Fire Station, Newton Road, Torquay, Devon, TQ2 7AD. Tel no 01803 653700
10.	Neil Chevealier, West Country Ambulance Service NHS Trust, Abbey Court, Eagle Way, Exeter, Devon, EX2 7 HY Tel: 01392-261-500 or 07968-216-540
11.	Reg Hill, HM Coastguard, Customs House, Kings Quay, Brixham, Devon, TQ5 9TN. Tel no 01803 884040
12.	Mike Thomasson, Emergency Planning Officer, Devon County Council, County Hall, Topsham Road, Exeter, Devon, EX2 4QD Tel 01392 382000
13.	Phil Perkins, Engineering Services, Teignbridge District Council, Forde House, Brunel Road, Newton Abbot, Devon, TQ12 4XX Tel 01626 215819



# PORT OF TEIGNMOUTH OLD QUAY DOCKS

## EMERGENCY PLAN

### 1. INTRODUCTION

In accordance with the Dangerous Substances in Harbour Areas Regulations 1987, the Port of Teignmouth, Docks Emergency Plan, hereinafter known as **QUAYPLAN**, is intended to provide for a major incident occurring within the curtilage of the port estate and the navigable waters within the responsibility of the Port Authority, i.e. Teignmouth Docks in the Port of Teignmouth as lies one hundred feet seaward side of eastern and western quays including the inner dock., quays, warehouses, sheds, places and works under the jurisdiction of Associated British Ports.

The Teignmouth Quay Co. has Statutory Powers for the areas described above. There are also Statutory Powers excised by the Teignmouth Harbour Commission which overlaps in certain areas, therefore our plan is in conjunction with the Teignmouth Harbour Emergency Plan.

It is recognised that every incident develops differently and that it is not possible to plan for every contingency which may arise. Therefore the plan must remain flexible whilst ensuring that there is effective integrated action by the Port Authority, Port users, Masters of vessels, emergency services and other participants.

The priorities for action in emergency are:-

- (1) to safeguard human life;
- (2) to protect the environment and
- (3) to safeguard property

It is not the intention of **QUAYPLAN** to take the place of any major disaster or other major incident arrangements made by the emergency services or the local authority.

The purpose of **QUAYPLAN** is to ensure that the alarm is raised without delay, that early provision of pertinent information is made available and that there is proper control and direction of personnel and other resources available at the Port in conjunction with those of the emergency services in order to provide a co-ordinated plan of action.

**QUAYPLAN** is published by Associated British Ports after consultation and agreement with the principal parties who may be involved at any time. The help and co-operation of all participants is gratefully acknowledged.

## 2. DEFINITION OF MAJOR INCIDENT

An incident which creates, or is likely to create a significant hazard to persons, property or the environment and which requires, in order to minimise loss of life, an effect on the environment or damage to property, the control and mobilisation of resources which would not be directly available to the person or the authority initially concerned with the incident.

## 3. PARTICIPANTS IN QUAYPLAN

Devon & Cornwall Constabulary

Devon Fire & Rescue Service

Westcountry Ambulance Service

Devon County Council Emergency Department

Environment Agency

South West Water plc

Associated British Ports

H.M. Customs & Excise

Vessels in Port

Port Health Authority

DEFRA

Marine & Coastguard Agency (M.C.A.)

Health and Safety Executive

H.M. Coastguard

Teignmouth Harbour Master

## 4. INCIDENT CLASSIFICATION (Resulting in the implementation of **QUAYPLAN**)

- (a) Explosion or fire:
  - ashore
  - on a vessel or vessels carrying dangerous substances moored or under way within the control of ABP.
- (b) Release of dangerous substances:
  - ashore
  - from a vessel
- (c) Serious collision of a vessel) Dangerous Substances
- (d) Serious grounding ) is only Ammonium Nitrate
- (e) Vessel in danger of sinking ) at the present time
- (f) Incident involving a large number or potentially large numbers of casualties or persons affected by dangerous substances

- (g) Serious oil pollution ~ under the requirements of the Merchant Shipping (Oil Pollution Preparedness, Response & Co-operation Convention) Reg. 1998 S.I. 1998 No. 1056, which came into effect on 1<sup>st</sup> May 1998, Associated British Ports, Teignmouth in conjunction with Teignmouth Harbour Commission has compiled an Oil Spill Contingency Plan. In the event of an oil pollution incident this plan (OPRC) will be the procedure for effective management.
- (h) Bomb threat

## **5 AREAS OF RESPONSIBILITY**

### **5.1 DEVON & CORNWALL CONSTABULARY**

- \* TO CO-ORDINATE OPERATIONS AND ASSUME, DEPENDENT ON INCIDENT TYPE, OVERALL CHARGE of the incident
- \* to decide the site of the Incident Control Post ( ABP Port Office or Pike Ward Ltd) dependent upon the severity and location of the incident)
- \* to declare a Major Emergency
- \* to initiate mobilisation of other support services, as needed
- \* to control pedestrians and vehicular traffic, secure access routes, establishing route diversions as necessary
- \* to document casualties and establish a casualty bureau
- \* to make mortuary arrangements
- \* the identification of victims on behalf of H.M. Coroner who is the principal investigator when fatalities are involved
- \* to appoint a Press Liaison Officer and establish a Press Post
- \* the protection and preservation of the scene
- \* the investigation of the incident in conjunction with other investigative bodies where appropriate

THE INCIDENT WILL BE UNDER THE OVERALL CO-ORDINATION OF THE SENIOR POLICE OFFICER PRESENT. THE SENIOR POLICE OFFICER PRESENT WILL ASSUME THE TITLE OF POLICE INCIDENT OFFICER. (THE SENIOR FIRE OFFICER PRESENT WILL BE IN CHARGE OF FIRE FIGHTING AND RESCUE OPERATIONS).

Irrespective of rank, the POLICE INCIDENT OFFICER will, at all times, wear a fluorescent jacket or tabard bearing the legend "POLICE INCIDENT OFFICER". In the event of a declared Major Incident all the emergency services recognise the Chief Constable or his delegate as being the lead co-ordinating officer in overall charge of the incident.

## **5.2 DEVON COUNTY COUNCIL**

Devon County Council and Teignbridge District Council have developed Major Emergency Plans with the main role to support the Emergency Services and the provision of services to assist any communities affected which includes evacuation and re-location.

Requests for assistance will not be directed through the District Council but most likely come from the Police or other local authority

## **5.3 DEVON FIRE AND RESCUE SERVICE**

- \* To preserve life and safeguard property;
- \* Firefighting;
- \* Rescue of persons trapped;
- \* Emergency containment of hazardous substances;
- \* Other special service duties which may be required, dependent upon the incident.
- \* TORQUAY Fire Station have been sent site plans and data sheets for all products handles through the port.

IN ALL INCIDENTS INVOLVING FIRE, THE SENIOR FIRE OFFICER PRESENT WILL BE IN OVERALL CHARGE. He will, at all times, wear a white surcoat bearing the legend "FIRE BRIGADE OFFICER IN CHARGE".

## **5.4 WESTCOUNTRY AMBULANCE SERVICE**

- \* Provide a liaison officer at the Incident Control Post who will advise the POLICE INCIDENT OFFICER on all matters affecting the Westcountry Ambulance Service;
- \* To assess and administer paramedic and ambulance aid to all injured or affected parties;
- \* Arrange conveyance of casualties and persons affected by dangerous substances from the scene of the incident to hospital(s);
- \* To decide on the need to call out medical aid and to instigate this action if necessary.

## **5.5 ENVIRONMENT AGENCY (SOUTH WEST REGION)**

All incidents where a pollutant has entered or may enter controlled waters (harbour) are to be reported to the Environment Agency's 24-hour Regional Communications Centre at Exeter. An Environment Agency Officer will then attend, if necessary, to assist/advise on pollution clean up and associated work.

## 5.6 SOUTH WEST WATER PLC

Water Supply – South West Water will be informed if the water supply to the area is damaged in any way. They should also be informed if there is any possibility of any dangerous substance entering the drainage system.

## 5.7 ASSOCIATED BRITISH PORTS

BEFORE THE ARRIVAL OF THE POLICE INCIDENT OFFICER, THE MOST SENIOR ABP EMPLOYEE PRESENT will take control of any incident and will initiate any appropriate action necessary. He will ensure that a chronological log of the incident and any action taken is kept. He will inform Teignbridge District Council Duty Officer and County Emergency Planning Officer. ON THE ARRIVAL OF THE POLICE INCIDENT OFFICER he will pass all relevant information and hand over the log and control to the POLICE INCIDENT OFFICER who will assume overall command.

The Port Manager or, if he is unavailable, one of his managers, will be informed of the incident immediately by ABP Supervisors. He will be responsible for the co-ordination of ABP staff, facilities and resources and provide information relevant to the incident to the POLICE INCIDENT OFFICER.

ABP Supervisor will undertake the responsibility to inform all essential personnel when ordered by the POLICE INCIDENT OFFICER or ABP Management on the implementation of **QUAYPLAN**. The Port Manager or his Supervisor will be available at the Incident Control Post. He will be responsible for:-

- \* Advising vessels in Port of the emergency;
- \* The provision of information, relevant to the incident, to the POLICE INCIDENT OFFICER;
- \* The movement of shipping in Teignmouth Docks within the jurisdiction of Associated British Ports;
- \* Advising the POLICE INCIDENT OFFICER in respect of shipping movements;
  
- \* Advising the POLICE INCIDENT OFFICER in respect of incidents involving:-
  - (a) Serious collisions of vessels;
  - (b) Serious grounding;
  - (c) Vessels in danger of sinking
  
- \* To advise on stability of vessels in conjunction with the officer in charge of the vessel during fire fighting operations.

The Port Engineer, or his Deputy, will be available at the Incident Control Post to advise the POLICE INCIDENT OFFICER of engineering matters affecting ABP:-

- (i) the resources available under the control of ABP
- (ii) mains services (a) Electricity; (b) Gas; (c) Water; (d) Drainage

As soon as possible, an ABP employee will be sent to the Port Entrance (Rendezvous Point) to be used to direct the emergency services.

## **5.8 H.M. CUSTOMS AND EXCISE**

If bonded goods, or goods which are otherwise under Customs' control, become involved, or are likely to become involved, in an incident at the Port, H.M. Customs and Excise must be informed immediately.

## **5.9 VESSELS IN PORT**

(a) He will establish and maintain communication with the POLICE INCIDENT OFFICER or SENIOR FIRE OFFICER in the case of fire, until the emergency is concluded.

(b) He will be responsible for bringing all emergency fire fighting equipment on board to an immediate readiness for use as may be found necessary on board or as required by the SENIOR FIRE OFFICER.

## **5.10 PORT HEALTH AUTHORITY**

In the event of dangerous substances entering the harbour or dock water, the Teignbridge Port Health Authority must be informed of the type of substance and approximate quantity.

## **5.11 DEPARTMENT FOR THE ENVIRONMENT, FOOD AND REGIONAL AFFAIRS (DEFRA)**

If animals or meat imports are in transit, either on board the vessel or on the dockside when an incident occurs, the Ministry of Agriculture, Fisheries and Food should be informed immediately.

## **5.12 MARITIME and COASTGUARD AGENCY (MCA)**

### **5.12.1 Oil Pollution**

To satisfy Oil Pollution Preparedness Response and Co-operation (OPRC) Regulations, oil spills are to be reported to HM Coastguard Maritime Co-ordination Centre, Brixham, (MRSC Brixham) **as soon as possible.**

### 5.12.2 Emergencies

Whilst it is appreciated that the Coastguard will not be the prime responders to emergencies dockside, it is worth remembering that the Coastguard can rapidly deploy rescue assets such as Search and Rescue Helicopter, RNLI Lifeboat to any immediate lifesaving waterborne emergency.

### 5.12.3 Raising the Alarm

Should access to a telephone prove difficult, any emergency, dockside or water, may be reported to MRSC Brixham by calling 'BRIXHAM COASTGUARD' on VHF Radio Channel 16 (24 hour watch maintained). Or by telephone or VHF Channel 12 via Port radio stationed at messr pike ward ltd (ships agents). MRSC Brixham will inform other appropriate emergency services and the harbour authority, and initiate maritime search and rescue action if necessary.

## 6 **CO-ORDINATION**

OVERALL CO-ORDINATION OF THE PORT EMERGENCY PLAN WILL BE THE RESPONSIBILITY OF THE POLICE INCIDENT OFFICER.

## 7. **RAISING THE ALARM**

As soon as it becomes evident that an incident has occurred which necessitates the implementation of **QUAYPLAN** the management of the Port Authority or the officer in charge of the emergency services' appliances or vehicles which respond to the alarm will undertake that responsibility.

The person implementing **QUAYPLAN** should endeavour to pass all relevant information which should include, wherever possible:-

- \* type of emergency;
- \* precise location (using grid reference on the Port Plan, p. 14);
- \* classification of hazardous substances involved;
- \* actual or risk of a release of dangerous substances;
- \* indication of casualties and/or persons affected;
- \* risk of hazard to vessel (or other vessels), installations or premises;
- \* the strength and direction of the wind.

Should the Police Incident Officer or the Senior Fire Officer consider they require assistance from the local authority, they should request those resources from Devon County Council in the first instance.

**8. ESTABLISHING THE INCIDENT CONTROL POST**

- (a) Dependent upon the seriousness of the incident, the ABP office will be the Incident Control Post; .
- (b) The second choice of Incident Control Post will be pike ward offices, which can provide similar services.

Should, for any reason, the nominated Incident Control Posts become untenable, mobile control vehicles will be provided by the emergency services and a mobile emergency switching station (communications vehicle) can be provided by British Telecom. A copy of this Emergency Plan should be available at the Control Post.

The decision having been taken to implement **QUAYPLAN**, a liaison officer from each of the emergency services will proceed to the declared Incident Control Post, together with ABP's representatives, where they will make the necessary arrangements in connection with their own departments under the co-ordination of the POLICE INCIDENT OFFICER.

- 9. MOBILISATION** - Each participating organisation will be responsible for the mobilisation of their own resources.

- 10. RENDEZVOUS POINT AND MARSHALLING AREAS** - There is one rendezvous point for Teignmouth Docks:-

ABP will be responsible for accounting for their staff. The Shipping Company/Master of the vessel will be responsible for accounting for passengers and crew.

**RV1 - Main Entrance, Teignmouth Quay (L.1 on Port Plan)**

Marshalling areas cannot be pre-planned by the emergency services for the siting of their resources. Agreement on the location(s) would be reached by the liaison officers of the emergency services and representatives of ABP on arrival at the scene.

## **Telephone Directory**

**Contact Harbour Master shown on contact page for further information.**

## 12. ABP RESOURCES AVAILABLE

Plant and Equipment

5 x 5t            Cranes

2 x 8t            cranes

Crane Hire for over 8t lifts

2                 Volvo Loading Shovels

Various Forklifts

Harbour Masters Launch "BARBARA"

Teignmouth Harbour Commission tug "TEIGN C" + Pilot Vessel

Teignmouth Maritime Services M.V. SPOT ON



