



BUCKIE HARBOUR EMERGENCY PLAN 2017

CONTENTS

- 1. Introduction**
- 2. Grading of Incidents**
- 3. Initiating Authority**
- 4. Incident Command Post**
- 5. Co-ordination of Emergencies**
- 6. Communications**
- 7. Dealing with the Media**
- 8. Clarifying Payment/Authorisation of Services**
- 9. Roles and Responsibilities**
- 10. Essential Telephone Directory**
- 11. Resources and Equipment Directory**

1. Introduction

To comply with the Port Marine Safety Code (PMSC), the Buckie Harbour Emergency Plan (BHEP) has been developed and is part of the Buckie Harbour (BH) Safety Management System (SMS). The plan has been developed to deal with any marine emergency or non routine incident occurring within the BH area of jurisdiction. The plan is supplemented with the Moray Council Coastal Pollution Arrangements. 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;
4. Contain and Stabilise.

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

The purpose of BHEP 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.

BHEP has been published 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 BH Oil Pollution Contingency Plan will also be initiated if necessary.

2. Grading of Incidents

Class A BHEP: 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 BHEP: A major incident where there is expected to be a significant impact on land based authorities, where a multi agency tactical and operational 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. watchmen, Coastguard, Police & public. The Harbour Master will initiate BHEP if required.

4. Incident Command Post (ICP)

Class A BHEP: At the Harbour Office ,.

Class B BHEP: A multi agency ICP at the Harbour Office. The ICP 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 liaise 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

Ch16 Distress

Ch12 Teignmouth Port Radio

Routine and Emergency operations

Ch 0 & 67 Coastguard Search & Rescue.

Navigation Warnings

7. Dealing with the Media

The local media briefing area will be provisionally at the Buckie Harbour Office, 28B Commercial Road, Buckie, Moray, AB56 1UN. All media statements will be made by a Moray Council Press Officer

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

8. Clarifying Payment / Authorisation 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

BH

BH 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. BH 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:

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

NB: The Secretary of State or his Representative 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 for Transport (DfT) 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 (CCP);
- 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;

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. Moray Council have their own Emergency Plans for major emergencies, flooding and oil pollution.

Moray Council

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

- Sending an officer to the multi agency command post;
- Liaison with Buckie Harbour;
- 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;
- Specialist advice on building integrity;
- Specialist advice on environmental health matters;
- Co-ordinating the recovery phase, once the emergency is contained;
- Co-ordinating all local authority services within the area i.e. own services & town councils.

10. Essential Telephone Directory

	Telephone number	Mobile Number	Fax
Buckie Harbour	01542 831700		01542 834742
Harbour Master	01542 831700	07779 888599	
Emergency Services			
All Emergency Services	999		
Police Scotland	101		
Coastguard (24 hours)	01224 592334		
SEPA (24 Hours)	0800 807060		
Buckie RNLI	01542 831289		
Moray Council			
Emergency Planning	01343 563865	07775 591658	
Other			
North East Stevedores		07979 937095	
Macduff Shipyards	01261 832234	07540 752720	
Marine Scotland	01224 876544	07770 733423 (out of hours)	
SOSREP (via CG)			

11. Resources & Equipment Directory

11.1 Watercraft

'Pioneer' - Halmatic HN44 –13m designated pilot boat.

'Selkie' – Dredger c/w excavator and large hopper

RNLI: Buckie: Via Coastguard.

Additional tugs operating within the area maybe sourced through the Coastguard. See 'section 8 Salvage & Towage Experts' for other possible sources.

11.2 Fire fighting Capacity

Buckie Harbour boats have very limited fire fighting capabilities with only 'Selkie having fire pumps suitable to tackle anything out with the vessel.

11.3 Forklift Trucks

North East Scotland Stevedores have several forklifts including a 5 ton one and a telehandler.

Macduff Shipyards also have similar machinery

11.4 Cranes

Macduff Crane Hire have 9 cranes with a working capacity ranging from 40t to 160t. The company can be reached through Macduff Shipyards on 01261 832234 or out of hours on 07899 918531

11.5 Oil Pollution Equipment

Tier 1 resources : held by Buckie and Burghead Harbours

Tier 2 resources: Available through Council Tier 2 responder, Moray Council Coastal Pollution Arrangements refer

11.6 Pumps

Buckie Harbour
Fire Brigade
Coastguard
RNLI

11.7 Divers

Grampian Diving Services – 07831230447

11.8 Towage & Salvage Experts

Briggs Marine & Environmental Service – Towage/Salvage - 01592 872939

11.9 Marine Surveyors

Macduff Marine Surveyors – 01261 833825

12. Various Scenario Checklists

It is recognised 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 and structures (Quays, Piers) 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 BHEP telephone directory.
16. Arrange all required equipment. (Resources/equipment directory refers).

b) Collision or emergency involving vessels and structures (Quays, Piers) 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 BHEP 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.
5. Extinguish fire.
6. Apply necessary damage control: Pumps, heeling/trimming vessel, wedges etc.
7. Check for pollution and apply oil pollution contingency plan if necessary.
8. Check if dangerous cargo is onboard and act accordingly
9. Avoid vessel sinking in navigation channel.
10. Decide whether to: move vessel to shallow water / beach vessel / or secure vessel alongside berth, etc.
11. Inform all necessary personnel in BHEP telephone directory.
12. 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 BHEP 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 BHEP telephone directory.
10. Arrange all required equipment. (Resources/equipment directory refers.)

13. Exercises and Plan Updates

Exercises:

- Annually Internal alerting exercise or Incident.
- Bi-Annually An exercise or Incident deploying resources.
- As Required An exercise or incident involving other organizations.

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

Plan updates:

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