

**PORTLAND PORT LIMITED**

**EMERGENCY  
PLAN**

**AUG 2011**

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# **PORTLAND PORT EMERGENCY PLAN**

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## **SECTION 1: INTRODUCTION**

### **1.1 PURPOSE**

This Emergency Plan sets out the measures to be taken when dealing with incidents/emergencies arising within the Portland Port area.

### **1.2 IMPLEMENTATION**

The Plan may be implemented in whole or in part depending upon the nature and scale of the particular incident.

### **1.3 SCOPE**

While specifically written to satisfy the requirements of 'The Dangerous Substances in Harbour Areas Regulations 1987' the Plan provides a framework for dealing with other emergencies which may occur within Portland Port.

### **1.4 AMENDMENTS**

The Emergency Plan is a controlled document, it may be amended during the course of the year as circumstances and conditions change. Notification of any amendment will be issued in writing by Portland Port.

### **1.5 HAZARDS (HAZBOARD)**

The location and quantity of all hazardous material is to be listed on a portable board in the port workshop. This board is to be kept up to date by the Operations & Engineering Manager and used to brief on scene commanders in the event of an emergency.

## **SECTION 2: PARTICIPANTS**

The following authorities would participate in an incident to a greater or lesser extent. Their individual involvement would depend upon the nature of the incident and the services that are required.

PORTLAND HARBOUR AUTHORITY LIMITED

PORTLAND PORT LTD

DORSET POLICE

DORSET FIRE AND RESCUE SERVICE

DORSET AMBULANCE SERVICE

MARITIME & COASTGUARD AGENCY

ENVIRONMENT AGENCY

DORSET COUNTY COUNCIL (Emergency Planning)

W & P B. COUNCIL (Emergency Planning)

## **SECTION 3            AREAS OF RESPONSIBILITY**

### **3.1    INCIDENTS ON THE LAND AREA**

The responsibilities of Portland Port employees and their emergency roles are laid down in other sections of this plan.

This section outlines the roles which other authorities will assume.

### **3.2    FIRE AND RESCUE SERVICE**

The Senior Fire Officer present will assume responsibility for:

- i)     Effecting rescues
- ii)    Making safe any spillage or release of dangerous substances
- iii)   Extinguishing any fire.

### **3.3    POLICE**

3.3.1 The role of the Police is:

- i)     The co-ordination of the emergency services and other agencies involved
- ii)    Saving of lives
- iii)   Process of casualty information
- iv)    Identification of dead

3.3.2 On receipt of information, Police Officers would be dispatched to the scene and a Forward Control Point (FCP) would be established to liaise with the other emergency services.

3.3.3 A Portland Port manager should be available to act as liaison officer to the emergency services.

3.3.4 Depending on the nature of the incident the Police Incident Officer will work from either the FCP or an Incident Control Point established elsewhere such as at a Police Station.

#### **NOTES**

- i)     The handover of responsibility from the On-Scene Incident controller to the Emergency Services Incident Controller must be positive and clear, so that there is no confusion as to who is in control
- ii)    Responsibility for the disposal of any debris/chemical waste rests with Portland port when the incident is declared safe.



### **3.4 AMBULANCE SERVICE**

The Senior Ambulance Officer present will be responsible for the co-ordination of medical assistance and will set up the necessary communication links to local hospitals as the scale of the incident dictates.

### **3.5 INCIDENTS ON BOARD VESSELS ALONGSIDE BERTHS**

For vessels alongside the Portland Port berths the ship's Master, with the assistance and advice of the Senior Fire Officer present, has the responsibility for extinguishing any fire and for maintaining adequate stability of the vessel at all times and in particular, when water is pumped into the vessel to fight a fire.

### **3.6 INCIDENTS ON BOARD VESSELS NOT ALONGSIDE BERTHS**

For vessels at anchor, underway or aground within the Portland Harbour limits, the ship's Master remains responsible for dealing with any emergency that may arise. The Maritime & Coastguard Agency would be the lead service and would be responsible for the overall co-ordination of the incident. The Master must however keep Portland Harbour Radio regularly updated and liaise regularly with the Harbour Master as to the state of the emergency situation, as well as keeping the Coast Guard informed. The Senior Fire Officer may be able to render assistance with equipment.

### **3.7 VESSEL RESPONSIBILITIES**

The vessel's Master remains responsible for the overall safety of his vessel including the efficient use of any on board fire fighting systems and arrangements for dealing with the spillage or release of dangerous substances.

The Harbour master is responsible for the safety of Portland Port facilities and for regulating the movement of vessels, cargo and passengers. He has the final decision as to whether an 'Incident Vessel' should be moved and, in cases where the vessel's stability may be in jeopardy, whether fire fighting should cease to allow the vessel to be moved should port facilities be endangered.

**In effect these decisions will only be taken after joint consultation with the Senior Fire Officer and Ship's Master (or Officer in Command).**

### **3.8 Fire Fighting Afloat**

The port has a limited fire fighting capability from floating craft. The port tugs have fire monitors fitted and the port work boats are capable of carrying portable pumps and any other equipment out to vessels in the harbour.

## SECTION 4: INITIAL ACTION

4.1 ANY PERSON discovering (or suspecting) the following :-

**FIRE**  
**SPILLAGE**  
**LEAKAGE**  
**SUSPICIOUS PACKAGES**

**Will:**

1: **Raise the alarm** by :

Telephoning:-

a) **EMERGENCY SERVICES 999**

State all the services that are required

b) **Port Control Office** via 01305 824044 or VHF Ch 74

or any member of **Portland Port Staff**.

Give the following information :-

- Type of incident
- Location of the incident
- Details such as the identification number of the trailer/container involved, a description of any labels displayed, substance identification number, (UN number), quantity and packaging, etc.

2: Keep yourself and others clear and **upwind** of the incident.

3: Ensure that they or other persons **DO NOT** touch, taste or smell the substance.

4: Ensure that no person is smoking in the area.

If any person is overcome by fumes do not enter the immediate area to attempt a rescue: The Emergency Services will arrive properly equipped to enter a dangerous atmosphere.

## SECTION 5: IMPLEMENTING THE EMERGENCY PLAN

5.1 The person informed at 4.1.1 will ensure that :

- 1: The following are informed:
  - Duty Harbourmaster
  - Landside Services Manager/Harbourmaster
  - Port Control Office
- 2: A log of the incident is started.
- 3: The **Fire Service** and the **Police** are called and given as much information as possible.
- 4: The incident area is isolated and all personnel kept clear.
- 5: Arrangements are made to have the emergency Services directed to the upwind side of the incident by a safe and clear route.
- 6: The Emergency Services are met on arrival at the incident and given all relevant details of the emergency. Details and information concerning cargoes will be available from the Landside Services Manager.

## **SECTION 6            KEY PERSONNEL**

### **6.1    MAIN CONTROLLER**

- LANDSIDE SERVICES MANAGER / HARBOUR MASTER
- DEPUTY - DUTY HARBOURMASTER

#### **RESPONSIBILITIES**

The Main Controller will assess the scale of the incident and will activate the Emergency Plan if he considers it appropriate. He will also activate the Oil Spill Contingency Plan if he considers it necessary.

When the Emergency Plan is activated his principle duty is that of overall control of the incident.

### **6.2    ON-SCENE INCIDENT CONTROLLER**

- OPERATIONS AND ENGINEERING SERVICES MANAGER
- PORT OPERATOR / ADMINISTRATOR

#### **RESPONSIBILITIES**

- Take charge of the scene of the incident. When the emergency services arrive at the scene he must brief the Senior Fire Officer and the Senior Police Officer who will assume the role of emergency services' Incident Controller.

The briefing must include information concerning :-

- the type of incident
- the exact location
- whether any people are injured
- details of any substances involved
  
- Act as Port / Fire liaison Officer
  
- Keep Main Controller advised throughout emergency

### **6.3    OTHER PERSONNEL**

- Portland Port Ltd & Portland Harbour Ltd staff

#### **RESPONSIBILITIES**

To report to the On-Scene Incident Controller and to remain in close contact throughout the emergency.

Provide Operational support by allocating their resources to assist in dealing with the incident as required by Main Controller.

## **SECTION 7            ACTION BY PORTLAND PORT STAFF**

### **7.1    ANY MEMBER OF STAFF**

- 1)    Ensure that the fullest details are obtained, i.e. type of emergency, location and details such as trailer/container identification number, UN number, description of any labels, quantity of substances etc.
- 2)    Inform the Duty Harbour Master by telephone or any other means available.
- 3)    Record the time of the report.

### **7.2    DUTY HARBOUR MASTER**

- 1)    Check that the EMERGENCY SERVICES have been informed
- 2)    Obtain details of substance(s) from the 'current' Dangerous Substances files.
- 3)    Investigate the reported incident - being careful to approach from an upwind direction.
- 4)    If a dangerous substance is involved then the scale of the incident must be assessed and the decision taken as to whether the Emergency Plan is to be implemented.
- 5)    Commence report log using 'Emergency Report Form'

If any incident involves oil pollution then reference is to be made to the Portland Port Oil Spill Contingency Plan.

## **SECTION 8            ON-SCENE ACTION**

### **8.1    INCIDENT CONTROLLER**

The Landside Services Manager or Operation & Engineering Manager will assume the role of INCIDENT CONTROLLER and will, dependent upon the scale of the emergency, allocate such tasks to the TASK FORCE as are required including:

- 1) Continuation of 'first response' fire fighting / containment pending the arrival of the Emergency Services.
- 2) Ensuring clear access for the Emergency Services vehicles.
- 3) Establishing an 'Exclusion Zone' around the area of the incident.
- 4) The cessation, or acceleration, of vessel loading/discharge.
- 5) Marshalling of passengers, cars and freight.
- 6) Evacuation of Personnel.
- 7) Maintenance of Communications.
- 8) First Aid.
- 9) Making the Area Safe.
- 10) Removing trailers from the danger area - as required.
- 11) Advising adjoining premises of the 'incident'.
- 12) Standing by to slip vessels alongside.

## **SECTION 9            EMERGENCY CONTROL CENTRES**

### **9.1    LOCATION**

9.1.1 In the event of the Emergency Plan being implemented the initial Incident Control Centre would be PORT CONTROL.

9.1.2 The Port Control Office is equipped as follows:

Direct Telephone Lines

Internal Telephone Lines

Facsimile Machines

Port VHF (Internal) Radios

Port VHF (External) via Port Control Office

Various Plans and Charts of Area

9.1.3 The Emergency Control Centre will be re-located to the Main Incident Room in the **BRITANNIA PASSENGER TERMINAL** under the following circumstances:-

Port control becomes untenable

The severity of the incident increases

A Tier 2 oil spill is declared

Continued use of Port Control would affect port operations

9.1.4 The Britannia Passenger Terminal is equipped with the following:-

Numerous open plan rooms with tables and chairs

Direct Telephone lines

Port VHF (Internal) Radios

Port VHF (External) Radios

Various Plans and Charts of Area

## **SECTION 10            INCIDENT INVOLVING DANGEROUS SUBSTANCES**

**10.1** Where an untoward incident occurs during the operational handling of consignments of dangerous substances in the Port Area, such that risk of personal injury or risk to the safety of a vessel might be created, the person having control of the operation will stop that operation as soon as it is safe to do so and inform Portland Port.

**10.2** The Operation will not be resumed until:-

- i)        Corrective measures have been taken to make it safe.

and

- ii)      The Landside Services Manager / Harbour Master or a person having his delegated authority has authorised resumption.



## SECTION 11      INCIDENT ON BOARD A VESSEL ALONGSIDE

11.1 When **any** incident involving fire and/or dangerous substances occurs on a vessel alongside a berth then the Master or person for the time being in charge of the vessel will ensure that the alarm is raised ashore and Portland Port advised by one or more of the following means:-

- 1) Contact 'Portland Harbour Radio' - VHF 74
- 2) Direct to emergency services by outside line Tele No: 999 (if connected) - in which case the Port Control Office must also be informed.
- 3) Emergency signal; consisting of seven or more blasts followed by one long blast on the ship's whistle. (•••••••\_\_)

Relevant responsibilities when dealing with the incidents on vessels alongside are outlined in the Responsibilities Section of this plan.

## **SECTION 12        INCIDENTS INSIDE THE RESTRICTED AREA**

### **12.1 INTRODUCTION**

This covers incidents that occur only when the restricted area is in force. At all times, if any incident arises it is to be dealt with in accordance with the relevant section of this plan.

### **12.2 BOMB THREAT**

In the event of a bomb threat being received the aims are:-

- a. To clear the area safely
- b. To carry out a complete search of the area.

The priority is to clear all passengers and staff from the area under threat as quickly as possible. The procedure adopted will depend on the exact area under threat. The following is a guide to the evacuation areas to be used.

### **12.3 SHIP UNDER THREAT**

If a ship is under threat, all passengers are to remain in the terminal building. All processing of passengers is to cease and passengers are to be informed of the delay using the PA system. All PPL staff are to muster on the main car park as necessary. Security personnel are to ensure that the Restricted Zone is not compromised.

### **12.4 TERMINAL BUILDING UNDER THREAT**

If the terminal building comes under threat passengers and staff are to be completely cleared prior to starting a thorough search of the building. Passengers who are in the restricted area i.e.

EMBARKATION - searched and ticket issued  
DISEMBARKATION - awaiting customs clearance

are to be evacuated through the baggage hall into the roadway of the restricted area.

Passengers who are not in the restricted area i.e.

EMBARKATION - in waiting areas  
DISEMBARKATION - passed through customs

are to be evacuated onto the main car park.

As soon as passengers are clear of the building all PPL staff are to muster separately on the main car park.

## **12.5 SEARCHING**

When the above emergency action is completed the various authorities will decide the timing and extent of any search, drawings showing the positions of buildings within the Restricted Zone and rooms inside the passenger terminal building are to be made available at the control point.

## **12.6 FIRE**

If there is a fire alarm or any other fire emergency when the restricted zone is in force it is important to ensure access for the emergency services whilst maintaining the integrity of the restricted zone.

Specific action depends on the type and location of the emergency but action should be taken to remove passengers from the immediate area whilst maintaining security, therefore, in the event of a fire emergency, evacuation procedures are as above.

## **SECTION 13            DANGEROUS   SUBSTANCES   CLASSIFICATION**

Packaged Dangerous Substance of all classes as defined in the 'International Maritime Dangerous Goods Code':-

- CLASS 1** - Explosives (in limited quantities and direct delivery/collection)
- CLASS 2** - Gasses-compressed, liquefied or dissolved under pressure which may be flammable, non-flammable or poisonous (toxic)
- CLASS 3** - Flammable liquids
- CLASS 4** - Flammable solids: Substances liable to spontaneous combustion:  
Substances which emit flammable gasses when in contact with water
- CLASS 5** - Oxidizing Substances: Organic Peroxides
- CLASS 6** - Toxic (Poisonous) Substances: Infectious Substances
- CLASS 7** - Radioactive Substances (direct deliver / collection)
- CLASS 8** - Corrosives
- CLASS 9** - Substances or articles not covered under any of the above

Consignments of Hazardous Waste may also be encountered from time to time - these may consist of one or more of the classes outlined above.

## **SECTION 14        MODES OF CONVEYANCE / STORAGE**

### **14.1    CONVEYANCE**

Dangerous Substances can be expected to be in Portland Port area in the following types of vehicles

Articulated Vehicles

Unaccompanied Trailers

Rigid Vehicles

Road Tankers

Articulated vehicles and unaccompanied trailers may have their loads on flatbeds, in containers, tank containers or tilts.

### **14.2    STORAGE**

There is no provision for the long-term storage of dangerous substances in Portland Port with the exception of such dangerous substances that are required by Portland Ports Operations Department.

The Operations Department's dangerous goods store is located in the Inflamm Store, at the West End of the workshops adjacent to the heating fuel tank.

An up to date list of all substances held in this store will be kept by the Operations & Engineering Manager.

## SECTION 15 TELEPHONE NUMBERS

	<u>STD CODE</u>	<u>TELE</u>	<u>FAX</u>	<u>MOBILE</u>
Harbour Master	01305	824044	826143	07778 391557
Duty Harbour Master	01305	824044	826143	07778 391557
Landside Services Manager	01305	824044	861252	07786 514418
Operations & Eng Manager	01305	824044	861252	07876 490319
Security Manager	01305	826846		07990 898919
Main Gate (Security)	01305	825354	824092	07717 538830

The following services can be obtained by going through the Portland Port main switchboard during working hours or through the Main Gate after hours.

DCC Emergency Planning.....	07623 544346 (24 hrs)
MMO (Headquarters) (Oil Spill Response Line).....	0872 7851050
MMO (Poole).....	012025 677539
Environmental Agency (Day or Out of Hours).....	0845 8503518
Fire and Rescue Service.....	01305 251133
Health & Safety Executive	
Marine Coastguard Agency.....	01305 760439
Border Agency	
Marine Accident Investigation Branch	
Police HQ.....	01305 222222
Police Portland.....	01305 820052
Port Health Authority.....	01305 848432/838466
QinetiQ (Duty Room Grove Point).....	01305 826493
Weymouth & Portland Borough Council Emergency Planning.....	01305 838692
Oil and Water Ltd, Shaftsbury.....	01747 858561

**SECTION 16      PORT PLAN**

SECTION 17      FORMS

17.1

**EMERGENCY REPORT FORM**

Report number.....

**INFORMATION RECEIVED**

Date .....      Time .....

From .....

Phone	VHF	Verbal
-------	-----	--------

**DETAILS :-**

**NOTIFICATION :-**

**TIME**

HARBOUR MASTER	07778 391557
DUTY HARBOUR MASTER	07778 391557
LANDSIDE SERVICES MANAGER	07786 514418
OPERATIONS & ENGINEERING MANAGER	07876 490319
POLICE	01305 222222
FIRE AND RESCUE	999
AMBULANCE	999
HM COASTGUARD	01305 760439

REMARKS:





## **PORTLAND PORT**

## **EMERGENCY PLAN**

### **ANNEXES**

#### **DETAILS OF SPECIFIC HAZARDS**

- A. INFLAM STORE
- B. EXPLOSIVES
- C. PORTLAND PORT OFF-SITE REACTOR EMERGENCY PLAN  
(SEE [www.dorsetforyou.com/media.jsp?mediaid=146764&filetype=pdf](http://www.dorsetforyou.com/media.jsp?mediaid=146764&filetype=pdf))

**Portland Port Oil Spill Contingency Plan. (issued 10/8/2009)**

## **ANNEX A**

### **INFLAMMABLES STORE**

The inflam store is located at the West end of the Workshops, adjacent to the heating oil tanks. It contains all inflammable materials used in day to day operations - paints, white spirit, thinners etc.

The contents of the inflam store are to be listed on the hazboard and maintained by the Operations & Engineering Manager.

## **ANNEX B**

### **EXPLOSIVES**

#### **INTRODUCTION**

Portland Port has been granted a licence to handle a limited amount of explosive material.

Details of the licence are available from the port main administration building.

#### **EXPLOSIVE SECURITY OFFICER**

The Landside Services / Operations & Engineering Manager is responsible for the security of explosives whilst in or transiting through the port.

These duties are in accordance with the Dangerous Substances in Harbour Areas Regulations 1987 Part IX Para 37 and Portland Port Explosives License.

#### **Types of explosive incidents**

Explosive incidents in ports are likely to be in one of two categories - those where explosions could be initiated without warning, for example by dropping a load of explosives from a considerable height, and those where the explosives could be initiated by becoming involved in another incident, such as a fire.

If an explosion occurs without warning, there is little that can be done to prevent injuries from the event. Efforts should then concentrate on the safe rescue of casualties and to ensuring that the incident does not spread to other explosives, dangerous substances or property. The sudden nature of such incidents underlines the need to ensure that explosives are handled only in the areas designated in the explosives licence and that the number of people in such areas is kept to the minimum.

#### **The effects of an explosive incident**

The effects of an explosives incident will depend on the new explosive quantity and United Nations hazard division of the explosives involved. This latter information is included in the information that has to be given before explosives are brought into the port. The six hazard divisions of United Nations class 1 are:

Division 1.1 substances and articles which have a mass explosion hazard.

Division 1.2 substances and articles which have a projections hazard but not a mass explosion hazard.

Division 1.3 substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard.

Division 1.4 substances and articles which present no significant hazard.

Division 1.5 very insensitive substances which have a mass explosion hazard.

Division 1.6 extremely insensitive articles which do not have a mass explosion hazard.

Explosives in division 1.5 are relatively insensitive to many of the stimuli that could lead to accidental initiation of explosives in other hazard divisions. For emergency purposes, however, division 1.5 explosives should be treated as though they were division 1.1 explosives.

### **Divisions 1.1 and 1.5 Explosives**

The main hazard of division 1.1 and 1.5 explosives is a mass explosion affecting virtually the entire load almost instantaneously and the consequential blast. The blast effects reduce with distance. Apart from those very close to an explosion people are generally less vulnerable in the open away from structures which might collapse on them.

A guide to the minimum evacuation distances to offer protection from a mass explosion can be found in the schedule of the port explosives licence for the area concerned. Everyone in the open should be evacuated to at least the distance shown in the column headed 'distance to other explosives or persons in the open' for the maximum quantity of explosives liable to be present. People in buildings should be evacuated to at least the distance shown in the column headed 'distance to a passenger vessel'. As blast is usually accompanied by projections, such as fragments of vehicles, buildings or ships, assembly points for people evacuated from buildings should be on the far side of the building from any likely incident. The assembly point should not, however, be immediately outside the building because of the risk of flying glass and other debris.

It is emphasised that these are **absolute minimum** evacuation distances. If time allows evacuation should continue away from the site of the incident until people in the open are at least 400 metres from the site.

### **Division 1.2 Explosives**

The main hazard from division 1.2 explosives is projection of debris, e.g. parts of articles, whole articles and parts of packaging. The range of these projections is not necessarily dependant on the quantity of explosives. Incidents involving division 1.2 explosives are characterised by sporadic explosions of individual articles over a prolonged period which may last several hours. The best protection is shelter but it is essential that people stay well clear of windows. Again, people in the open should be evacuated to places at least 400 metres from the site of the incident.

### **Division 1.3 Explosives**

The main hazard from division 1.4 explosives is thermal radiation. The best protection against this is a combination of distance and shelter. If it is not possible to evacuate to a safe distance people should seek fire-resisting shelter rather than remain in the open.

### **Division 1.4 Explosives**

Division 1.4 explosives if initiated gives rise to a serious but localised fire. The normal emergency procedures for fires in the port should therefore be implemented.

## **Division 1.6 Explosives**

Division 1.6 explosives are most unlikely to be initiated or propagated accidentally. The main hazard from them is thermal radiation. For emergency procedure purposes they should be treated as division 1.3 explosives.

### **Access to Berths**

It is essential that adequate means of escape from explosives berths and access for emergency services are maintained at all times explosives are present.

While the most likely site of an incident will be at the explosives berth, an accident could occur to a vehicle or vessel going to or from the berth.

### **Emergency Information**

If an incident occurs, it is essential that the emergency services are informed of relevant hazards without delay and the emergency plan is activated rapidly.

The Operations & Engineering Manager must therefore notify the master of any explosives ship of the emergency arrangements at the berth as soon as practicable after the ship has berthed. The master must be given written details of how to call the emergency services. It is also necessary to ensure there is no scope for confusion due to language difficulties.

The Operations & Engineering Manager should ensure that information is immediately available to the emergency services on the identity, quantity and location of all explosives on a berth. Similar information should also be available on any other dangerous substances present on the berth.

## **ANNEX C**

### **OPERATIONAL BERTH (Z BERTH)**

#### **1. INTRODUCTION**

The Ministry of Defence (MOD) had decided that Z Berth facilities are required at Portland Port, the provision of Z Berth facilities indicates the intention to berth nuclear powered vessels (NPV) in the port.

#### **2. BERTH**

The berths selected for the provision of Operational Berth (Z Berth) facilities are the PBI berth at the end of the Inner Breakwater and the Deep Water Berth on Coaling Pier, these shall be the only approved berths for the berthing of these vessels in Portland.

#### **3. PLANS**

The MOD goes to great lengths to ensure that all that can be done to ensure the safety of such visits and to keep the local population informed is done. To this end three plans will cover such visits:

OPERATORS PLAN - This is originated by the Royal Navy and covers all actions to be taken in the event of an emergency by the crew of the submarine and by other specially trained MOD employees.

OFF SITE PLAN - This plan is originated by the Dorset County Council Emergency Planning Group and will deal with actions to be taken in the area outside of Portland Port / this includes the emergency services and the local population.

(see [www.dorsetforyou.com/media.jsp?mediaid=146764&filetype=pdf](http://www.dorsetforyou.com/media.jsp?mediaid=146764&filetype=pdf) - Portland Port Off-Site Reactor Emergency Plan)

PORTLAND PORT EMERGENCY PLAN (ANNEX C) - This plan is originated by Portland Port Limited and forms part of the Portland Port Emergency Plan. This forms an integral part of the port Emergency Plan and covers the actions to be taken inside the port in support of all other parties efforts and in support of the continuity of all other port operations.

The actions detailed in the main body of the Portland Port Emergency Plan are not affected by this Annex. In the event of any emergency inside the port actions in sections 4 and 5 of the Emergency Plan are always to be activated.

#### **4. NUCLEAR ACCIDENT CONTERMEASURE PLANNING ZONES**

In the unlikely event of a nuclear accident at an Operational Berth, the above plans will be instigated by the NPV itself (see; Part 2 para.24 - Communications and Alerting procedures Portland Port Off-site Reactor Emergency Plan)

The overall response to the emergency is dealt with in the above plans. From here on this Annex deals only with matters that directly affect the area inside Portland Port.

##### **a. The Exclusion Zone (EZ)**

An exclusion zone will be established at all times when a nuclear powered vessel is alongside, the Exclusion Zone is defined as the vessel itself.

The Royal Navy will be responsible for establishing the Exclusion Zone and managing the Health and Safety of all personnel (service and civilian) inside it.

##### **b. Exclusion Zone reception Centre (EZRC)**

A reception centre is provided for all those being evacuated from the EZ. The EZRC will be situated in the ground floor of the Britannia Passenger Terminal, it will be manned by trained personnel from The Royal Navy and a Royal Naval Officer will be in charge of the EZRC. The EZRC also forms the entry and exit point for all teams entering the EZ post incident.

The incident room on the top floor of the terminal building will be used as the Operational Command Centre. It will be manned by various MOD technical advisors together with emergency service liaison officers and the Portland Port Incident Officer.

##### **c. The Automatic Countermeasures Zone**

The Automatic Countermeasures Zone (ACMZ) is a circular zone radiating 500 metres from the NPV in all directions. During any visit of a Nuclear Powered Vessel all personnel entering the ACMZ but not proceeding to the EZ will be required to know what to do in the event of an alarm.

All personnel inside the ACMZ when an alarm is sounded are to evacuate to the EZRC and report to the Officer in Charge.



## **5. ACTIONS BY PORTLAND PORT PERSONNEL**

In the event of an incident during the visit of a NPV the alarm will be raised by any one of the following:

- a. The emergency klaxon of the NPV being sounded
- b. The alarm being raised via VHF channel 74
- c. Telephone call to the port office

The person taking the alarm call is to activate Section 4 of the Port Emergency Plan.

Once it is ascertained that the emergency involves a NPV the Operations Plan and the DCC Off Site Plan are to take priority, the following specific actions are required from Portland Port personnel.

The Harbourmaster or his appointed deputy is to assume the role of Portland Port Incident Officer and co-ordinate all PPL actions from the Terminal Building Incident Room

The Landside Services Manager is to supervise the placing of road blocks at the western end of the Inner Breakwater top and bottom roads to set up the boundary for the Automatic Countermeasures Zone (ACMZ).

The Senior Manager present is to supervise the evacuation of all personnel from inside the ACMZ to the terminal building and to restrict to an absolute minimum the number of personnel allowed into the zone.