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FCBC
Queensferry Crossing

DRAGADOS | AMERICAN BRIDGE INTERNATIONAL
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Project

FORTH REPLACEMENT CROSSING

Document title

MARINE INCIDENT RESPONSE PLAN

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03	19/02/16	Updates to sections 7.1.3, 7.1.5, 9.1.2, 9.1.3, 11.1.2, 11.1.4 and table 2	MRN	SWR	CGR
02	01/07/14	Update to reflect current management (Table 2 and Sections 1.1.2, 9.1.2, 10.1.1, 10.1.5 and 10).	SSN	LSN	LSN
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C O N T E N T S

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1 INTRODUCTION AND SCOPE

1.1.1 This plan sets out the controls and arrangements that will be implemented to ensure that site works comply with statutory requirements and good practice with regard to preventing pollution and nuisance from environmental incidents and accidents. This plan is relevant to works in the marine environment and any spill or potential spill of polluting materials into the Firth of Forth. The Land Based Incident Response Plan covers spillages to land.

1.1.2 This plan has been prepared in line with the following Pollution Prevention Guidelines and reports:

- SEPA PPG 18: Managing fire water and major spillages;
- SEPA PPG21: Pollution Incident Response Planning;
- SEPA PPG 22: Incident Response – dealing with spills;
- SEPA PPG 26: Safe Storage – drums and intermediate bulk containers.; and
- Forth Ports Limited (2011) oil spill contingency plan “Clearwater Forth”.

1.1.3 This plan covers all construction operations within the principal contract construction site(s) area. It also includes the following key locations:

- FCBC facilities at Rosyth Docks;
- Mobile operations from vessels operating within the Forth estuary and port area; and
- Operations occurring within intertidal areas.

1.1.4 All construction activities will be undertaken in accordance with an approved Method Statement, which will provide additional task-specific and location-specific controls to augment those identified in this Incident Response Plan where applicable.

2 CONTACTS

2.1.1 For each out of hour's works activity FCBC will nominate a Person in Charge (PiC) identified in method statements who can be contacted on a dedicated number. The PiC will receive detailed training on the control and reporting steps set out in this management plan. Following an incident, any affected 3rd parties will be contacted by the Community Relations Team to ensure they are informed of the incident and any steps taken to correct and remediate the situation, and whether protective measures have been effective.

2.1.2 FCBC will maintain a drawing and flier in each office and compound detailing the address, directions and contact numbers for all emergency services. This will be checked every 6 months, or updated as necessary.

2.1.3 The FCBC out of hours contact numbers have been circulated to the regulatory authorities. The public hotline number is 0800 078 6910 and can be contacted 24/7 by members of the public should any concern arise regarding the works.

3 DEFINITIONS

3.1.1 **Near Miss:** An unplanned event (such as a spillage) which has the potential to cause pollution but due to location or quick response does not result in pollution/contamination /nuisance.

3.1.2 **Tier 1-Minor Incident**: An event which is likely to cause, or has caused, pollution or harm to either water resources or ground, or involves abnormal emissions to air, or physical impact to ecosystems, that can be controlled and any emissions dealt with within one hour of the incident occurring locally by the person in charge without having to call on assistance internally or externally. This includes breaches of consent, permit or licence conditions.

3.1.3 **Tier 1-Medium Incident**: An event which is likely to cause, or has caused, pollution or harm to either water resources or ground, or involves abnormal emissions to air, or physical impact to ecosystems, that can be controlled and any emissions dealt with within one hour of the incident occurring locally with assistance from internal spill responders. This includes breaches of consent, permit or licence conditions.

3.1.4 **Tier 2- Major Incident:** An incident where an emergency situation arises, a legal breach is identified or enforcement action is served by a regulator, or there has been a major system failure.

3.1.5 **Tier 3 - Major Incident:** A large spill, requiring a national response and resources.

3.1.6 **'Incident'**: Also defined by the Controlled Activity Regulations (CAR) licence as:

- any accident which has had or could have an adverse impact on the water environment; or
- any malfunction, breakdown or failure of plant or techniques which has had or could have an adverse impact on the water environment; or
- any event, such as *force majeure* or action taken to save human life or limb, which results, or is likely to result, in a breach of any condition of this licence.

3.1.7 **Emergency:** A major incident where the effects of the event cannot be controlled (e.g. blowout from cement silos, breakout from processes involving bentonite, major spillages of hazardous substances).

3.1.8 **Blowout:** Any malfunction or breakdown which results in abnormal emissions to the air which are likely to have an effect on the local community, and which require the local enforcing authority to be notified (note- Blowouts are covered in the Dust and Air Quality Management Plan).

3.1.9 **Line Managers:** A Line Manager is the most senior member of staff present at the location of the incident. The Line Manager may be the: Project Manager, Area Manager, Construction Manager, Agent, Supervisor or Team Leader, Section Engineer, Site Engineer or Senior Foreman.

3.1.10 **Enforcing Authority:** This may be any statutory authority such as SEPA (water and land), Local Authority (air, nuisance) and SNH (flora and fauna), Marine Scotland or Forth Ports.

4 RELEVANT LEGISLATION

- Environmental Liability (Scotland) Regulations 2009.
- Environmental Protection Act 1990.
- Water Environment (Controlled Activities) (Scotland) Regulations 2011.
- Water Environment (Oil Storage) (Scotland) Regulations 2006.
- Pollution Prevention and Control (Scotland) Regulations 2000

5 RESPONSIBILITIES

5.1.1 All site personnel: All site operatives are responsible for identifying and reporting any incidents and where appropriate implementing controls – see Figure 1 and Tables A1 – A4.

5.1.2 Line Managers are responsible for ensuring that appropriate controls, remedial procedures and reporting requirements are implemented when an incident is identified – See Figure 1. Line Managers are also responsible for providing briefing of this method statement to staff and operatives.

5.1.3 The Environmental Manager will assess the effectiveness of the response procedure to identify any areas where improvement is required to comply with the requirements of the CoCP. The Environmental Manager will be informed of all incidents.

5.1.4 Forth Ports have, as part of the "Clearwater Forth" spillage response plan, a spill response contractor (Briggs) that will be utilised if there is an incident that cannot be controlled by FCBC (see Figure 1).

5.1.5 The Marine Liaison Officer will be responsible for contacting and liaising with Forth Ports in case of an emergency.

6 MATERIALS

6.1.1 The primary materials on site which could lead to a potential marine incident are shown in Table 2.

Table 2 – Material and potentially polluting materials kept on site.

Material	Volume	Location
Fuel	40000l	Marine Yard
	50000l internally bunded tank on multicat	Marine
Cement	6 X 150t cement silos	Batching Plant

Concrete	6 x 12^3 concrete mixers (x 1 barge)	Marine
Paints/solvents	Various small containers	Throughout marine locations, barges and Rosyth port.
Fuels/oil	Various small containers	Throughout marine locations, barges and Rosyth port.

6.1.2 A fuel store is located in the Port of Rosyth and is currently refuelled by road tankers. Details of permanent fuel storage are provided in the Surface Water Management Plan. Vessels are refuelled both whilst at their berths in the port and whilst within the estuary. Bunkering operations are undertaken in accordance with the Forth Ports Bunkering Procedure (Forth Ports Limited, 2013).

6.1.3 As many of FCBC's operations are marine focused and take place around the clock, fuelling operations may be required during hours of darkness, particularly in the winter months. A 'Fuel Transfer Procedure' (PR-MAR-006 as available on the Project Management Plan) has therefore been established, and approved, by the Port Authority to permit the delivery of marine diesel fuel from the FCBC Bunker Station to FCBC vessels during the hours of darkness. This procedure stipulates additional precautions in addition to those in the Forth Ports Bunkering Procedure (2013). It should be noted that only fuel delivery from the FCBC bunker station at R-Berth (south) is approved under this procedure.

7 SPILLAGES OF CONCRETE INTO THE ESTUARY

7.1.1 Spillages of concrete in the Forth Estuary must be reported and controlled immediately. Any spillage to the Estuary, or to areas which may potentially lead to contamination of the Estuary, should be immediately reported to the Line Manager and Environmental Manager.

7.1.2 Concreting operations in the estuary will last for a significant period of time for all marine foundations, towers and piers. The control of concrete will be similar for each location.

7.1.3 In most instances, concrete in marine areas will be pumped from the barge to situ via concrete boom and concrete lines. Concrete lines will be run over ramps and on hard standing with sideboards to prevent any migration of spilt concrete into the estuary. In the unlikely event that the Air Cuff squeeze bag (a device for controlling the flow of concrete,

see figure 2) fails, there is the potential for a minor amount of concrete to spill totalling no more than 0.4m^3. In the unlikely event that a concrete boom breaks there is the potential for a minor amount of concrete to spill totalling no more than 2-3m^3. Due to layout and concrete logistics the likelihood of an unintended discharge into the estuary is small.

7.1.4 There will be a distance of approximately 4-6m where the boom will be directly over water, with the rest of the boom over either the barge or the caisson/cofferdam. Any concrete spilt into the barge or caisson/cofferdam is controlled and will not escape to the water environment. Further details regarding concrete logistics will be produced and reported in method statements prior to foundations works beginning.

7.1.5 In the event of an Air Cuff squeeze bag failure, there will be a small amount of concrete lost between the movement of the hose to the nearest skip (which is located on the concrete barge). Concrete will then be controlled by pouring into the skip until the remaining amount is discharged out of the concrete lines (**figure 3**). In addition, a spare Air Cuff squeeze bag will be kept on the concrete barge for a direct replacement if a failure occurs. Mitigation measures that are in place to reduce the risk of this type of incident occurring are found in sections 9 and 11.

7.1.6 Any spilt concrete on the barge will be washed into a sump tank on board the barge which will be transported back to shore. It will be allowed to settle with the water circulated through a pH correction unit and oil interceptor. The effluent will then be disposed of appropriately either via the public sewer (with a Form H consent) or tankered offsite.

7.1.7 Concrete mixers on the barge will be washed with water with the resulting effluent being collected via a sealed tank on the barge. This effluent will then be pumped back onto land (with the same controls listed above) and then transported back to the batching plant. All effluent will then be re-circulated though the batching plant ensuring no waste is produced.

8 SPILL KIT PROVISIONS

8.1.1 Locations of spill kits will vary as works progress in each location, and as such it is not appropriate to include plans showing spill kits. As a minimum the following locations and activities will have spillage control systems:

- Marine Stores / main site compounds
- With each refuelling vessel
- On site at works near to surface waters and drains (e.g. Firth of Forth, Linn Mill Burn, Port Edgar).
- Where works have a risk of pollution
- In areas where any spillage could affect nearby residential properties.
- On each barge in the Marine Environment.

8.1.2 In all situations account will be taken of the risks at the work location to determine what level of spill kit provision is required. Spill kits will be restocked to appropriate levels after use.

9 MONITORING

9.1.1 The investigation and the processes to instigate corrective measures are set out in Section 10 and Figure 1.

9.1.2 All works areas will be subject to routine inspections to ensure spillage controls are in place and the construction teams fully comprehend the relevant controls. The adequacy of spillage controls will be part of weekly site inspections. Daily inspections of the Air Cuff squeeze bag (figure 2) will be undertaken and included within the ten minute briefing sheet. The 10 minute briefing is given to all site staff and is based on the day's activities and risk. It is discussed with the team working within that area and agrees activities with their supervisor. It is signed by all staff and visitors to that area prior to starting activities or visiting.

9.1.3 During each concrete pour there will be continued visual monitoring of the Air Cuff squeeze bag with immediate action taken if any faults or defects arise during the pour.

10 INCIDENT REPORTING

10.1.1 Where the incident is controllable (Tier 1) and the Environmental Manager or delegate believes no intervention is required from any third party/enforcing authority, then controls should be implemented, the incident cleaned up/resolved and a note made in the site diary and an incident response form completed and passed to the environmental team within 24 hours. All incidents will be reported to the Employer's Delivery Team including the Insurance Advisor. The Insurance Advisor will report all Tier 1 incidents to the Insurers on notification. All Tier 2 incidents should be reported to the Insurance Advisor as soon as practicably possible for notification to the project insurers immediately.

10.1.2 A near miss should be reported in the same manner as a minor incident. The project insurers do not need to be notified of near miss incidents.

10.1.3 Where an incident cannot be managed using on-site resources (Tier 2), or where a Tier 1 incident escalates to a Tier 2 incident, assistance should be immediately requested from the relevant enforcement authority as listed within this Plan (Figure 1). The most senior Line Manager present on site should report the incident. The insurers provide a consultancy resource in the event that this is required in the event of an incident. Whilst there is no obligation to use the insurer consultancy resource, they can be utilised at any time. Contact will be made via the Insurance Advisor.

10.1.4 In the event that external assistance is required or an incident is considered difficult to control (e.g. cannot be cleaned up within one hour of occurring) a non-conformance

report should be raised by a Line Manager setting out the following data:

- Time of incident
- Date of incident
- Location of incident
- Incident details (including type)
- Nearby environmental receptors (e.g. river, burn, houses, ecology)
- Root cause of the incident
- Person reporting the incident
- Third parties / enforcing authority contacted
- Remediation measures taken and any preventative actions to be employed.

10.1.5 For activities where a CAR licence has been obtained, reporting of incidents should follow the requirements set out in the licence. Where a controlled activity is carried under General Binding Rules), SEPA should be furnished with the particulars of the incident as soon as practicable.

10.1.6 The FCBC Environmental Manager must ensure any Tier 1- Medium or Tier 2 incidents as detailed by this plan are reported to the FCBC Partners and Employers Delivery Team including the Insurance Advisor, as soon as practicable and within two hours of the incident occurring. Tier 1 Minor Incidents shall be reported to the EDT including the Insurance Advisor within 48 hours of the incident occurring. In addition, all incidents must be recorded in the Contractor's Monthly Report to the EDT which will be provided to the Insurers for information.

10.1.7 The FCBC Environmental Manager will also report to the following as appropriate (further details are set out in Figures 1:

- FCBC Project Director
- Health & Safety Manager
- Enforcing Authority (SEPA/Marine Scotland/SNH)
- EDT
- Security

10.1.8 On receipt of the information regarding the incident the FCBC partners may instigate a process of investigation to evaluate the immediate causes, root causes, third parties informed and remedial actions undertaken.

10.1.9 Incidents will also follow the notification and management procedures of the 'Clearwater Forth' incident response plan. This will include the reporting and response of marine pollution incidents in accordance with the requirements of Forth Ports.

11 TRAINING AND COMMUNICATION

11.1.1 The contents of this plan will be tested via practical means, i.e. mock spillage response and include all elements of this plan. This mock test will be carried out periodically and will be used to determine the effectiveness of the plan.

11.1.2 All site operatives and line managers will receive training on the requirements of this plan to include the use of the spill kits and incident reporting as appropriate. This training will be used to inform the effectiveness of this plan and highlight any shortfalls that it may have. Records of this training shall be kept on site in accordance with FRC Training Procedures.

11.1.3 Copies of Figures 1 & 2 and Tables A1, A2, A3 and A4 will be posted in all marine site offices and marine welfare facilities to help ensure all staff have access to emergency numbers. Contact details of the Environment Team and Foremen will also be added to the spill kits.

11.1.4 Additional environmental awareness and spill kit training has recently been undertaken and site staff made aware of the new mitigation with respect to the air cuff squeeze bag that has been put in place. In addition site teams involved in each concrete pour will be made aware within the ten minute brief of the location of the nearest skip in the event of any failure prior to any works commencing.

Figure 1 – Incident Response Plan – Marine

ENVIRONMENTAL INCIDENT RESPONSE

STOP – CONTROL – NOTIFY
IF IN DOUBT ASK!

↓

STOP WORK IMMEDIATELY
in or around the affected area

↓

REVIEW INCIDENT – WEAR CORRECT PPE
Gloves, mask, eye protection, footwear etc.

↓

CONTROL THE INCIDENT
to protect: Residents, Watercourses, drains, soakaways

↓

INFORM YOUR LINE MANAGER IMMEDIATELY
(or any Foreman, Line Manager or FCBC Environmental Manager)

Provide the following details:
- Type, time and location of incident
- Materials involved
- Sensitive receptors
- Controls implemented

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Source: Figure 1 of Marine Spillage Response Plan (REP-00127-02)

[FM-ENV-115(0)]

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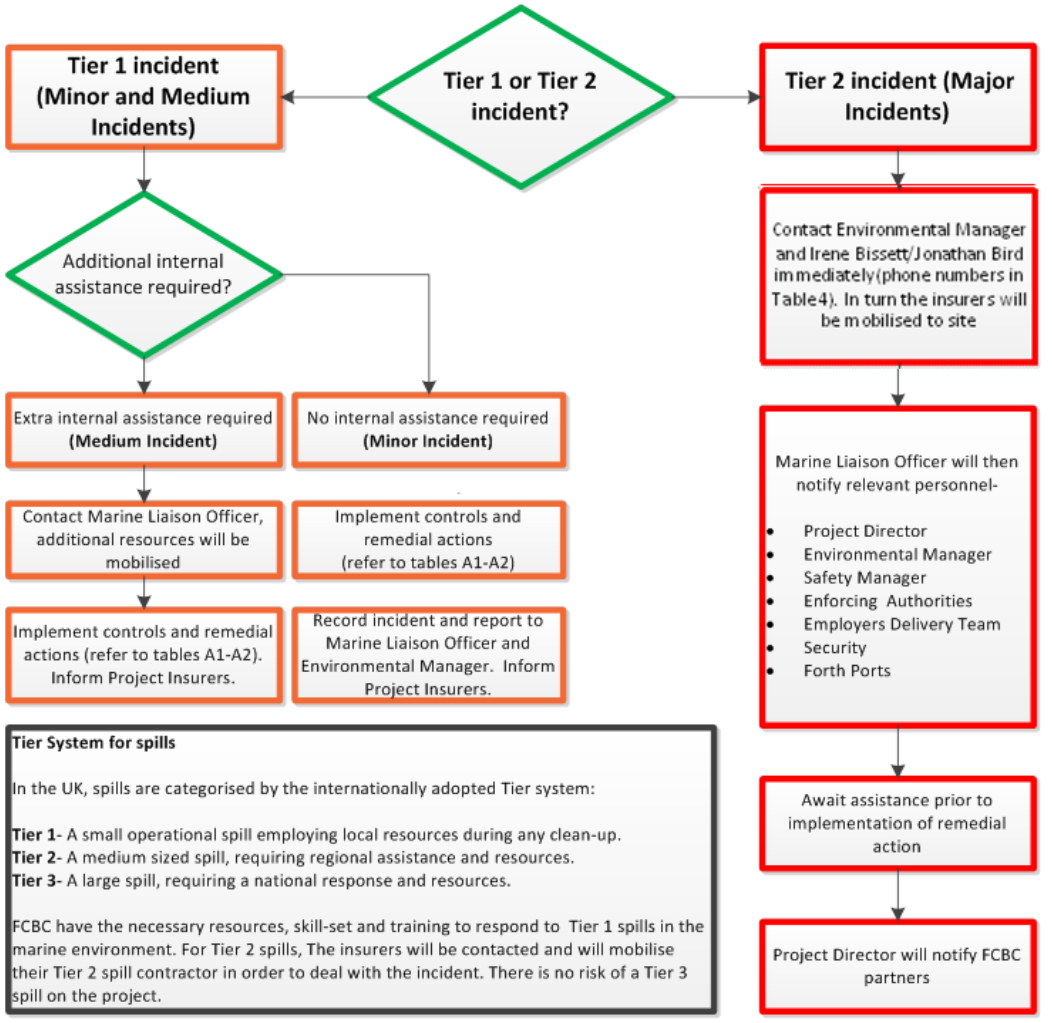
ENVIRONMENTAL INCIDENT RESPONSE



Source: Figure 2 of Marine Spillage Response Plan (REP-00127-02)

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CONTROLS TO CONTAIN SPILLS ON LAND ADJACENT TO THE ESTUARY

Step	Controls	Absorbent Materials
1.	**Health and safety controls** • **Identify** type of substance and apply COSHH controls • Wear appropriate **PPE** • **Extinguish** items with potential to ignite spillage	
2.	**Identify sensitive areas and protect** • Place a **barrier** of sand or suitable inert material around sensitive areas (surface waters, interceptors, landscape and ecological receptors and site drains etc.) to protect from spillage	Sand or inert material Plug rug
3.	**Contain spillage by bunds** • Spillage onto sloping land - develop **bund**, of sufficient size and length to contact whole flow, across path • Small spillages on gentle slopes— **contain** using barriers made of absorbent material, located at the stores • Spillage on moderate slopes— develop an **earth bund** by excavator, dozer or manual tools. If time permits, establish a plastic lining across the containment area to stop ground penetration	Booms or sand Absorbent granules Available material and plastic sheeting
4.	**Treat source of pollution** • Identify source of pollution and **apply controls** to stop release of polluting material • **Turn off** leaking valves, **seal holes** in containers etc	
5.	**Demarcate affected area and apply absorbants** • Once contained **demarcate** the area • Place **absorbent** material (available from the stores) over the surface of the affected area. • Once the surface oils have been 'mopped up', **remove** absorbent material in bags or by a sealed device and place within the appropriate **hazardous waste** receptacle / skip.	*Oil Based* - Treated Granules, Oil absorbent rolls and Sand *Chemicals /Paint /solvent*— Chemical Pads and Sand *Sewage*— Sand and Concrete
6.	**Review substrate for contamination** • Environmental Manager to ensure that the soil below the affected area is thoroughly **inspected** for signs of contamination, e.g. changes in appearance, odour and consistency. • **Soil testing** to be undertaken f there is any doubt about whether any residual contaminants remain. • If contaminated then **remove** the substrate material to an appropriate area pending disposal and/or treatment, in liaison with the Environmental Manager. • Environmental manager to **inform** any relevant stakeholders and any affected property owners	

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Source: Adapted from Table A1 of Marine Spillage Response Plan (REP-00127-02)

[FM-ENV-115(0)]

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CONTROLS TO CONTAIN SPILLS TO RIVERS & STREAMS

Any spillage to surface water resources, or to areas which may potentially lead to contamination of the water resources, should be **immediately reported** to your Line Manager.

Steps	Controls	Absorbent Materials
1.	**Health and safety controls** • **Identify** type of substance and apply COSHH controls • Wear appropriate **PPE** • **Extinguish** items with potential to ignite spillage	
2.	**Protect the water resource** • Develop **bunds** on the banks or place absorbent material along ditch banks to **prevent/restrict** flow of pollutants to water resource	Oil Absorbent Booms Sand and Soil
3.	**Contain spillage** • If the spillage occurs to a stream or ditch< 2.5 m wide, **dam** the affected stretch using sand bags. If sand bags are unavailable, use local material covered by a plastic sheet to create an impermeable dam. • If ditch capacity is limited and water is flowing into the ditch (e.g. if raining) then, provided the pollutant floats, install drainage pipe at base of the dam to allow unaffected water to flow—*only to be used if the capacity of the ditch is likely to be exceeded before pollutant is cleared up.* • If the width of the stream is >2.5m, i.e. close to the mouth of Linn Mill Burn, treat as per spillage to Forth Estuary.	Sand Bags or local inert material.
4.	**Control floating materials** • Establish **booms** immediately downstream of the affected area • Apply pads or rolls and sweep the booms over the surface of the affected area to **remove** any chemicals. • Continue until the chemical is completely removed.	Booms Oils – white absorbent pads Chemical – black pads
5.	**Control sinking materials** • Apply procedures 1 to 3 • Immediately **contact** the Environmental Manager. • Ensure all possible controls limiting the volume of sinking materials entering the water resource have been implemented.	
6.	**Remove any barriers or booms** • Once all the contaminants are removed from the surface of the water resource, booms and dams should be **removed** • **reinstate** bed and banks to the former quality. • Dispose of as **hazardous** waste.	

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Source: Adapted from Table A2 of Land-based Incident Response Plan (REP-00056-04)

[FM-ENV-115(0)]

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CONTROLS TO CONTAIN SPILLS TO THE FORTH ESTUARY

Spillages of oil, paint and solvent in the Forth Estuary must be reported and controlled immediately. Any spillage to the Estuary, or to areas which may potentially lead to contamination of the Estuary, should be immediately reported to your Line Manager and Environmental Manager.

Steps	Controls
1.	**Health and safety controls** • **Identify** type of substance and apply COSHH controls • Wear appropriate **PPE** • **Extinguish** items with potential to ignite spillage
2.	**Protect the estuary** • **Stop** the operation immediately • Create **bunds** with sand, booms or absorbent granules around the spill • Deploy **absorbent mats** on the spill to reduce the amount entering the Estuary. **STOP THE SOURCE OF THE POLLUTION**
3.	**Report the spill** • Once the source of the spill has been controlled **report** the incident to Forth Ports, via the Marine Liaison Officer.
4.	**Cleaning up the spill** • If feasible, use **booms** to control the spread of the oil, paint or solvent on the water—tidal speed and wave action will disperse the material very quickly • Repeat as necessary to **contain** and **remove** the spilled material • **clean** up the spill area using further absorbent granules, sand or emulsifier ensuring no further oil is hosed off into the water
5.	**Remove spill kit materials** • Once all the contaminants have been removed from the surface of the water, the booms and dams should be **removed** • Dispose of as **hazardous** waste into the correct containers

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Source: Adapted from Table A3 of Marine Spillage Response Plan (REP-00127-02)

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[FM-ENV-115(0)]

SPILLAGE OF CONCRETE TO THE ESTUARY

Steps	Controls
1.	**Controls** • Concrete to be transported from the batching plant via mixer trucks onto a barge. The transport of concrete via barge must be covered by a **method statement** • Concrete to be pumped from barge to situ via a concrete boom/lines over ramps with sideboards/ hardstanding areas to ensure **no direct route** for migration of concrete into estuary • **Bund** to be provided around edge of barge to prevent migration of spillages in event of incident.
2.	**Control the spill** • **Stop** operation immediately (if there are H&S issues associated with stopping immediately then the operation is to be stopped as soon as practicable). • Cease concrete production immediately when safe to do so. • Ensure that spill is **bunded** within the vessel & not discharged to the estuary • Vessel to return to dock for appropriate treatment of material, unless in-situ method agreed with the Environmental Manager.
3.	**Report the spill** • Once the source of the spill has been controlled, **report** the incident to the Environmental Manager who will in turn contact SEPA, Marine Scotland and the EDT.
4.	**Cleaning up the spill** • SEPA, SNH, Marine Scotland and the EDT will be consulted regarding remedial measures • In shallow waters (<3m) at low tide, it may be possible to remove the concrete once hardened. • Ability to remove concrete effectively from the bed at greater depths will be limited.

RELEASE OF SEDIMENT/GROUT ARISINGS TO ESTUARY

Steps	Controls
1.	**Controls** • Environmental impact of sediment plumes has been assessed for certain activities and modelled for dredging operations • Jet grouting—grout **collection system** in place. Includes a casing, collection skip and split barge. Arisings to be disposed of at a marine disposal ground (in agreement with Marine Scotland). Small volumes of arisings will be lost into estuary during jetting of each column when casings removed—no more that a few meters per column.
2.	**Control the spill** • Direct backflow into caisson if possible • Cease grouting at the end of the column • Ensure remedies are in place and arising collection system is in full working order
3.	**Report the spill** • Once the source of the spill has been controlled **report** the incident to the Environmental Manager who will in turn contact the EDT.

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Source: Adapted from Tables A4 and A5 of Marine Spillage Response Plan (REP-00127-02)

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[FM-ENV-115(0)]

Figure 2 – Air Cuff squeeze bag

Figure 3 – Skips in place for controlled discharge

REFERENCES

Environmental Liability (Scotland) Regulations 2009

Environmental Protection Act 1990

Forth Ports Limited (2011) oil spill contingency plan “ClearwaterForth”

Forth Ports Limited (2013) Bunkering Procedures River Forth and Tay.

Fuel Transfer Procedure (PR-MAR-006) (2013)

Maritime and Coastguard Agency (2006) National Contingency Plan from Marine Pollution from Shopping and Offshore Installations

Pollution Prevention and Control (Scotland) Regulations 2000 as amended

SEPA PPG 18: Managing fire water and major spillages;

SEPA PPG21: Pollution Incident Response Planning;

PPG 26: Safe Storage – drums and intermediate bulk containers.

Water Environment (Controlled Activities) (Scotland) Regulations 2011

Water Environment (Oil Storage) (Scotland) Regulations 2006