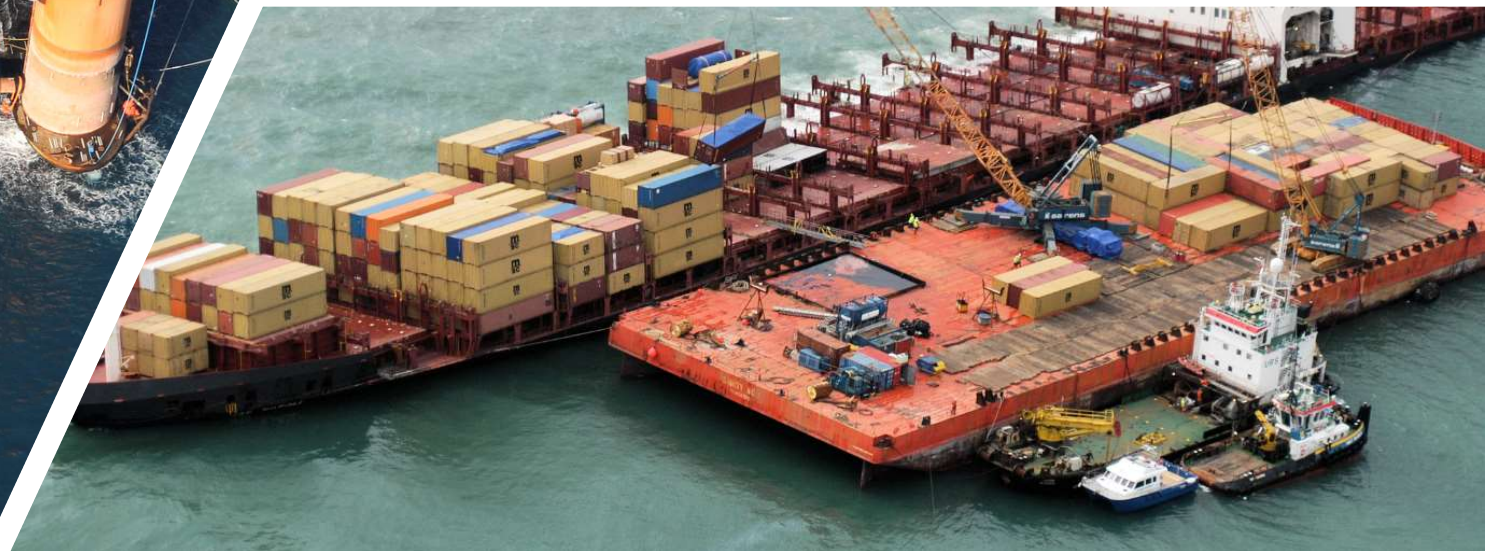


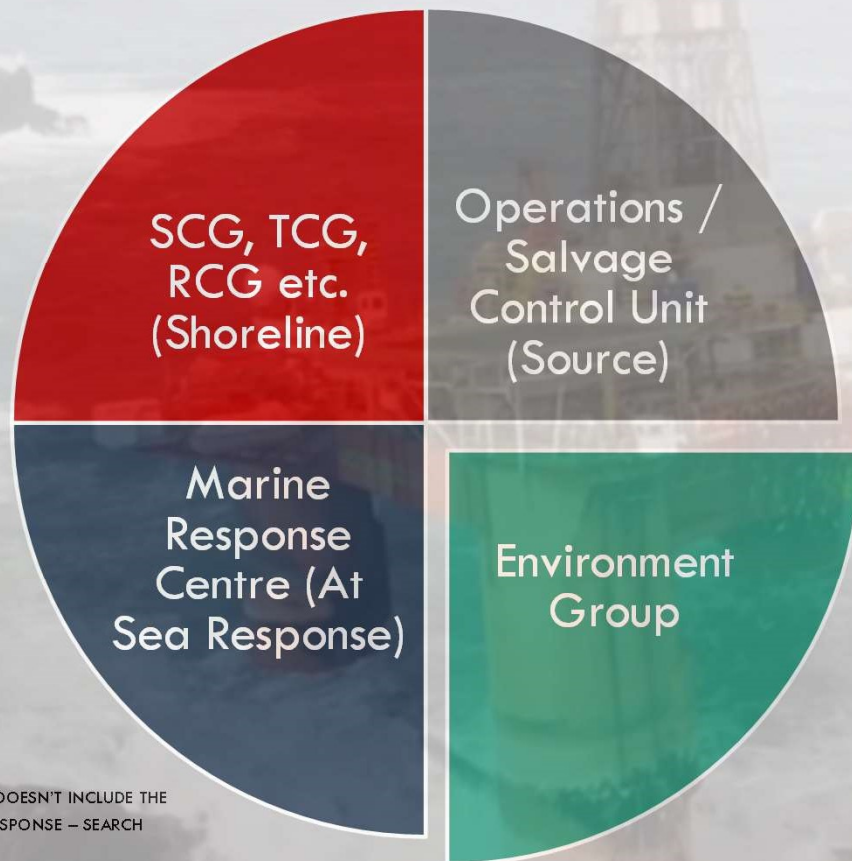
UK SOSREP

Responding to marine pollution and
salvage Incidents

Lisa M^cAuliffe



National Contingency Plan



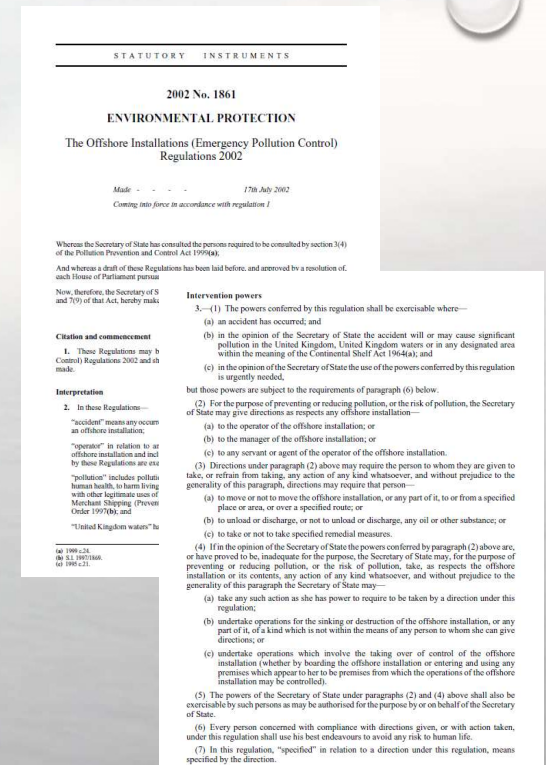
The National Contingency Plan
A Strategic Overview for Responses
to Marine Pollution from Shipping
and Offshore Installations

Version: September 2014

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THIS PRESENTATION DOESN'T INCLUDE THE
FOURTH AREA OF A RESPONSE – SEARCH
AND RESCUE.

Working across government departments and key response organisations, the SOSREP strives to educate and understand the many different agencies and organisations involved in maritime incident management and the challenges we all face during an incident.



Incident Response

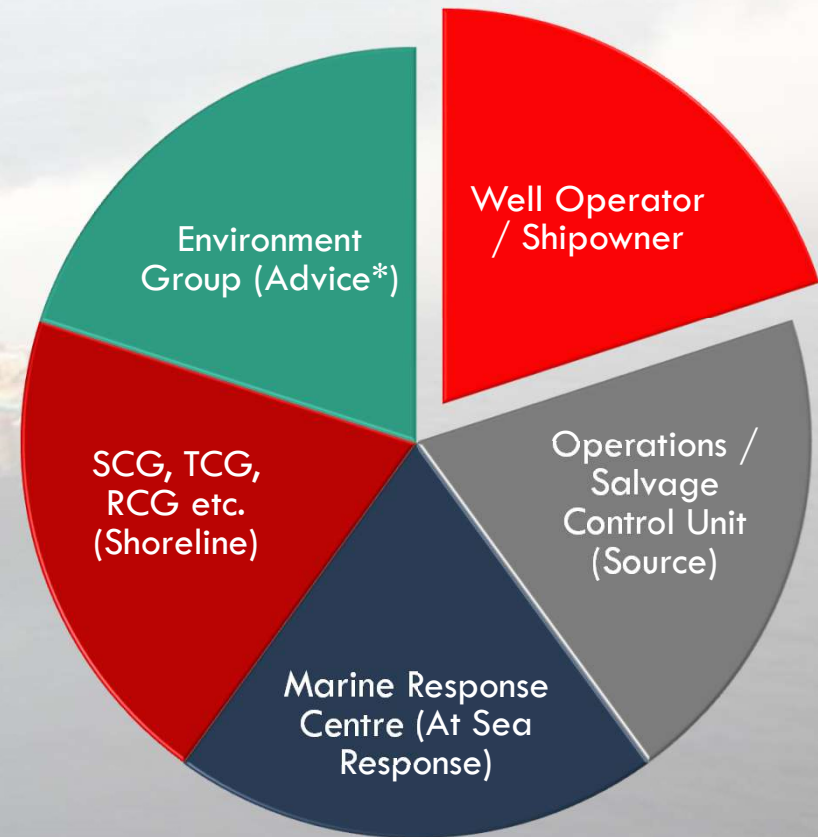
When notified of an incident by OPRED / MCA, the SOSREP acts independently of both departments (DfT / BEIS), to ensure the response being conducted is done so in the overriding public interest.

Most incidents require remote monitoring however for significant incidents, the SOSREP may decide to mobilise to the scene to monitor more closely and / or to assume control. Forums commonly known as Operations / Salvage Control Units may be mobilised to support such large scale incidents.

During large scale incidents, the SOSREP may bring together the heads of each national cell, enabling all involved to have a better and wider understanding of the collective response.

Summary

Co-operation and collaboration is essential to a successful response and is only achieved through good communication and a full understanding of the roles and responsibilities of those involved.



The background of the slide features a faded, high-angle photograph of an offshore oil drilling platform situated in the ocean. The platform's complex structure, including its derrick and various deck levels, is visible. The water around the rig is a light blue-grey. Overlaid on this background are numerous realistic water droplets of varying sizes, some with prominent highlights and shadows, giving the impression of a wet surface or a misty atmosphere.

THANK YOU