

SOLENT AND SOUTHAMPTON WATER

MARINE EMERGENCY PLAN

SHORT TITLE

‘SOLFIRE’



QUEEN'S HARBOUR MASTER
SEMAPHORE TOWER
HM NAVAL BASE
PORTSMOUTH



AREA OPERATIONS MANAGER (SAR) SOUTH OF ENGLAND
MCA
SPRING PLACE
105 COMMERCIAL ROAD
SOUTHAMPTON
SO15 1RG



HARBOUR MASTER
ASSOCIATED BRITISH PORTS
OCEAN GATE
ATLANTIC WAY
SOUTHAMPTON

Issue: August 2009

SOLFIRE PLAN

Copy No:

CONTROLLED LIST OF PLAN HOLDERS

Copy	Name	Organisation
Master Control Document		Associated British Ports, Port of Southampton
1	Harbour Master	ABP Ocean Gate
2	Deputy Harbour Master	ABP VTS
3	Assistant Harbour Master	ABP VTS
4	Duty VTS Officer	ABP VTS
5	Senior Marine Officer	ABP VTS
6	Marine Response Room	ABP VTS
7	Marine Officer (Patrol)	ABP VTS
8	Marine Officer (Berthing)	ABP VTS
9	Communications Manager	ABP London
10	Head of Port Operations and Safety	ABP Ocean Gate
11	Operations Manager	Braemar Howells
12	Principal Counter Pollution & Salvage Officer	MCA , Spring Place, Southampton
13	SOSREP	MCA , Spring Place, Southampton
14	District Officer, MRCC Solent	HM Coastguard, Lee-on-Solent
15	Environmental Protection Manager	Environment Agency, Winchester
16	Team Leader, Consultancy	Oil Spill Response Limited, Northam
17	Marine Terminal Manager	Esso Petroleum Limited, Fawley
18	Marine Superintendent	BP Oil UK Limited, Hamble
19	Pilots' Lounge	ABP VTS
20	Emergency Planning Officer	Hampshire County Council, Winchester
21	Coastal Officer	Natural England, Lyndhurst
22	Emergency Planning Officer	Sea Mounting Centre Marchwood
23	Civil Contingencies Unit	Portsmouth City Council
24	Manager	Williams Shipping
25	Manager	Itchen Marine
26	Marine Manager	Red Funnel Ferries
27	Manager	DEFRA

Copy	Name	Organisation
28	Emergency Planning Officer	Hampshire Constabulary
29	Emergency Planning Officer	Southampton City Council
30	Emergency Planning Officer	New Forest District Council
31	Emergency Planning Officer	Eastleigh Borough Council
32	Emergency Planning Officer	Fareham Borough Council
33	Harbour Master	Hamble River Harbour Authority
34	Harbour Master	Cowes Harbour Commissioners
35 a-e	QHM	Dockyard Port of Portsmouth
36	Emergency Planning Officer	Isle of Wight County Council
37		
38	Port Manager - Operations	Svitzer Towage
39	Harbour Master	Portsmouth Commercial Port
40	Harbour Master	Langstone Harbour
41	Harbour Master	Chichester Harbour
42	Director & General Manger	Bembridge Harbour Improvements Co
43	Harbour Master	Yarmouth Harbour, Isle of Wight
44	Harbour Master	Lymington Harbour
45	Manager	John H Whitaker (Tankers) Ltd, Southampton
46	Contingency Planning Officer	South Central Ambulance Service Trust
47	Emergency Planning Officer	Hampshire Fire & Rescue Service
48	Harbour Master	Beaulieu
49	Marine Superintendent	Wightlink
50		
51	General Manager	Brittany Ferries, Portsmouth
51a	Duty Operations Manager	Brittany Ferries, Portsmouth
52	Manager	White Horse Ferries

53	Manager	Inchcape Shipping Ltd, Southampton
54	Manager	Denholm Shipping Services Ltd
55	Manager	Fred Olsen Agencies
56	Manager	Cemex UK Marine Ltd
57	Manager	Gosport Ferry Company
58	Manager	Wainwright Bros & Co Ltd
59	Safety Manager	Dubai Ports World (Southampton)
60	Manager	John Good & Sons (Shipping) Limited
61	Manager	Carnival Line Limited
62	Manager	OOCL (UK) Ltd
63		
64		
65	Manager	Solent Towage
66	Manager	White Line Cruises
67	Manager	Geest Line
68	Manager	Cory Brothers Shipping Limited
69	Harbour Master	Newport, Isle of Wight
70	Manager	NYK Line Europe Ltd
71	Manager	Graypen Ltd
72	Emergency Planning Officer	Havant Borough Council
73	Manager	Wallenius Wilhelmsen Lines UK
74		
75	Area Ops Manager (SAR)	MCA, Spring Place
76	Regional Counter Pollution and Salvage Officer	MCA Thames, East Terrace, Walton on Naze, Essex CO14 8PY
77	Emergency Planning Officer	Gosport Borough Council
78	Operations Manager	Hover Travel Ltd

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THE GEOGRAPHICAL LIMITS OF SOLFIRE AREAS

The SOLFIRE Plan is divided into three command areas: (See Fig 1 - page ix)

*** Solfire West****ABP, Southampton**

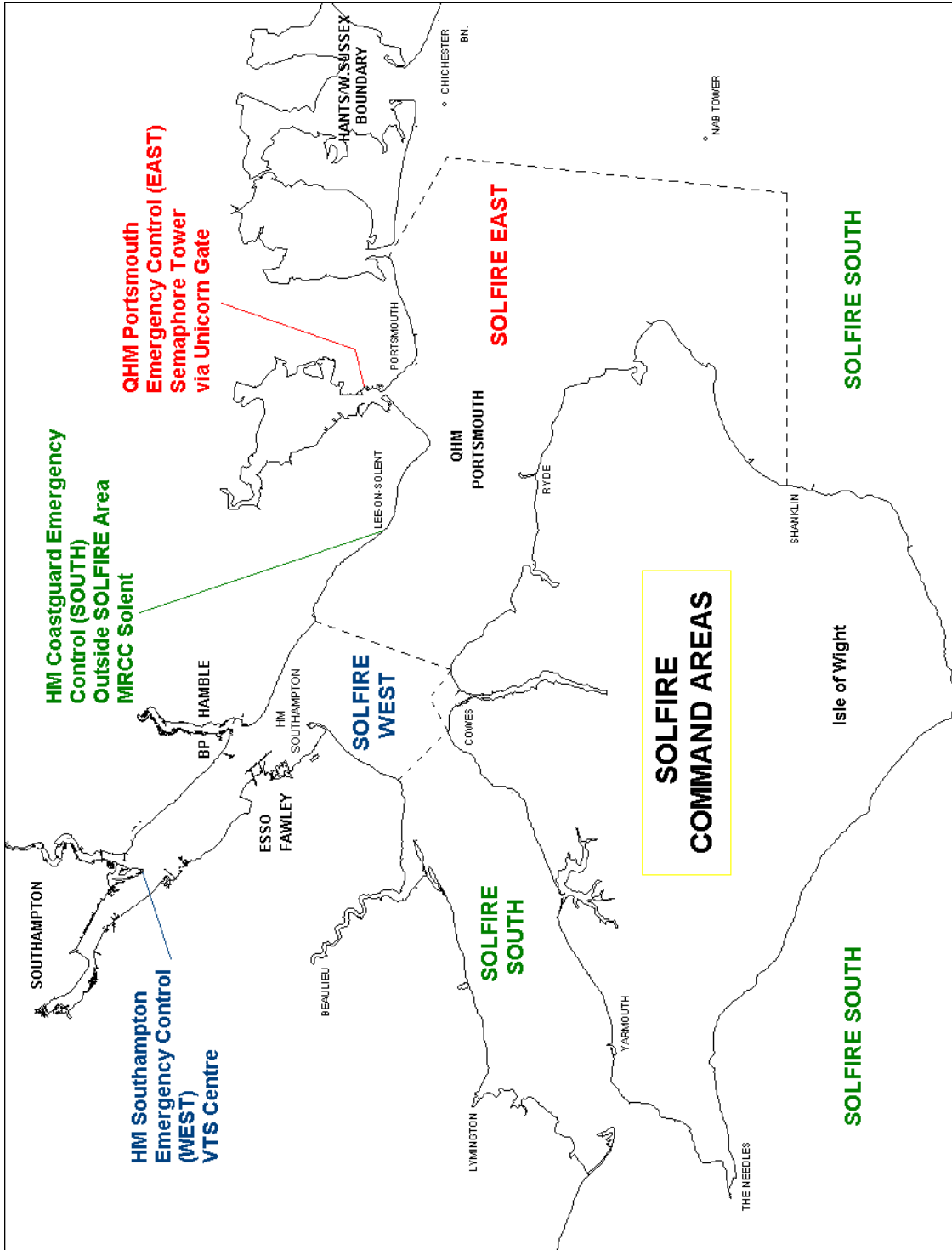
The SOLFIRE West area is ABP Southampton's Statutory Harbour Authority Area and lies inside a line joining Stansore Point to Egypt Point (Isle of Wight) to the Prince Consort Buoy to Old Castle Point, to Hillhead and all the waters in the Rivers Itchen and Test.

*** Solfire East****QHM, Portsmouth**

The SOLFIRE East area is QHM Portsmouth's Statutory Harbour Authority Area and lies inside a line joining Old Castle Point (Isle of Wight) to Hillhead in the West and a line joining Eastney Point to latitude 50° 45.95N longitude 00° 58.37W, latitude 50° 58.20N longitude 01° 00.00W to latitude 50° 38.2N and longitude 01° 10.05W. (Sandown Bay, Isle of Wight) in the East.

*** Solfire South**

The SOLFIRE South area includes all the waters within the MRCC Solent co-ordination areas outside of the SOLFIRE West and East areas.



SECTION 1 INTRODUCTION

1.1 INTRODUCTION

SOLFIRE is a contingency plan developed to deal with any marine emergency or non-routine incident occurring within the Dockyard Port of Portsmouth, the Port of Southampton and the wider Solent Coastguard co-ordination area. This area will be known throughout this document as the SOLFIRE command area.

For the purposes of this plan "marine emergency or non routine incident" includes all forms of marine related security, counter terrorist and environmental emergencies, involving vessels underway or at anchor in the SOLFIRE command area.

This emergency plan has been produced jointly by the Harbour Authorities of Southampton and Portsmouth, in consultation and agreement with Maritime and Coastguard Agency (South of England) other emergency services and relevant local authorities. It has been updated to take into account The National Maritime Contingency Plan, Civil Contingencies Act 2004, changes to the Home Office crisis management model, and changed responsibilities for fire fighting at sea.

1.2 OBJECTIVE

This plan is intended to provide the command, control and communications structure to draw together and co-ordinate adequate resources to deal with any marine emergency occurring within the SOLFIRE Command Area.

(See Command Area Plan Fig 1 Page ix)

It is to be supplemented by other contingency and action plans held by the emergency services, local authorities, commercial facilities and marine related companies, which will be activated as necessary. (See Annex 5)

1.3 RESPONSIBILITY

Nothing in this plan shall relieve any person or organisation from any statutory obligation or responsibility.

1.4 RISK ASSESSMENT

The SOLFIRE Command area includes two of the UK's largest ports and busy shipping lanes to the south of the Isle of Wight. Together with a large sailing community and regular ferry crossings between the mainland and the Island this makes for a large number of vessel movements each day.

The Hampshire & Isle of Wight Local Resilience Forum Community Risk Register identifies a number of maritime risks which could potentially result in the initiation of the SOLFIRE Plan. These categories are:

H15 - Maritime Pollution

HL8 & HL34 - Fire, Flood, Stranding or Collision involving a passenger vessel

H42 - Rapid Accidental Sinking of a Passenger Vessel

HL4 - Major Pollution of Controlled Waters

HL30 - Maritime Accident or deliberate blockade resulting in blockage of access

Additionally there is a range of credible threats to vessels alongside and underway within the SOLFIRE Command Area. Broadly, the vessels may either be the target of an attack or hijack, or could be being used as a weapon, or a platform from which to launch an attack.

1.5 GRADED RESPONSE

The response provided by SOLFIRE will be graded according to defined classifications of marine emergency or incident.

The initial response will be graded primarily by the level of resources required to deal with the incident and by its probable impact on land-based authorities. The incident may be upgraded/downgraded at any time by the Initiating Authority as advised by the emergency services as is deemed appropriate or as the circumstances dictate.

1.6 CLASSIFICATION OF MARINE EMERGENCY

Class A SOLFIRE An incident that can be dealt with by the Initiating Authority using resources readily available and with little or no impact on land based authorities.

Class B SOLFIRE An incident that can be dealt with by the resources readily available but where the Initiating Authority needs some assistance from one or more land based emergency services. **No significant impact is anticipated on other land-based authorities but they should consider themselves alerted.**

Class C SOLFIRE An incident where there is expected to be a significant impact on land-based authorities and where a multi agency tactical level of co-ordination is considered necessary and elements of the National Maritime Contingency Plan may be activated.

Class D SOLFIRE A major incident requiring the full resources of the SOLFIRE Plan and a co-ordinated response from both the initiating authorities and land-based agencies with an activation of the National Maritime Contingency Plan.

1.7 INITIATING AUTHORITIES

- * HARBOUR MASTER SOUTHAMPTON
- * QUEEN'S HARBOUR MASTER PORTSMOUTH
- * MRCC SOLENT

In most circumstances the Initiating Authority will be defined by the geographical location of the emergency or incident (See Command Area Plan Fig 1 Pages ix).

NB Each Initiating Authority has a 24-hour operations room linked by direct communications.

1.8 ACTIVATION

In the event of a marine emergency or non-routine incident occurring the Initiating Authority, represented by their Duty Officer, will activate SOLFIRE by giving an initial classification and initiating the activation, notification and callout procedure described in Section 2.

1.9 PRIORITIES

When SOLFIRE is activated the priorities are:

- i) Saving of Life
- ii) Minimising risk to the environment
- iii) Safety of Navigation

1.10 DEALING WITH THE MEDIA

A major maritime incident or 'disaster' will attract the attention of the media. The response from local media is likely to be immediate and, depending on the scale and nature of the incident, it may also attract the attention of national and international media. The requirements of the media are immediate and sustained. The sheer numbers that may arrive at the scene within a very short time can exacerbate the problem of satisfying the media's requirements.

In these circumstances, arrangements outlined in the Hampshire and Isle of Wight LRF Media Plan will be activated for dissemination of information.

In order to minimise the risk of issuing conflicting or misleading information to the media, and bearing in mind the necessity for fast but accurate information and that Press Officers are likely to be co-located, all agencies should inform the agreed initial lead agency Press Officer (normally from the Initiating Authority) before giving verbal statements to the media and to restrict comments to matters concerning the agency that they represent.

It is important that individual organisations liaise closely before issuing press releases or arranging press conferences to ensure a consistent and factual line.

Contact details for the PR officers of individual organisations are listed in Annex 2.

SECTION 2 ACTIVATION, NOTIFICATION AND CALLOUT

2.1 ACTIVATION

SOLFIRE East, West or South will be activated by the appropriate Initiating Authority and will be graded in accordance with the response classification defined in Section 1.6.

2.2 NOTIFICATION AND CALL OUT

(i) SOLFIRE - All Categories

When possible, an early notification of a developing incident will be passed by direct line.

However, once activated, the standard Incident Message below will be issued by the Initiating Authority and passed by direct line. Where possible, this initial verbal message will be followed and confirmed by a facsimile hard copy.

AA SOLFIRE (EAST/WEST/SOUTH) DECLARED
BB CLASS (A/B/C/D)
CC LOCAL TIME
DD SOLFIRE MARINE RESPONSE CENTRE (SILVER)
EE NATURE AND LOCATION OF INCIDENT
FF VESSEL(S) INVOLVED
GG KNOWN CASUALTIES
HH POLLUTION

(ii) SOLFIRE - Class B/C/D

On receipt of the Incident Message, Solent Coastguard will initiate the SOLFIRE Notification Cascade (Fig 2) to put other agencies on alert.

The initial alert will be by telephone.

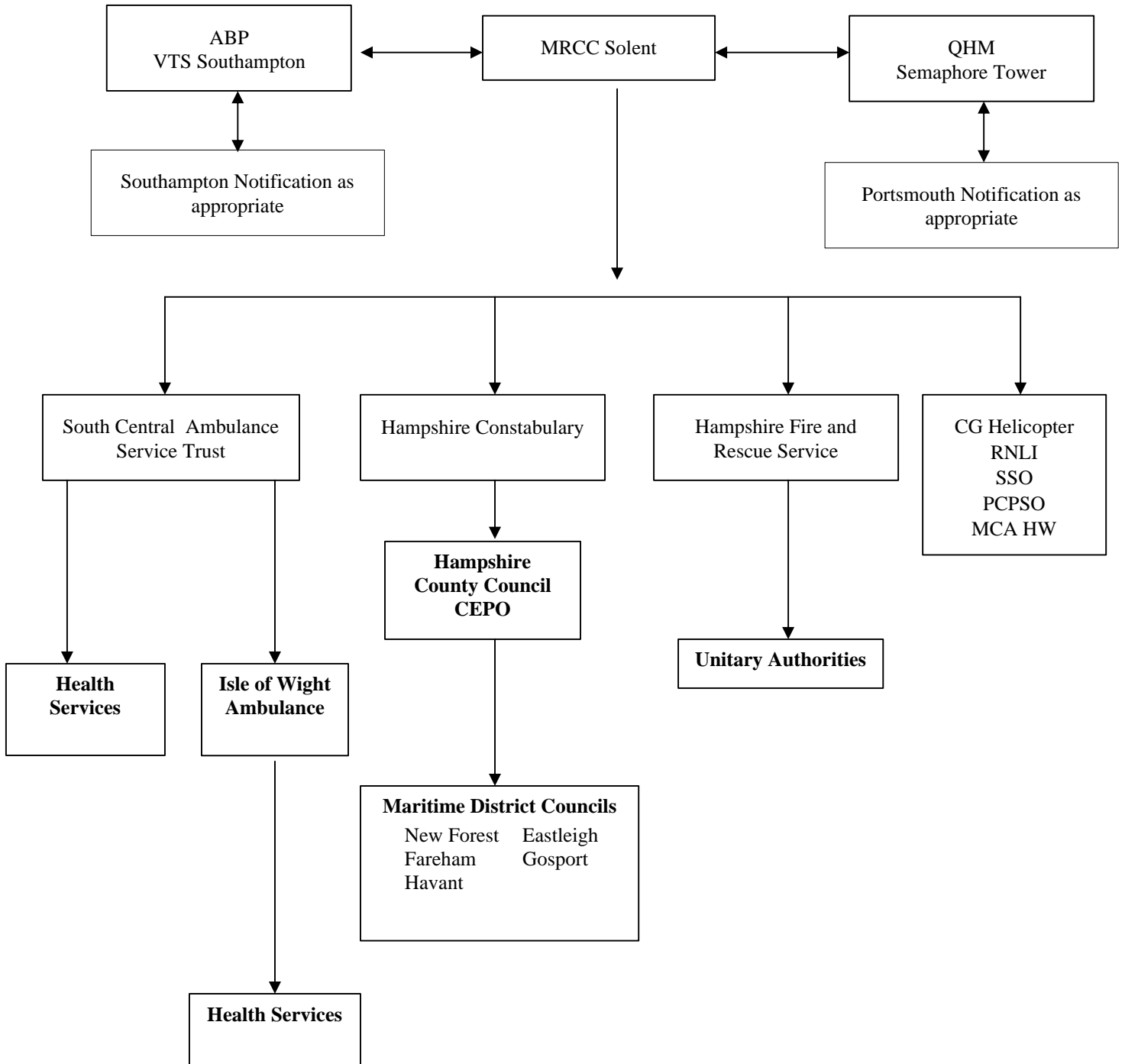
“SOLFIRE (East/West/South) Class (B/C/D) has been declared.

Fax details have been sent to you, if they have not arrived in 10 minutes you should contact me.”

SOLFIRE NOTIFICATION CASCADE

Class A SOLFIRE – Alert only other SOLFIRE participants

Class B SOLFIRE - for alert of agencies only unless otherwise advised



2.3 MARINE RESPONSE CENTRES

One or more of the following organisations **may**, as appropriate, be requested to send Liaison Officers to the MRCC (SILVER).

- * MRCC Solent
- * QHM Portsmouth
- * HM Southampton
- * Shipping Company
- * Terminal Operator
- * Salvage Company
- * P&I Club
- * Local Authorities
- * Hampshire Fire & Rescue Service
- * South Central Ambulance Service Trust
- * Hampshire Constabulary
- * Hampshire County Council
- * Isle of Wight Council
- * Portsmouth City Council
- * Southampton City Council
- * SOSREP

Other Agencies may be requested to attend as considered necessary.

2.4 SOLFIRE CLASS C or D - STRATEGIC (GOLD) LEVEL CO-ORDINATION

When a decision is made to establish the Strategic Level the following Agencies will be requested to send an appropriate decision maker with whatever staff they require to the 'Strategic Co-ordination Centre':

- * Hampshire Constabulary
- * Hampshire Fire & Rescue Service
- * South Central Ambulance Service Trust
- * ABP Southampton
- * Naval Base Commander Portsmouth
- * Maritime and Coastguard Agency
- * Local Authorities

Other Agencies will be requested to send representatives as necessary

SECTION 3 ROLES AND RESPONSIBILITIES

3.1 INTRODUCTION

This is a brief summary of the roles and responsibilities of the major organisations likely to be involved in the response to a marine emergency in the SOLFIRE Area.

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.

3.2 THE MARITIME AND COASTGUARD AGENCY

The Maritime and Coastguard Agency (MCA) is an executive agency of the Department for Transport (DfT). It is the objective of the Agency to minimise loss of life amongst seafarers and coastal users, minimise the risk of pollution of the marine environment from ships and where pollution occurs minimise the impact caused. Actions may include:

HM Coastguard (Maritime Rescue Co-ordination Centre (MRCC) Solent)

- a) Obtaining and evaluating all relevant information from appropriate sources;
- b) Initiating distress and urgency broadcasts as necessary.
- c) Alerting and tasking of appropriate SAR resources.
- d) Determining search areas, formulating search plans and tasking resources effectively.
- e) Where appropriate, appointing an On Scene Co-ordinator (OSC) etc, to exercise local co-ordination at the scene of SAR operations.
- f) Co-ordinating the action of all SAR units involved.
- g) Deciding, after consideration of all the available information, that there is no longer any probability of survival of any missing person, and that SAR action can be terminated.

Secretary of State's Representative for Marine Salvage and Intervention (SOSREP)

- a) Co-ordinate response to at sea salvage and pollution incidents outside of the Harbour Authority Areas.
- b) Monitoring salvage and pollution incidents inside the Harbour Authority Area and giving support where necessary.
- c) Providing support to the relevant Marine Response Centre (MRC), and Shore Response Centres (SRC) where necessary and setting up the Salvage Control Units (SCU).
- d) Exercising the Secretary of States' Powers of Intervention as and when appropriate.

3.3 HARBOURS

Statutory Harbour Masters in the SOLFIRE Area have a responsibility for the safety of navigation within their defined areas of jurisdiction. They have conservancy and regulatory functions with specific powers to regulate the control and movement of all vessels. The Harbour Masters have powers to give directions to particular ships on particular occasions. They also have the power to lay down general rules for the movement of shipping prescribed in local Harbour Bye-laws and Notices.

They exercise their functions having regard to the environment.

This plan is supplemented by contingency plans held by Harbour Authorities other than Portsmouth or Southampton, whose jurisdictions lie within the SOLFIRE Area.

(See Annex 5).

3.4 FIRE AND RESCUE SERVICE

The primary areas of responsibility in relation to major incidents afloat may be summarised as:

- (i) The saving of life in conjunction with other emergency services.
- (ii) Rescue of trapped casualties
- (iii) Preventing further escalation of the incident by tackling fires, dealing with released chemicals and other hazardous materials.
- (iv) Information gathering and hazard assessment to give advice to the Forward Control Co-ordinator.
- (v) The safety of all personnel involved in the hazard area or inner cordon if this is in operation.
- (vi) Assisting the Police with the recovery of the deceased.
- (vii) Forming part of a Fire Investigation Team.
- (viii) Providing the correct level of staffing to support the Command and Control structure detailed in the SOLFIRE Plan.

When requested Hampshire Fire and Rescue Service will respond to incidents afloat utilising sea and air transport sourced and approved by the MCA.

3.5 POLICE SERVICE

The primary areas of Police responsibility in relation to major incidents may be summarised as follows:

- i) The saving of life in conjunction with other emergency services.

- ii) The co-ordination of the emergency services and other subsidiary organisations.
- iii) The protection and preservation of the scene.
- iv) The investigation of the incident in conjunction with other investigative bodies where applicable.
- v) The collation and dissemination of casualty information.
- vi) Identification of victims on behalf of the Coroner, who is the principal investigator when fatalities are involved.
- vii) The co-ordination of the response to the media.
- vii) The restoration of normality at the earliest opportunity.

Whatever the legal and professional responsibilities of other parties who will play a crucial part in the management of a major incident, experience indicates that none of them will be effective unless there is order. Control and co-ordination are necessary preconditions to enable the contribution of all organisations to be effective and to avoid competing and confusing interests.

In the case of a marine emergency the primary responsibilities at sea, for saving life and on-site co-ordination, are the duty of HM Coastguard and other organisations as set out in this plan. However significant marine emergencies will have consequences for services on land for which an integrated response will be required. Where that is necessary the police will coordinate the response through a senior police officer deployed to the relevant MRC.

Should the nature of the incident be such that a Strategic (GOLD) level of co-ordination and planning be considered necessary the police will provide facilities for all necessary agencies at "Strategic Co-ordination Centre" usually at Netley. The decision on activating that facility will be the responsibility of the Police in consultation with the other emergency services and with due consideration to the proximity, cause and impact of the incident.

3.6 AMBULANCE SERVICE

The Ambulance Service has a statutory obligation in the management of National Health Service resources at the scene of a Major Incident. It is principally geared to the immediate medical needs of those directly or indirectly associated with the Incident and their subsequent transportation to receiving and support hospitals (E/L (96) 79 Guidelines and subsequent enactments). The Ambulance Service will alert hospitals as necessary to "Major Incidents Standby/Declared" to enable hospitals plans to be activated.

It is accepted that the overall control and co-ordination at the scene of a Major Incident will normally be undertaken by the Police. In the event of a Marine Emergency, the on-site co-ordination of the emergency services and other organisations will be the duty of HM Coastguard when safety of life is involved and other organisations as outlined in the SOLFIRE Plan. Areas of Ambulance Service responsibility include:

- i) To provide a focal point at the Incident and/or SOLFIRE Emergency Control for

ALL NHS/Medical resources.

- ii) The saving of life in conjunction with other emergency services.
- iii) The treatment and care of the injured either directly or in liaison with medical personnel.
- iv) Either directly or in liaison with medical personnel, determine the priority evacuation needs of those injured. (Triage).
- v) Determining and advising the receiving and support hospitals of a Major Incident Alert, to prepare for the receipt of those injured.
- vi) Arranging and ensuring the most appropriate means of transporting those injured to the receiving or support hospitals.
- vii) Ensuring that adequate medical manpower and support equipment resources are made available. The Ambulance Service is responsible for calling out Mobile Medical Teams.
- viii) The provision of communication facilities for the National Health Service resources involved.
- ix) The restoration to normality at the earliest opportunity.

3.7 LOCAL AUTHORITIES

Local Authorities comprise Unitary, County and District councils. However, a co-ordinated response will be implemented by the affected authorities.

Tasks will be:

- * To support the emergency services.
- * To respond to any resulting chemical or oil pollution of the coastline.
- * To provide welfare support to un-injured survivors.
- * To set up friends and relatives reception centres if required.

i) **Unitary Councils** – Portsmouth, Southampton and Isle of Wight

The Unitary Authorities all have ports in their areas and will initiate their own Major Civil Emergency Plans; they will be responsible for:

- * Co-ordinating the local authority response and resources.
- * Sending an Officer to the SOLFIRE MRC (Silver) if this is requested.
- * Co-operating with the lead organisation in co-ordinating the SOLFIRE Media co-operation plan. In addition the Cities' PRO will respond to the media on matters for which the Cities are directly responsible.

- * Co-ordinating all their own services (eg Social Services, Rest Centres, Transport, Survivor Registration) and voluntary organisations within their areas.
- * Activating their own emergency control should the scale of operations require this.

ii) County Council – Hampshire

Hampshire County Council Emergency Planning Unit will activate the HCC Major Incident Plan And Community Recovery Plan.

- * The HCC Emergency Planning Unit will activate the relevant District Authority(s).
- * HCC will in conjunction with the relevant District Authority(s) provide an appropriate response and resources for the onshore assistance to the Emergency Services.
- * Sending an officer to SOLFIRE MRC (Silver) if this is requested.
- * Coordinating the response from the following HCC Departments, Childrens Services, Adult Services and Hampshire Highways, other departments may be activated if required.
- * Coordinate the response from Voluntary Agencies.

iii) District Councils

The maritime district councils in Hampshire are:

- * Fareham
- * Gosport
- * New Forest
- * Havant
- * Eastleigh

When activated by Hampshire County Council Emergency Planning Unit, these district councils will:

- * Activate own emergency control as required.
- * Send an officer to the SOLFIRE MRC (Silver) should this be requested
- * Co-operate with the lead organisation tasked with co-ordinating the SOLFIRE Media Co-operation Plan. In addition, district councils will respond to the media on those matters for which they have operational responsibility.
- * Keep appropriate officers and council members informed about the incident.

3.8 BT

BT will, on request to its Emergency Linkline number (0845 755 5999), provide a single point of contact to assist with arranging any or all the following, as appropriate:

- * Temporary lines - Telephone & Fax
- * Additions or changes to Switches (PBXs)
- * Payphone caravans
- * Call diversion and gapping
- * Temporary loan of Cell phones
- * Preference switching
- * Telecom Emergency Service Station (TESS)

BT will also use the technology currently available to manage its network to ensure that key areas are not congested with telephone traffic.

BT will consider the provision of a Mobile Public Exchange in order to connect a large number of lines to the Public Network.

SECTION 4 COMMAND AND CONTROL

4.1 INTRODUCTION

The SOLFIRE Plan is divided into three command areas: (See Fig 1 SOLFIRE Command Areas - page ix)

- **SOLFIRE East**
- **SOLFIRE West**
- **SOLFIRE South**

The response to an emergency in any of these areas will have one or more levels of management, dependent on the classification of the emergency and the nature of the incident. Normally, the need will be determined by starting at the operational (BRONZE) level and then only moving on to the tactical (SILVER) and finally strategic (GOLD) levels should this prove necessary.

For any incident, the individual agency SILVER Commanders will gather at the Marine Response Centre (MRC) and be co-ordinated by the SILVER Commander of the Initiating Authority for Class A and B incidents. Where a SOLFIRE Class C or D is declared responsibility for co-ordinating the multi agency response will be transferred to the Police Silver Commander.

All BRONZE Commanders located onboard a vessel in distress will, whenever possible, come together and be co-ordinated by the Forward Control Coordinator (FCC). This group is known as the Forward Control Team (FCT).

SEARCH AND RESCUE

Search and rescue response will be co-ordinated by Solent Coastguard.

4.2 SOLFIRE INCIDENTS

For a declared SOLFIRE incident the Initiating Authority and MRC are detailed below.

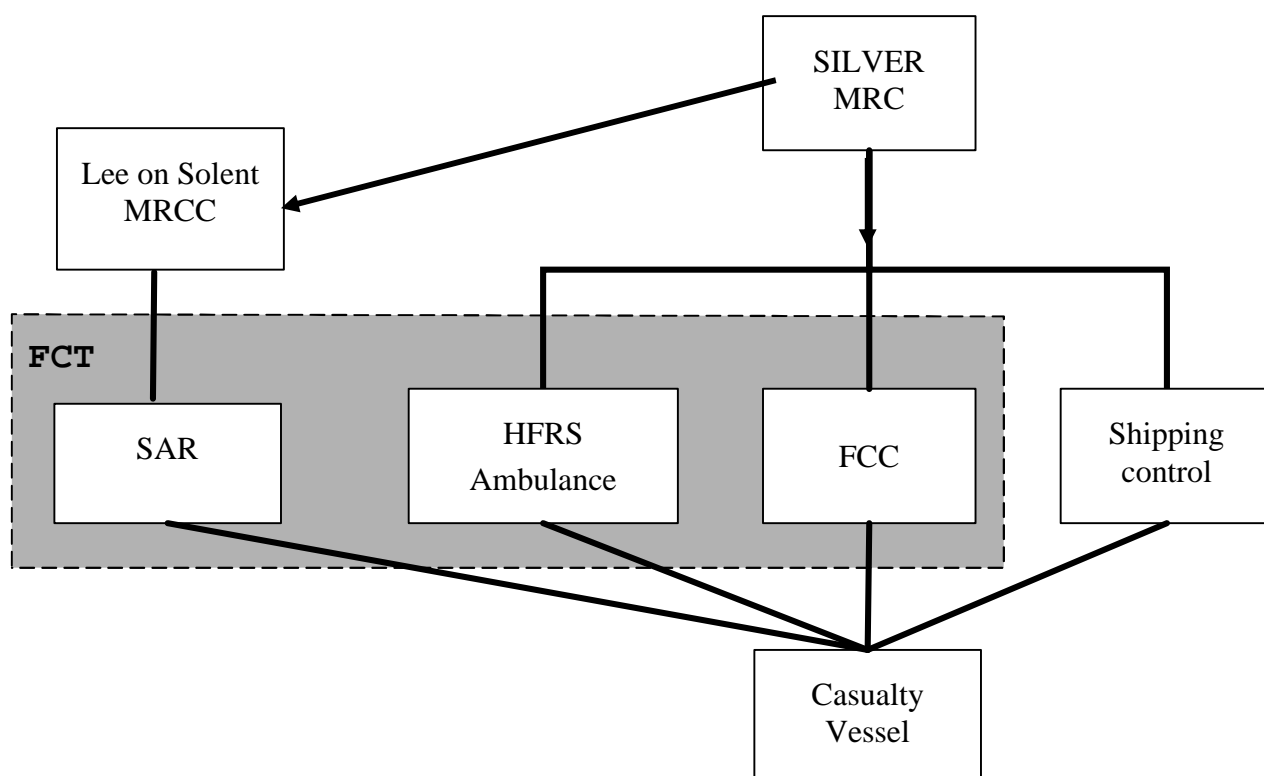
INCIDENT LOCATION	INITIATING AUTHORITY	MARINE RESPONSE CENTRE (SILVER)
SOLFIRE EAST	QHM PORTSMOUTH	SEMAPHORE TOWER PORTSMOUTH NAVAL BASE
SOLFIRE WEST	SOUTHAMPTON HARBOUR AUTHORITY	VTS CENTRE SOUTHAMPTON DOCKS
SOLFIRE SOUTH	SOLENT COASTGUARD	MRCC SOLENT LEE-ON-SOLENT

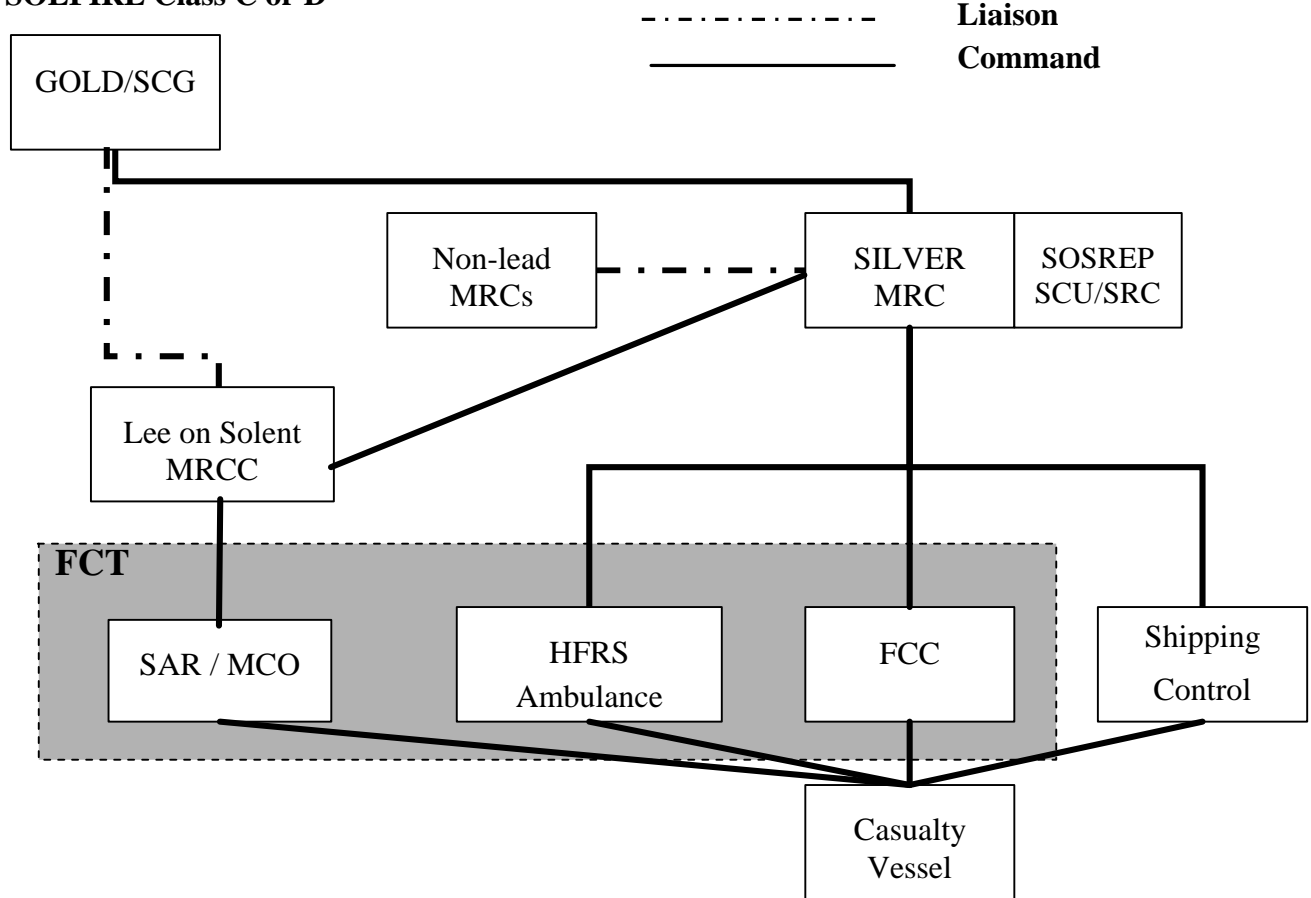
Notwithstanding, for any security or terrorist related incident, regardless of where initiated, overall command of the incident will be with Hampshire Police throughout.

4.3 COMMAND STRUCTURE

The command lines shown in all cases refer to legal orders given by authorities so empowered for the execution of their statutory duties.

SOLFIRE Class A or B



SOLFIRE Class C or D

There are three possible MRC's and for a SOLFIRE C/D it is envisaged that sufficient personnel will close up in the non-lead MRC's to provide assistance and support to the lead MRC (SILVER)

SOSREP will direct the formation of the Salvage Control Unit (SCU) and Shoreline Response Centre (SRC) at the MRC (SILVER) as required by the National Maritime Contingency Plan.

In every case, command and control of a security or suspected terrorist incident will be as for SOLFIRE D.

4.4 OPERATIONAL CONTROL AFLOAT

Forward Control Team (FCT)

The Initiating Authority will normally establish a **FCT** to liaise and offer assistance to the Master of the stricken vessel. It will be advantageous, if the circumstances permit, for the FCT to board the vessel for this purpose. When unsafe to do so, they will embark a vessel in order to be in close proximity to the stricken vessel.

The Master of the vessel retains responsibility for the actions taken on board his own vessel. He will have access to valuable cargo, stability and damage control information and advice. Additionally, the Master may well have already initiated on board fire fighting operations and other related activity and close liaison with him will be essential.

It will be a SOLFIRE Priority to transport a FCT to the scene of the incident as quickly as possible. The FCT will consist of various BRONZE Commanders as follows:

(i) Forward Control Co-ordinator (FCC)

The Initiating Authority may appoint an appropriate Officer as FCC.

The FCC will be responsible for co-ordinating the joint actions of the FCT, facilitating the prioritisation of actions on-scene and any requests for support services and will be briefed before being deployed.

(ii) Fire & Rescue Service Officer

Who will command On Scene Fire Fighting operation in close liaison with the Master.

(iii) Ambulance/Medical Officer

Who will establish triage of casualties and health communications in conjunction with the Forward Medical Commander (if present)

(iv) Coastguard Liaison Officer

Who, if available, will provide on scene liaison between responding Emergency Services, Marine Units and the Master of the vessel.

Note: The FCT may be supplemented by an MCA Marine Casualty Officer (MCO) when available.

4.5 STRATEGIC (GOLD) CO-ORDINATION - SOLFIRE Class C or D EMERGENCY

If the nature of the incident is such that it is considered by the Tactical (SILVER) Control that further support is required at a strategic level then a Strategic (GOLD) Co-ordinating Group may be established at the direction of the Chief Constable of Hampshire. The location of GOLD is also his decision but will usually be at the 'Strategic Co-ordination Centre' Netley Support HQ.

In every case, command and control of a security or suspected terrorist incident will be as for a SOLFIRE D and a Strategic (GOLD) Co-ordinating Group will be established at Netley Support HQ, at the direction of the Chief Constable of Hampshire.

4.6 TRANSPORTATION OF FORWARD CONTROL TEAM

The SOLFIRE Initiating Authority will determine whether the Forward Control Team will be transported to the scene by either helicopter or suitable vessel. This will be determined by their ability to safely board the vessel by the fastest available method.

(i) By air

A helicopter provided by Solent Coastguard, if available, will embark the Forward Control Team at a designated site. The appointed Forward Control Co-ordinator will be embarked at a designated site. (See Annex 4 for designated landing/embarkation sites).

(ii) By sea

A suitable vessel for the Forward Control Team will be arranged by the SOLFIRE Initiating Authority who will advise on the embarkation location.

It is possible that the various members of the FCT will be transported separately to the Casualty Vessel, however, it is vital that once onboard they work together under the coordination of the FCC.

4.7 COMMAND OF FIRE FIGHTING

- (i) On board vessel fire fighting will be the responsibility of the Senior Fire Officer afloat.
- (ii) The Fire Liaison Officer will attend at the Solent Coastguard.
- (iii) The Marine Casualty Officer (MCO) may request offshore fire-fighting teams to take certain actions with the approval of the Salvage Control Unit (as agreed with the Senior Fire Officer afloat).
- (iv) The HFRS commander will attend MRC (Silver).

4.8 FIRE FIGHTING VESSELS

There are tugs with fire fighting capabilities located at both Southampton and Portsmouth. These may be immediately available or require varying degrees of notice. The most suitable tugs will be made available at the request of the Initiating Authority, which may deploy one or more tugs to the scene of the incident and advise the most appropriate location for the embarkation of Fire & Rescue service personnel. (The Initiating Authorities hold lists of the availability and capabilities of tugs).

Note: Tugs may be required to be utilised in a multi-role capacity involving Fire Fighting, Pollution Response, Salvage and Vessel Control.

4.9 SALVAGE OPERATIONS

A SOLFIRE incident may require the assistance of Salvage Experts who may be

appointed by either the vessel's Master, Owners, SOSREP or the Initiating Authority. Once appointed, they will be represented in the Forward Control Team, or MRC (SILVER).

4.10 HELICOPTER DEPLOYMENT

Requests for helicopter deployment will be directed to MRCC Solent who will liaise with the Air Rescue Coordination Centre Kinloss for provision of suitable aircraft.

It is of note that while helicopters are a valuable asset for the speedy transfer of personnel and equipment, their noise and downdraught may hamper rescue and fire fighting operations under certain circumstances.

In these cases consideration should be given for helicopters to hover well clear of the shipping casualty, until called into the scene for a specific purpose by the Forward Control Co-ordinator or Coastguard Liaison Officer if he is tasked with co-ordinating air assets.

4.11 RESTORATION OF NORMALITY

In a prolonged major incident where the marine aspects of the emergency continue after the initial impact on shore-based agencies has declined, SOLFIRE classification may be down-graded and levels of control stepped down until normality is restored. A Recovery Working Group will be established with the Strategic Coordinating Group at an early stage to coordinate the return to normality.

SECTION 5 THE RESCUE, RECEPTION AND DOCUMENTATION OF SURVIVORS AND CASUALTIES

5.1 TERMINOLOGY

To avoid any confusion, the following terminology is to be used when referring to persons involved in a SOLFIRE incident.

Survivors - All surviving persons, whether casualties or not.

Casualties - Those survivors who are injured

Casualty Vessel(s) - The vessel(s) involved in the incident

5.2 IMMEDIATE MEDICAL RESPONSE

Medical response will be initiated by Solent Coastguard by the quickest means, contacting South Central Ambulance Communications Centre, who will advise/inform neighbouring Ambulance Controls, (Isle of Wight, South East Coast and South West) as the needs of the incident dictate, initiating one or more of the following:

- i) An Ambulance Incident Officer will be sent to the MRC (SILVER) for a SOLFIRE Class C or D incident. He/she will liaise closely with the Medical Incident Commander, to ensure effective use of the medical and Ambulance resources required.
- ii) To send an Ambulance Officer and winch trained BASICS1 Doctor to join the Forward Control Team on scene as the Forward Ambulance Commander and Forward Medical Commander to provide a situation report of medical needs and instigate triage.
- iii) An Ambulance Officer will be mobilised with the appropriate number of Ambulances to the rendezvous (RVP) relative to the proposed disembarkation points.
- iv) To advise all potential receiving hospitals of a Major Incident Standby or Major Incident Declared and provide a communication link with them.

Where the incident dictates the need of casualties to be disembarked at locations outside the County boundary, South Central Ambulance Communications Centre will liaise with the appropriate Ambulance Service to organise resources accordingly.

- v) Medical Incident Commander, who will have overall responsibility, in close liaison with the Ambulance Incident Commander, for the medical resources at the scene. He/she should not be a member of any Mobile Medical Team.

If requested by either the Ambulance Incident Commander or the Medical Incident Commander.

- vi) A Mobile Medical and Triage Team or an Ambulance Paramedic Team, dependent upon the nature and location of the incident and the resources available may be deployed to the casualty vessel. The function of the Team will be to triage, initiate primary casualty documentation and treat casualties, The Forward Medical Incident Commander will advise the Medical Incident Commander accordingly.

The level of tasking will be influenced by the scale of the incident, the nature of injuries and the resources available to transfer the Team to the incident.

The Ambulance Communications Centre will liaise with MRC (SILVER) to identify the means of transport of the Officers and Teams to the incident site and points of embarkation.

5.3 ARRANGEMENTS FOR THE RECEPTION AND DOCUMENTATION OF SURVIVORS AND CASUALTIES ASHORE

- i) Major Incident Procedures are as applicable to incidents at sea as those that occur on the land, although there will be increased difficulties in the deployment of resources on site in a marine environment.
- ii) Shipping movements within the SOLFIRE area of responsibility are capable of producing an incident involving large numbers of survivors and/or casualties from a variety of scenarios.
- iii) As it is impossible to predict the location, time and nature, or severity of any incident, all arrangements must provide total flexibility to respond to actual events as they unfold and develop.
- iv) The SOLFIRE Plan for the reception and documentation of casualties and survivors does reflect that flexibility and allow the Police, Ambulance and Medical Services, together with support facilities from the District, Unitary and County Councils to respond, using their expertise and professional judgement.
- v) The response of the organisations, as listed in the above paragraph, will be in line with the existing contingency plans and arrangements in respect of Major Incidents.
- vi) The point at which survivors and/or casualties will be landed ashore could vary from a simple beach or cliff top to the more sophisticated facilities available at the ports of Southampton or Portsmouth, or elsewhere. In view of the geographical nature of the SOLFIRE area of responsibility, it is not difficult to envisage a scenario where a variety of disembarkation points are used, with varying facilities at each and this would very much depend upon the nature and timing of emergency and the size and description of the vessels and/or aircraft used in the rescue operation.

- vii) Survivors and casualties from any marine accident are best processed, treated and documented at identified locations and/or buildings and it is acknowledged that the ports of Southampton and Portsmouth provide excellent undercover facilities for the reception of survivors and casualties in a secure environment away from the intrusions of the press and sightseers where medical, Ambulance and document team resources can be concentrated.

However, it must be recognised that disembarkation points can occur at one or more sites along the Hampshire and Isle of Wight coastlines requiring more than one Casualty Clearing Station or Survival Reception Centre.

a Casualty Clearing Station/s

One or more areas set up by the Ambulance Service in liaison with MRC (SILVER) to assess, treat and triage casualties and direct their evacuation to the **RECEIVING HOSPITALS**. It is at these hospitals that **POLICE HOSPITAL DOCUMENTATION TEAMS** will be responsible for completing casualties' records and the onward transmission of that information to the Police Casualty Bureau.

b Casualties

Suitable sites for the organised disembarkation of casualties and survivors with reception facilities will be identified by MRC (SILVER) in light of operational considerations.

c Survivor Reception Centre

This is a secure area to which uninjured or lightly injured survivors may be taken for shelter, first-aid, interview and documentation prior to being transferred to a **REST CENTRE**, within a building designated by the Local Authority for the temporary accommodation of survivors.

d Survivors

In accordance with established Major Incident Procedures, the Police will assume initial responsibility for the reception, documentation and dispersal of survivors, assisted by HM Customs, HM Immigration, Port Health Authorities and the Shipping, Port Authorities and Local Authorities.

e Deceased Persons

Deceased persons brought ashore will be dealt with by the Police in accordance with the procedures outlined in the LRF Mass Fatalities Plan, in liaison with Solent Coastguard, the Port Health Authority and HM Coroner.

ANNEX 1 – COMMUNICATIONS

1.1 GENERAL

Solfire emergencies will generate a high level of marine VHF communications and to avoid saturation, transmissions must be kept as specific and brief as possible. A high degree of radio discipline is essential.

The use of VHF Channel 16 by participants afloat should be restricted to matters of distress and only used as a calling frequency in the event that other frequencies are saturated at the time.

1.2 SEARCH AND RESCUE INITIAL PHASE

Solent Coastguard will co-ordinate Search and Rescue action that may be necessary during the initial phase using VHF Channel 16.

1.3 COMMAND LINK

A Command Link will be established primarily for communication between the Marine Response Centre and the Forward Control Team Co-ordinator.

The following VHF Channels will be assigned for this purpose.

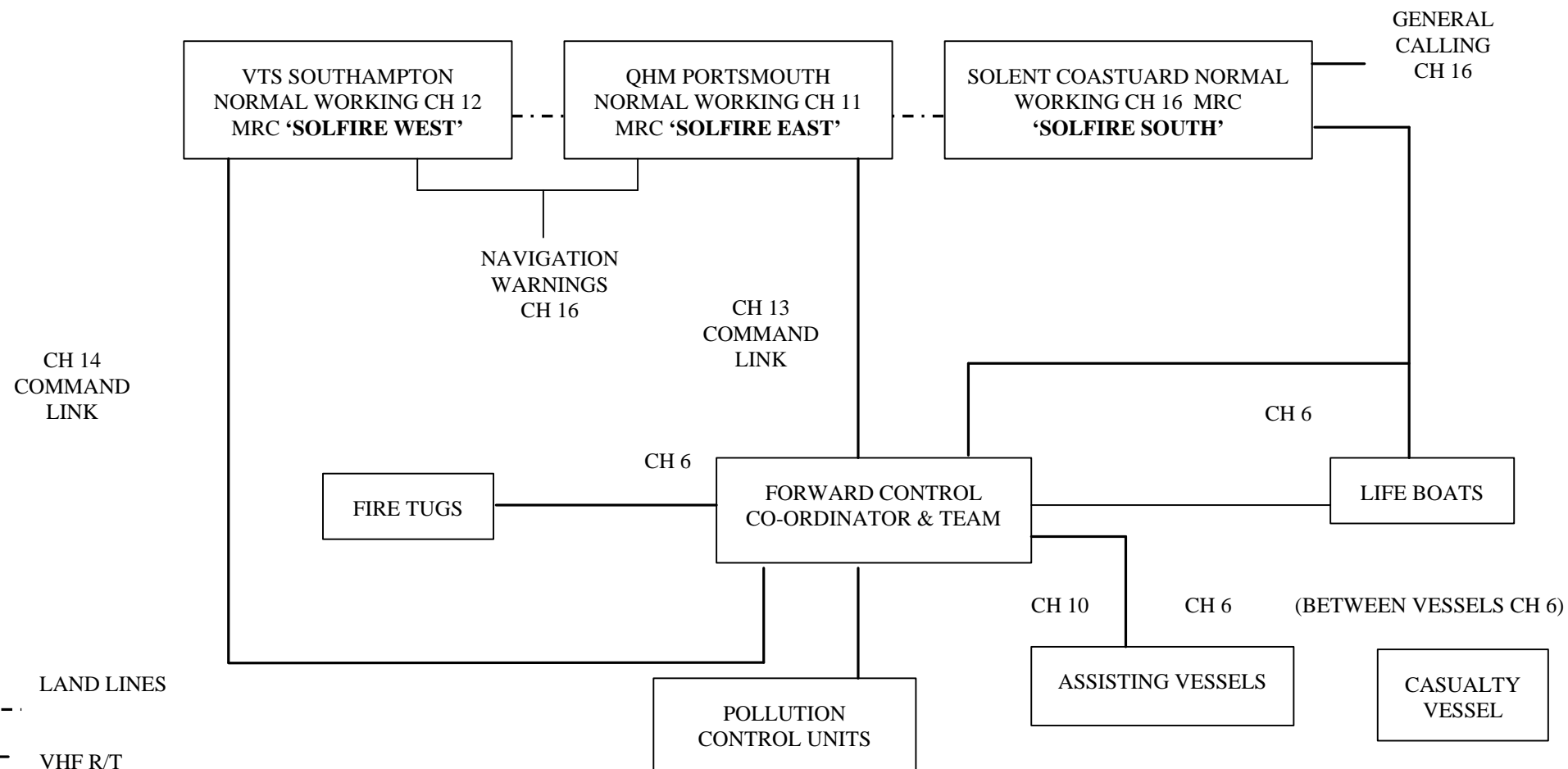
SOLFIRE EAST	CH 13
SOLFIRE WEST	CH 14
SOLFIRE SOUTH	CH 16

1.4 ADDITIONAL LAND LINES

If additional Telecommunications facilities are required they can be arranged by calling the BT 24 hour Emergency Linkline number on 0845 7555 5999 (24 Hrs).

1.5 MARINE COMMUNICATION PLAN

VHF CHANNEL	USE	CHANNEL GUARDED BY
6	Forward Control Team Fire Vessels Ship To Ship	Forward Control Team
8	Ship To Ship	As Instructed
10	Weather Broadcasts Navigation Warnings Oil Pollution Response	Solent Coastguard Oil Response Vessels Marine Response Centre
11	Port Operations Portsmouth	QHM Portsmouth
12	Port Operations Southampton	Southampton VTS
13	Command Link SOLFIRE East	Marine Response Centre Forward Control Team
14	Command Link SOLFIRE West	Marine Response Centre Forward Control Team
16	Distress Communications	Solent Coastguard QHM VTS
67	Primary Safety Working Channel	Solent Coastguard Search And Rescue Vessels
73	Weather Broadcasts Navigation Warnings	Solent Coastguard



COMMUNICATION - FLOW DIAGRAM

ANNEX 3 – LIFEBOAT LANDING SITES (Southampton Sector – All Grid References refer to UK National Grid)

Landing site	Remarks	1	2	3	4	5	Grid Reference	Post Code	Key: -
Lymington Harbour Commissioners	Pontoon. Unlit	*	*		*	*	SZ334 950	SO41 3SE	1 = Suitable for small numbers of uninjured survivors. 2 = Suitable for stretcher case casualties. 3 = Suitable for large numbers of casualties. 4 = Suitable for ILB (Inshore Life Boat) 5 = Suitable for AWB (All Weather Boat)
Lymington Town Quay	Pontoon. Tidal	*	*				SZ328 956	S041 3AS	
Keyhaven Harbour	Pontoon. Unlit.	*			*		SZ307 915	S041 0TQ	
Lepe Beach	Tidal - Shingle Beach	*			*		455 985	SO45 1AD	
Bucklers Hard Marina	Pontoon.			*	*	*	408 003	SO42 7XB	
Hamble River	Pontoons. (Rising Sun Pub)	*	*		*	*	SU485 068	SO31 9FT	
Empress Dock. – Southampton	25 Link Pontoon.		*	*	*	*	SU427103	S014 3XD	
Empress Dock. – Southampton	22 Berth Pontoon	*	*	*	*	*	SU426103		
Hamble Public Hard	Pontoon.	*	*		*	*	485 066	S031 4HB	
HM Pontoon Warsash	Pontoon.	*	*		*	*	488 062	SO31 6FR	
Hythe Marina	Pontoon.	*	*		*	*	426 085	S045 6DX	
Stanswood Rescue Base	Shingle Beach - Tidal.	*			*		481 013	S045 1BB	
Calshot Public Slip	Concrete and tidal	*	*		*		SU488 024	S045 1BB	
Calshot Activity Centre	Jetty Unlit	*	*	*	*	*	SU488 026	SO45 1BR	
Gosport – Ferry Pontoon	Pontoon.	*	*	*		*	624 998	PO12 1EP	
GAFIRS Base - Slip	Concrete tidal & fair weather only.	*			*		600 980	PO12 2BL	
Haslar Marina	Pontoons	*	*	*	*	*	624 996	PO12 1HD	
JSASTC	Pontoons.		*	*	*	*	622 992	PO12 2AQ	
Fleet Landing – HM Naval Base	Pontoon. (Dockyard Main Gate)		*	*	*	*	632 011	PO1 3LT	
Camber Dock Portsmouth	Pontoons (water bus) - preferred site	*	*	*	*	*	630 995	PO1 2JJ	
Ryde Pier	Pontoon			*	*	*	SZ594 929	PO33 2HF	
Ryde Marina	Pontoon - Tidal.	*			*		SZ595 928	PO33 1JA	
Cowes – West – Trinity Landing	Pontoons.		*	*	*	*	SZ496 964	PO31 7QT	

ANNEX 4 – HELICOPTER LANDING SITES

LANDING SITE	REMARKS	1	2	3	4	5	Grid Reference
Priestlands School Lymington			*				SZ 313 950
Calshot Activities Centre			*	*			SU 488 023
Lords Hill	Serves all Southampton hospitals	*				*	SU 380 158
Mayflower Park			*		*		SU 417 110
Police HQ Netley	NOT FOR CASUALTIES					*	SU 470 081
Horsea Island - Port Solent	For Queen Alexandra's Hospital Portsmouth	*	*				SU 637 041
Hayling Island Community Centre			*				SZ 712 993
Highdown IOW			*				SZ 342 848
Totland IOW			*				SZ 326 873
Seaclose Public Park Newport IOW	For St Mary's Hospital	*	*		*	*	SZ 505 903
Southampton (Eastleigh) Airport			*	*	*		SU 449 985
Bembridge Airport IoW			*	*	*	*	SZ 635 870
Sandown Airport IoW			*	*	*		SZ 575 835

- Key:-** 1 = Hospital Landing site.
2 = Suitable for small numbers of casualties.
3 = Suitable for large numbers of casualties.
4 = Good accessibility by road.
5 = Nominated for Hants Fire & Ambulance use.

ANNEX 5 - LOCAL AND NATIONAL EMERGENCY/CONTINGENCY PLANS

- Hampshire Constabulary Major Incident Manual
- MCA Southern Area Major Incident Plan
- National Contingency Plan for Marine Pollution from Shipping and Offshore Installations.
- Environment Agency Emergency Plan
- Hampshire County Council MAJOR INCIDENT AND RECOVERY PLAN
- Portsmouth City Council EMERGENCY RESPONSE PLAN
- Portsmouth City Council OIL AND CHEMICAL POLLUTION PLAN
- Southampton City Council MAJOR INCIDENT PLAN
- Hampshire County Council OIL AND CHEMICAL POLLUTION PLAN
- Isle of Wight Emergency Plan
- Isle of Wight Council Oil Spill Contingency Plan
- Esso Refinery Fawley Emergency Response Plans
 - * Site Emergency Plan
 - * Oil Spill Response Plan
- BP Oil Limited Oil Spill Contingency Plan
- Hampshire and Isle of Wight LRF Media Plan
- BT Southern Home Counties Zone Emergency Manual
- Dockyard Port of Portsmouth Oil Pollution Response Plan
- ABP Port of Southampton Oil Spill Contingency Plan
- Other plans as required

ANNEX 6 – HAMPSHIRE FIRE AND RESCUE SERVICE GLOSSARY OF TERMS

Boarding Control Officer	A nominated Fire Service Member responsible for monitoring all fire service personnel and equipment on and off the vessel (identified by tabard).
Operations Commander	Onboard Fire Service Commander (Identified by tabard).
Incident Commander	Senior Fire Service Officer (land based) in charge of the incident.
Liaison officer	A nominated Fire Service Officer who responds to the appropriate MRCC / MRC as the Fire Service Co-ordinator.
Forward Control Point	Normally the ship's bridge
Sector	The Fire Service will designate areas where they have personnel working as sectors ie No 5 hold sector, ballroom sector, engine room sector, etc. Each sector will have a sector commander (identified by tabard) and will be regarded as within the inner cordon, and as such the health and safety of all 'people' within is the responsibility of the Fire Service.
BA	Breathing apparatus.
Defensive Mode	Crews not committed actively to the risk areas. (Conversely Offensive Mode is when crews are committed actively within the risk areas / inner cordon.)

ANNEX 7 – LIST OF ACRONYMS

DfT	Department for Transport
DEFRA	Department for the Environment, Food and Rural Affairs
EPO	Emergency Planning Officer
FCC	Forward Control Coordinator
FCP	Forward Control Point
FCT	Forward Control Team
HFRS	Hampshire Fire and Rescue Service
LRF	Local Resilience Forum
MCA	Maritime & Coastguard Agency
MCO	Marine Casualty Officer
MRC	Marine Response Centre
MRCC	Maritime Rescue Co-ordination Centre
NBC	Naval Base Commander
OSC	On scene Co-ordinator
PCPSO	Principal Counter Pollution & Salvage Officer
P&I Club	Peninsular and Indemnity Club
RCC	Rescue Control Centre
RvP	Rendezvous Position
SAR	Search & Rescue
SCC	Strategic Co-ordination Centre
SCG	Strategic Co-ordination Group
SCU	Salvage Control Unit
SMC	Sea Mounting Centre, Marchwood
SOSREP	Secretary of State's Representative
SRC	Shoreline Response Centre
TESS	Telecom Emergency Service Station
VTC	Video teleconference
VTS	Vessel Traffic Services

ANNEX 8 – TRAINING AND EXERCISE SCHEDULE

8.1 GENERAL

The SOLFIRE Plan largely relies upon the expertise and training of personnel within their own organisations but must also include provision for the familiarization of staff with the Plan itself and the carrying out of exercises on a regular basis.

8.2 TRAINING

All personnel involved in a SOLFIRE response must be aware of their respective roles within the Plan. Accordingly, familiarisation training will be reviewed and updated on a regular basis in order for all personnel to be fully competent in their particular role. This will involve briefings and seminars for new staff, and updates for staff whose roles have changed, to provide appropriate knowledge of the Plan and the involved organisations.

8.3 EXERCISES

It is intended that the SOLFIRE Plan will be exercised annually, with responsibility for conduct of the exercise rotating between the three Initiating Authorities and the exercise type alternating between ‘Livex’ and ‘Tabletop’ formats. Planning will involve the Initiating Authorities and all responding organisations.

Exercises will generally take place in the 4th Quarter of the year.

YEAR	INITIATING AUTHORITY	EXERCISE TYPE
1	Harbour Master Southampton	Livex
2	Queen’s Harbour Master Portsmouth	Tabletop
3	MRCC Solent	Livex
4	Harbour Master Southampton	Tabletop
5	Queen’s Harbour Master Portsmouth	Livex
6	MRCC Solent	Tabletop